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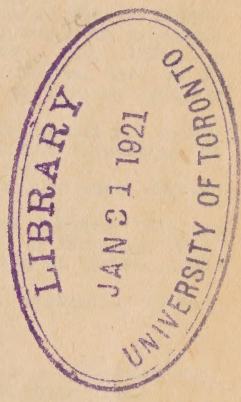
THE

# LABOUR GAZETTE

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The Department of Labour  
Canada



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For the Year

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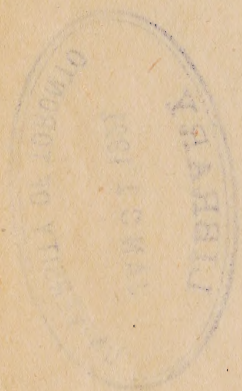
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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

At the beginning of December the percentage of unemployed among members of trade unions was 3.58 as compared with 2.71 at the beginning of November. According to returns received from more than 4,700 firms, there was a slight decline in the total volume of employment throughout Canada at the beginning of December, which decline continued and became pronounced in the Christmas week due to the slackening of the Christmas trade and to a period of stock-taking. A drop in employment at the end of the month was recorded in all provinces. In civic employment there was a decrease of nearly 15 per cent in comparison with November, but an increase of nearly 21 per cent as compared with December, 1918. According to preliminary figures, the various offices of the Employment Service of Canada received about 35,000 applications for employment, were notified of 26,000 vacancies, and made about 21,000 regular placements and 5,400 casual placements during December, as compared with 38,000 applications, 34,700 vacancies, 25,400 regular placements and 5,500 casual placements in November.

The time loss on account of industrial disputes during December was less than during both November, 1919, and December, 1918. There were in existence during the month 22 strikes, involving about 2,828 workpeople and resulting in

a time loss of 48,960 working days. Of these strikes 15 were on record at the beginning of the month, while seven strikes were reported as having commenced during the month. At the end of the month there were on record 13 strikes, involving about 1,695 workpeople.

The average cost of the weekly family budget of staple foods rose during December, averaging \$14.70 at the middle of the month as compared with \$14.27 for November, \$13.63 for December, 1918, and \$7.95 for December, 1914. The index number of wholesale prices rose to 322.7 for December as compared with 307.7 for November, 288.8 for December, 1918, and 137.6 for December, 1914.

### Proceedings under the Industrial Disputes Investigation Act

During December the Department received reports from three Boards of Conciliation and Investigation established to deal with disputes between (1) the Maritime Coal, Railway and Power Company and certain of its employees, being members of District No. 26, United Mine Workers of America; (2) the Toronto Railway Company, Toronto Electric Light Company and Toronto Power Company, and the employees of the said companies respectively, members of Local Union No. 353, International Brotherhood of Electrical Workers, and (3)

the Canadian Pacific Railway Company and certain of its employees at St. John, N.B., being marine freight handlers, members of Local Union No. 838, International 'Longshormen's Association.

Five applications were received for the establishment of Boards, further appointments were made in connection with previous applications received, and advice was received in the Department of the settlement of a dispute in which negotiations were pending.

#### **Association of Workmen's Compensation Board**

A conference of delegates of the various provincial Workmen's Compensation Boards was held at Vancouver on December 1-3, for the purpose of discussing the laws of workmen's compensation and problems relating to their administration, and of reaching an understanding with the Dominion Government with regard to the claims of Government employees. At the conference there was formed an Association of Canadian Workmen's Compensation Boards. The objects of the Association as outlined in the Constitution include the securing of unification of Workmen's Compensation laws and regulations, and of uniformity in their administration, and in the reporting and tabulation of industrial accidents and diseases, and the provision of ways and means for the prevention of accidents, and for the rehabilitation of injured workmen. The following officers were elected: President, Mr. S. Price, Chairman of the Ontario Workmen's Compensation Board; Vice-President, Mr. E. S. H. Winn, Chairman of the British Columbia board; Secretary-Treasurer, Mr. N. B. Wormith, Toronto, Secretary of the Ontario board; Member of the Executive Committee, Mr. J. T. Stirling, Chairman of the Alberta board. Among the resolutions passed, one adopted unanimously called upon all the Canadian compensation boards to endeavour in their respective provinces to have the benefits of compensation laws extended to all wage earners whose average annual earnings are less than \$2,-

000. Another resolution strongly advocated legislation vesting in the various boards the power of enforcing accident prevention measures. The next annual meeting of the Association will be held in Toronto, on the first Monday in October, 1920.

#### **Extension of Mothers' Pensions in Canada**

The Mothers' Pensions Act of Saskatchewan has been amended to extend pensions to indigent women whose husbands are inmates of institutions for feeble-minded or incapables, and who are unable to provide for their children. The Provincial Treasurer of Manitoba has announced that the sum of \$300,000 was placed in the estimates for mothers' allowances for the coming year. Last year the sum of \$200,000 was appropriated for this purpose, all of which has been expended. Members of the Ontario Government, in reply to a deputation from various labour organizations, social service councils, and other bodies, expressed their sympathy with the movement for mothers' pensions, and intimated that early action would be taken along this line. It was stated by the deputation that a survey of the province showed that there were over 16,000 widows with more than 31,000 children. It was estimated through visits to the homes that about 3,200 widows and nearly 9,000 children were in need.

#### **Group Insurance plans of Canadian Companies**

The Murray - Kay Company of Toronto has presented to every member of its staff who has completed six months' service an insurance policy ranging in value from \$500 to \$1,000, according to length of service, the amount advancing to \$600 for two years' service and then advancing \$100 each year until the maximum is reached. The policies are issued under a Group Insurance plan, without expense to the employees, and without the requirement of a medical examination. An insured employee is at liberty to take up the



policy on leaving the Company. In case of permanent disability the insured is paid either in a lump sum or in instalments, if preferred. The Dominion Sheet Metal Corporation of Hamilton recently announced that each employee had been insured for \$1,000, which would increase \$100 each year until \$1,500 had been reached. The amount of the policy would be payable to the family of the insured employee at his death, or to the insured himself in case of total disability. The Taylor-Forbes Company, of Guelph, Ontario, has also announced that it has insured the lives of all its employees, according to their length of service, beginning with \$500 after the first three months; \$600 after one year; \$700 after two years; \$800 after three years; \$1,000 after four years; \$1,200 after five years; \$1,300 after six years; \$1,400 after seven years; \$1,500 after eight years; \$1,600 after nine years, and \$2,000 after ten years' service. Thereafter, \$100 a year is added to the policy until \$3,000 is reached on nineteen years of service.

Similar group insurance plans for the benefit of their employees have been announced by the International Nickel Company of Canada; the T. Eaton Company, of Toronto and Winnipeg; Canadian Cottons, Limited, of Montreal, Cornwall and Toronto; the Louis K. Liggett Company, operating nineteen drug stores in seven cities; the Cornwall and York Cotton Mills, St. John, N.B.; the Ottawa Paint Works, Ottawa, Ont.; McDonald and Willson, manufacturers of electrical appliances, Toronto; the Duncan Lithographing Company, Hamilton, Ont.; D. E. Macdonald & Company, dry goods merchants, Guelph, Ont.; the McLagan Furniture Company and the Stratford Chair Company, Stratford, Ont.; the Gray-Dort Motors, Limited, Chatham, Ont.; the Williams, Greene & Rome Company, shirt manufacturers, Kitchener, Ont.; the McCormick Biscuit and Candy Works, the Sherlock-Manning Piano and Organ Company, and Smallman and Ingram, London, Ont., the Canadian Salt Company, Windsor,

Ont.; and the Corbett Foundry and Machine Company, Owen Sound, Ont.

#### **Employment Managers' Association formed**

An Employment Managers' Association has been formed at Toronto. Its objects are "To promote and foster interest in employment and industrial relations problems in Toronto and elsewhere; to discuss problems of employees, including selection, training, management and working conditions; to encourage closer co-operation between industrial relations executives, and to work with municipal and governmental bodies to bring about closer co-operation concerning employment problems." The following officers were elected: President, C. H. Pringle; first vice-president, H. D. Warren; second vice-president, W. L. Clark; secretary, S. B. Heath, Hydro-Electric Power Commission; treasurer, F. W. Allen.

#### **Co-partnership scheme at Port Sunlight, England**

Lord Leverhulme recently announced a co-partnership scheme which was to be put into effect at the works of Messrs. Lever Bros., Limited, at Port Sunlight, England. The scheme consists in the distribution of dividends in the shape of additions to weekly wages. It appears that this plan was acceptable to all the labour unions except the National Association of Carpenters and Joiners, which threatened to expel any of its members who participated in the Port Sunlight co-partnership scheme. This action was resented by a large number of carpenters at Port Sunlight and they held a meeting at which the following resolution was unanimously passed:

"That this meeting of co-partners employed by Messrs. Lever Brothers, Limited, emphatically protests against the action of the National Association of Carpenters and Joiners in threatening to expel from the above association members participating in the Port Sunlight co-partnership scheme. Our co-partnership recognizes the just right of labour

to receive a share of the profits which they have helped to make, and any attempt to prevent co-partners participating in the benefits accruing from the co-partnership scheme is diametrically opposed to the true principles of trades unionism. We also pledge ourselves to resist by all means in our power any interference with our liberty as a free people."

In his recent visit to Canada Lord Leverhulme announced the intention of his company to extend the policy of making every employee a shareholder on a greater scale than before. He also stated that the inauguration of the six-hour working day in subsidiary plants in Canada was under consideration.

**Employment in Great Britain** Returns published in the December issue of the *British Labour Gazette* show that 3,719,679 men have been discharged from the forces in the United Kingdom since the Armistice. Of these only 353,668, or 9.5 per cent, were claiming an out-of-work donation on November 28. Between January 11 and November 7, 1919, non-disabled ex-service men, to the number of 240,867, were placed in employment. Trade unions with a membership of 1,500,325 reported 42,538, or 2.8 per cent of their members out of work at the end of November compared with 2.6 per cent at the end of October, 1919, and 0.5 per cent at the end of November, 1918. It was stated in the House of Commons in November that 100,000 more persons were then employed in the British Isles than at the outbreak of the war.

**Industrial Courts in Great Britain** With the passing of the Industrial Courts Act by the British Parliament in December a permanent industrial court was established to take the place of the interim court which came into existence in November, 1918, under the Wages (Temporary Regulation) Act. During the period of its existence 930 awards were made by the interim court. The Minis-

ter of Labour of the United Kingdom has been advised by the court on fifty occasions on matters relating to wages and conditions of employment, and on the advice of the court the Minister has issued twelve orders extending throughout a trade or a branch of a trade an award of the court. It is stated that most of the important industries of the country have had recourse to the interim court. By agreement representatives of employers and employees in the engineering trade appeared before it once every four months. Other trades appearing before it included shipbuilding, transport, brickmaking, cement, building, cotton, woollen, jute, chemicals and explosives, soap and candles, leather, clothing and metals.

**Special British Trades Union Congress** A special Trades Union Congress was held at Westminster, England, on December 9 and 10, for the purpose of discussing the nationalization of coal mines and other matters. This meeting was called in accordance with a resolution passed at the Annual Trades Union Congress, which met at Glasgow in September, an account of which appeared in the October issue of the *LABOUR GAZETTE*. With regard to the nationalization of coal mines, a resolution was passed deferring a decision on action to be taken until an adjourned congress which is to be held in February. A resolution was passed in favour of an immediate reduction of the cost of living, with an instruction to the parliamentary committee to demand from the Government the acceptance of certain remedial measures proposed by the Miners' Federation. In another resolution the Government was condemned for withdrawing the civilian out-of-work donation without making provision for unemployed persons, and a demand was made that effective steps be taken to find employment or maintenance for all those affected by the Government's decision. A proposal to substitute for the parliamentary committee a Trades Union Congress General Coun-



cil; to be elected annually by Congress, was carried by a large majority.

**United States Farmer-Labour Co-operative Commission** Steps have been taken in the United States by the four railway brotherhoods and the railroad shop crafts affiliated with the American Federation of Labour, in conjunction with the Farmers' Organization, to form an all-American Farmer-Labour Co-operative Commission. This movement was an outgrowth of the Farmer-Labour Conference which was held at Chicago in November, and its object is to obtain some relief from the high cost of living, through co-operative buying, production and distribution. It is announced that another conference will be held at Chicago on February 12-15.

**Bonus plan of Ford Motor Company** A plan to distribute from \$8,000,000 to \$10,000,000 in bonuses to employees of the Ford

Motor Company was announced by Henry Ford, president of the Company, on December 31. This bonus, payable on January 1, is based on the daily income and length of continuous service of the recipients. Men hired before October 1, 1914, receive a bonus of from \$150 to \$270. Those who were hired a year later receive from \$150 to \$250. Men hired before October 1, 1916, from \$110 to \$230. Men hired prior to October 1, 1917, from \$90 to \$210. Men hired prior to October 1, 1918, from \$70 to \$190, and men hired prior to October 1, 1919, from \$50 to \$150, the amount of the bonus varying according to the amount of pay received on December 31, 1919. The bonus is in addition to the profit-sharing plan which was instituted in 1914. A further announcement was

made of the issue of Ford investment certificates in which employees wishing a further share in the prosperity of the Company may invest a portion of their income. These certificates are to be issued to employees only, and will be non-negotiable and non-assignable. They will be in denominations of \$100, \$500 and \$1,000, and will bear a guaranteed interest of six per cent per annum. In addition to this, further payments will be made semi-annually, as the earnings of the company permit, at a rate fixed by the directors. Subject to thirty days' notice an employee may receive in cash at any time the face value of his certificate with accrued interest. The certificates must be paid for only out of bonuses and pay, and not out of bank savings or investments. Deposits toward the purchase of certificates will bear interest of three per cent compounded half-yearly.

#### Jottings

On the suggestion of Hon. Harry Mills, Minister of Mines for Ontario, resolutions were passed at a meeting of miners on December 15th, at Sudbury, to the effect that safety inspectors in mines should be appointed by the Government, instead of by the Companies, as at present; and that when inspectors from the Department make an inspection of mines, they should meet the men as well as the Companies.

The T. Eaton Company, Limited, has reduced the working day at its Winnipeg store by half an hour, beginning with the New Year, making the hours from 8.30 a.m. to 5 p.m. On Saturdays the store closes at 1 p.m. except in July and August, when it will remain closed all day, this arrangement having been

made a year ago, as mentioned in the LABOUR GAZETTE for February, 1919.

During the second year of the operation of the Pension and Benefit Plan of the Bell Telephone Company, which was inaugurated on July 1, 1917, the sum of \$147,265 was paid out by the Company for pensions and accident, sickness and death benefits. Over \$100,000 out of the total amount was paid out for sick benefits to 2,188 employees. An account of this scheme appeared in the issue of the LABOUR GAZETTE for May, 1917, on page 314.

The dockyard employees at Portsmouth have been offered by the British Government a choice of working one day short per week, or carrying out now on full time the programme of work for the next year or two. They were also offered a choice as to the day they would prefer to be idle. A ballot was taken which showed 5,787 in favour of working short time and 5,576 against. There were 5,517 votes in favour of Friday afternoon and Saturday morning for the idle day, and 209 in favour of having Monday off. The Chatham dockyard employees voted overwhelmingly in favour of working only four and a half days a week, in order to avert discharges.

An industrial medicine division has been established at the University of Cincinnati where medical students and physicians will be instructed in industrial medicine, sanitation and safety problems, public health and hospital management. There will also be a research laboratory for the investigation

of industrial conditions menacing the health of employees. Students will spend part of their time in the school and part in industrial establishments. The sum of \$40,000 annually for five years is being provided by a number of employers for this purpose.

The engineering firm of Ruston and Hornsby, of Lincoln, England, have acquired an estate of 350 acres near that place, where they are building an industrial garden suburb, with provision for 3,000 houses, as well as shops, institutes, recreation grounds and allotment gardens. It is proposed to provide electricity and hot water for domestic purposes from a central station. The housing will be managed on co-partnership principles and will not be confined to employees of the firm.

The result of the Economic Essay Contest conducted by the Chicago firm of Hart, Schaffner & Marx, for 1919, has been announced. In Class A, open to all Americans except undergraduates of an American university, the first prize of \$1,000 was awarded to Edgar S. Furniss, Ph.D., Assistant Professor of Political and Social Science in Yale University, for a study entitled "The Position of the Labourers in a System of Nationalism." The second prize of \$500 was awarded to T. Bruce Robb, Ph.D., of the University of Oklahoma, for a study on "The Guarantee of Bank Deposits." In Class B, open to undergraduates, the first prize of \$300 was awarded to Earl Bryan Schwulst, of Harvard University, for a study on "The American Street Railway Problem."



## INDUSTRIAL CONDITIONS DURING DECEMBER, 1919

## I.—General Review

A slight decline in the total volume of employment throughout Canada from the November level set in during the first week of December, continued throughout the month,

**The Labour  
Market**

and became pronounced in the Christmas week. This latter drop was due partly to the slackening of the Christmas trade and to a period of stock-taking. In the Maritime provinces decline set in at the middle of the month and continued over the holiday and stock-taking season. Ontario was fairly steady, starting the month with a slight gain, which was maintained with minor fluctuations until the end of the month when there was a sharp drop. In Quebec the decline was more pronounced and continuous. In the Prairie provinces a slight initial drop was followed by a fairly considerable rise, which in turn was followed by a drop. In British Columbia a marked drop culminated in the second week, followed by a slightly upward tendency with a further decline later. In the metals and machinery group a rise in the volume of employment was recorded for the first half of the month, which was most marked in Ontario and Quebec; but a drop occurred later. Vehicles showed weekly fluctuations with a drop at the end of the month. A marked drop during the second week in the figures for Quebec was attributed to the scarcity of coal and steel at that period. Ontario and the Prairie provinces experienced a steady rise. In the food group a marked decline continued at an increasing rate throughout the month in all provinces. The textile groups showed a general gain

for the first half of the month, followed later by a slightly greater decline. In the pulp, paper and printing industries a similar course was recorded. The woodworking and furniture group reported increased employment until the last week, when a downward tendency was noted. The clay, glass and stone group showed a steady gain, which took place mostly in Ontario, but the general level dropped during the last week of the month. In paints, oils and chemicals conditions were steady until the end of the month when a slight drop was recorded. In mining and quarrying there was a slight rise at the beginning of the month, which was followed by a steady and rather sharp decline. Building and construction experienced a marked and increasing seasonal decline, the drop being specially sharp in the third week of the month. Railway construction experienced a continuance of the sharp decline of November, though there was a steadying up at the end of the month. Railway operation showed a very slight general drop. A local drop in Quebec in the first week was attributed to the shortage of fuel at that time, and a sharp increase in the Maritime provinces at the same period was due to the opening of the winter port season at St. John and Halifax. The lumbering industry, as a whole, started with a gain, which afterwards changed to a decline, there being a sharp drop near the end of the month. In the Prairie provinces, however, an increase was recorded for each week.

The time loss on account of industrial disputes during December was less than during November, 1919, and December, 1918.

**Strikes**

There were in existence at some time or other during the month 22 strikes, involving about 2,828 work-

people, and resulting in a loss of about 48,960 working days, as compared with 25 strikes, involving about 4,903 workpeople and 84,073 working days in November, 1919; and 17 strikes, involving about 3,941 workpeople and 64,079 working days in December, 1918. On December 1, there were on record 15 strikes, affecting 2,326 workpeople. Seven strikes were reported as having commenced during December as compared with 6 in November. Four of the strikes commencing prior to December and five of those commencing during December were reported terminated, leaving 13 strikes, involving about 1,695 workpeople, on record at the end of the month.

In prices the movement was again upward, both the retail prices food budget and the wholesale prices index number showing substantial increases, the advances being greatest in dairy products, potatoes, iron, lumber, and in raw furs. The average cost of a family budget of staple foods in terms of retail prices in some sixty cities was \$14.70 at the middle of December as compared with \$14.27 for November, \$13.65 for December, 1918, and \$7.95 for December, 1914. The index number of wholesale prices rose to 322.7 for December, as compared with 307.7 for November, 288.8 for December, 1918, and 137.6 for December, 1914.

## II.—The Industries and Trades

Employment continued good in the steel industry in SYDNEY. The moulders' strike continued, somewhat affecting employment in other departments. The strike was settled, however, before the close of the month. The output of the Dominion Steel Company's plant was, in tons, as follows: pig iron, 9,700; steel ingots, 14,800; wire rods, 7,250; wire and wire products, 1,450; merchant bars, 720. One blast furnace was in operation. The output of the SYDNEY MINES steel plant was as follows: iron, 7,600 tons; steel, 10,750 tons. Boat and shipbuilding and repairing were less active. Stove and furnace workers, metal roofers, galvanized iron workers, etc., continued active. HALIFAX reported a falling off in shipbuilding during the month, but skilled employees were retained for repair work. Stove and furnace workers were busily employed, overtime being necessary owing to shortage of help. All available electricians were busy, no lay-off being reported in this department. Sheet-metal workers, coppersmiths and plumbers were very active. At WESTVILLE structural steel

workers were quiet. Engine and boiler, automobile and agricultural implement workers were busy. Sheet metal plants were active, and electrical trade normal. Shipbuilders at TRENTON were busy. In CHARLOTTETOWN dullness was reported throughout this group. AMHERST reported slack conditions in some departments, with improvement as the month progressed. All available sheet metal employees at ST. JOHN were reported working, and the rolling mills were steadily active, but shipbuilding declined. At MONCTON average activity continued in the locomotive and car repair shops of the Canadian National Railways. Foundries and machine shops also continued steady. In FREDERICTON the foundries, machine shops and garages were fully employed. MONTREAL reported normal conditions during the month in the structural steel industry. Engine and boiler makers and sheet-metal workers were fairly active, and electrical workers were normally employed. In QUEBEC a large number of shipyard workers were laid off. Sheet metal workers also had a very dull month, and the architectural iron and steel, the stationary and portable engine

**Metals,  
machinery,  
conveyances**



and the automobile trades were all quiet. Locomotive and carshop and stove and furnace workers were busy. At SHERBROOKE architectural and structural iron and steel workers and stationary and portable engine and boiler makers were fairly active. Overtime work was the rule in the foundries in THREE RIVERS where the steel and wooden shipbuilding yards were very busy. The metal and machine shops at St. HYACINTHE were very active and repair shop workers were fully employed. A demand for more help for the sewing machine factory was reported from St. JOHN'S IBERVILLE. Slackness in the shipyards and shops was reported from SOREL, many employees being discharged. The iron and steel factories and car shops in OTTAWA and HULL continued active throughout the month. In TORONTO the structural steel industry was reported quiet owing to the continued shortage of material. Engine and boiler plants were in steady operation. Shipbuilding still remained fairly active, without, however, any new orders. Stove and radiator plants were working to capacity. The automobile, agricultural and sheet metal trades were busy and the machinery trade was fairly active. HAMILTON reported continued general activity throughout all branches of the metal group. A steady demand for skilled men continued to be reported from NIAGARA FALLS. Pattern makers were in demand at WELLAND for the foundry. Boilermakers at St. CATHARINES continued active and electrical and metal workers were well employed. BROCKVILLE reported the tool and hardware trades exceptionally active, while fair conditions prevailed in the stationary and portable engine and boiler and sheet-metal works. Stove and furnace workers were active. KINGSTON reported general slackness in employment, a number of men being laid off in the locomotive shops, though the shipbuilding yards were kept busy on repair work. The metal trades in BELLEVILLE reported an excellent month, and the bar iron, nail, bolt and tool makers were

kept steadily employed. The Grand Trunk locomotive shops were very busy, and engine and boiler makers were well occupied. PETERBOROUGH reported a record month's activity, moulding and core shops in some cases employing double the usual number of men. Many machinists worked overtime and electrical workers were unusually busy. Machinists and tool makers were in strong demand. GALT reported very good conditions throughout all branches of the metal and machinery group. In BRANTFORD steady employment was the rule during the month, the agricultural implement works being very active. The carriage works were running overtime and the range and stove factories, engine and boiler and machine shops were well employed. KITCHENER reported a demand for tinsmiths, also for cycle and clock makers and electrical workers. Foundry, machine shop and structural iron workers all worked full time. In GUELPH moulders were in demand, and all metal workers were reported very active both here and in STRATFORD. WOODSTOCK reported temporary stoppage of work in the wagon factory for stocktaking, with good employment prospects ahead. Moulders were in demand, and stove and furnace and other lines were well engaged. In LONDON some slackening was reported in the threshing engine and thresher factories. The wire and iron and stove works continued busy, with short stops in some factories for stocktaking. Labour conditions in St. THOMAS were reported good. Activity in CHATHAM was affected to some degree by fuel shortage, but general labour conditions were good. WINDSOR reported work in the architectural and structural steel shops hampered by shortage of steel. This was also felt in the automobile works, which, however, continued to run full-handed. Machinists and tool makers were in demand, and many more will be required when the new motor factory begins work. Moulders are required for the foundries, and owing to the rush of business in the machine shops, machinists and tool mak-

ers were in strong demand. Metal roof work at a standstill owing to weather conditions. At ORILLIA the carriage factory had a record month, and the agricultural implement and stove workers continued steadily active. There was a resumption of activity in the production of pig iron, etc., by the electrical process, and further activity in this direction was anticipated. In OWEN SOUND conditions were reported as very satisfactory. The shipbuilding yard at PORT ARTHUR was steadily active. The car shops at FORT WILLIAM experienced a temporary slackness. The railway shops were busy, and skilled and semi-skilled mechanics all continued at work. WINNIPEG reported that employment conditions continued in the metal trades without material change in the number of employees. Every department in the railway shops was well engaged. Experienced men were in demand in the automobile repair shops. The rolling mill at MEDICINE HAT remained closed, and other metal working industries were rather quiet. At EDMONTON iron and sheet metal workers, machinists and electrical workers were all fairly busy. At VANCOUVER the structural iron and steel workers continued busy during the month. Rolling mill workers and boiler makers were fairly well employed. Steel shipbuilding continued active but wooden shipbuilding ceased in the district. Motor engine shops were busy on repair work, and stove and furnace, electrical fixture and sheet metal workers were all busy. In NEW WESTMINSTER the engineering shops were busier than at any time since the general strike last June. The sheet metal works were quiet and the electrical trade about normal. VICTORIA reported activity in auto repair shops and stove and furnace factories.

At SYDNEY abattoirs and meat packing houses continued active. Bakers and confectioners at HALIFAX reported the busiest month of the year, overtime being frequent. Creameries and aerated water factories

had a busy Christmas season, but employed no extra help. The milk factory at TRURO continued working to capacity. WESTVILLE reported activity throughout the food group. At CHARLOTTETOWN bakers, confectioners, butchers, meat cutters and tobacco workers were very active. The sugar refineries at St. JOHN closed for lack of raw sugar, about 200 workers being thrown out of work, but the mechanical, repair and shipping departments remained at work. Bakers and confectioners were exceptionally busy, and flour and feed, creamery and dairy workers had a good month. Aerated and soft drink factories were slack, but breweries were fairly busy. At MONCTON flour mills, bakeries and biscuit factories were active and creameries and dairies had seasonal activity. At FREDERICTON the packing houses were active, bakers and confectioners were rushed, but the soft drink trade had a sharp decline. Bakers in BATHURST also had a seasonal rush. MONTREAL reported that the flour and feed plants were fairly active. Abattoirs and packing houses were busy, and bakers and confectioners were very active in connection with the holiday trade. Soft drink and brewery workers were active and cigar makers about normal. Candy factories employed many extra hands in the making and selling of their products. At QUEBEC the bakers and confectioners were very busy, tobacco and brewery workers were also busy, but creameries and dairies, and abattoirs and meat packing houses had a quiet month. A number of creameries and dairies closed at SHERBROOKE for the winter. It was reported that a quantity of local cream was being shipped to the United States. Bakers and confectioners, breweries and cigar factories were busy, abattoirs and packing houses and soft drink plants were fairly active. The butter and cheese factories at St. HYACINTHE reported a great decrease in activity during the month. Mineral waters took a similar drop. Cigar and tobacco factories worked at full time. At THREE RIVERS and SOREL bakers and confec-



tioners had a busy month, and activity prevailed in other branches. OTTAWA and HULL reported an exceptionally good month for abattoirs and meat packing houses, bakers, and confectioners, but some depression in the dairy trade attributed to advanced price of milk. At TORONTO the flour and feed and meat packing industries operated steadily. Bakers and confectioners, and biscuit and candy makers were very busy. Breweries had a fair month, but soft drink factories were quiet. Cigar makers had plenty of work with a demand for more women workers. HAMILTON reported continued activity throughout the group. Female help was in demand at NIAGARA FALLS for a cereal factory. At ST. CATHARINES activity prevailed in all the branches of the food group, but the canneries experienced the usual seasonal decline. At BROCKVILLE and KINGSTON bakers and confectioners reported unusual holiday activity, with good conditions in other lines. Creameries and dairies were hampered by some shortage of milk and cream. BELLEVILLE reported activity in flour and feed mills, and bakers and confectioners, creamery, dairy and soft drink workers all had a busy Christmas season. A shortage of female help was reported in several lines in PETERBOROUGH, especially for the cereal food factories, which had a very busy month. Creameries, soft drink and cigar factories were also busy. GALT reported general activity throughout the group. Female help was in demand for the confectionery trade at BRANTFORD, employment conditions being reported good in all branches of the food group. The sugar factory at KITCHENER closed on December 26, after operating day and night for two months, but as most of the employees were farm hands no unemployment was reported. Active conditions prevailed throughout the rest of the food group. Similar activity was noted in GUELPH in all lines excepting breweries and soft drink establishments. At STRATFORD, WOODSTOCK and LONDON the workers in the food industries had an active Christmas season. Active con-

ditions continued at ST. THOMAS, with night shifts in the flour mills. CHATHAM reported seasonal activity, and at WINDSOR the bakers had the busiest season on record. Creameries were hampered by scarcity of milk; breweries ran two shifts. Owing to a fire, work ceased at one of the cereal factories and was not expected to re-start before the middle of January. The bakers and confectioners at ORILLIA had a busy month. At OWEN SOUND expert candy makers were in some demand. One of the flour mills was idle through shortage of power and lack of wheat. Other branches of the food group were active. Dairies were busy, but prospects were not good owing to scarcity of feed. WINNIPEG reported the baking and confectionery and vegetable canning trades very brisk, but without any change in employment. In REGINA the flour mills continued running full time with full staff. Help was in demand in the baking and confectionery trades. A new biscuit factory opened during the month. Creameries and dairies reported a shortage of milk as hampering their activity. MOOSE JAW reported quiet conditions in abattoirs and meat and packing plants, due to shortage of supply of cattle. Creameries were also slack from scarcity of milk. In MEDICINE HAT the flour mills continued very active, candy makers, bakers and creamery workers all being well engaged. At LETHBRIDGE the flour mills gave steady employment and the breweries worked without any short time. CALGARY reported that the flour and feed plants, abattoirs and packing houses, also bakers and confectioners, were fairly busy. Soft drink and brewery workers had a quiet month. Meat packers at EDMONTON had steady employment during the month. In FERNIE the bakery and confectionery workers were very busy. Dairies increased activity though hampered by lack of feed for stock. Breweries and soft drink factories worked to capacity. In VANCOUVER flour, feed and cereal plants were busy. The sugar refinery was not very busy owing to sugar shortage.

Abattoirs and packing houses were busy. Bakers and confectioners were very busy for the Christmas trade. Brewery and creamery workers were also busy, but slackness was noted in fruit and vegetable canning, aerated water, and tobacco factories. The meat packing houses at NEW WESTMINSTER were busy. Bakers and confectioners did a large holiday trade, but brewery workers were slack. In VICTORIA feed and cereal plants continued to operate steadily. Activity prevailed in the baking and confectionery trades, and breweries were fairly busy, but cigar makers and soft drink workers had a dull month.

The woollen mills at TRURO were closed for a few weeks for repairs, but

**Textiles,  
cordage and  
carpets**

the mattress factory ran full time. The cotton mills at ST. JOHN continued active. At MONCTON the underwear workers were steadily employed, but the woollen mills were handicapped by an accident which occurred in the process of remodelling and enlarging. The cotton factory at FREDERICTON was running to capacity. MONTREAL reported the woollen and knitting operatives busy, and the cotton mills were working to capacity during the month. Tent and sail makers were rather slack. At QUEBEC the cotton mills were very busy and working overtime, but tent, awning and sail makers were very dull. At SHERBROOKE cotton and woollen mill operatives were very busy; and active conditions prevailed in the hosiery, underwear and knitted goods trades, and among the bleaching, dyeing, finishing and textile printing workers. THREE RIVERS reported steady employment of about 1,300 hands in the cotton mill. At ST. JOHN'S and IBERVILLE thread and tape workers continued active. A marked shortage of female help was noted in the textile industries in TORONTO, woollen and knitting factories being rushed by foreign contracts. Hosiery, sweater and underwear workers were also busy. A shortage of experienced female help was reported in the carpet factory. Tent

and awning workers were slack. In HAMILTON workers in the cotton, hosiery, knitted goods, silk, linen, felt, carpet and rug, rope and twine industries, and in bleaching, dyeing and finishing were reported active. The tent, sail and awning trades were fairly busy. Female help was in demand in the knitting factories at NIAGARA FALLS. At ST. CATHARINES the woollen and knitted and silk goods workers were well employed. Employment was slack in the tent, awning and sail factory at BROCKVILLE. The cotton and woollen mill workers at KINGSTON were very busy. A shortage of female help was reported in the woollen and textile trade both at PETERBOROUGH and GALT; and rope and twine makers were busily employed. A similar shortage was noted in the silk glove and underwear factories at BRANTFORD, where help was also in demand in the cordage factories. The woollen underwear and blanket operatives were very busy. At KITCHENER help was reported short in the twine factory. Felt makers were well occupied. At STRATFORD textile workers continued in steady employment, and at WOODSTOCK a considerable shortage of female help was noted in the knitting factories, with a general demand throughout the textile group for all the help that could be obtained. LONDON reported that overtime was the rule in the hosiery factories, with a demand for more female help. At GUELPH flax spinners for the linen mills and weavers for the Brussels and Wilton carpet factory were in demand and great activity prevailed in the cotton spinning mills, overtime work being the rule. Worsted spinning and hosiery and knitted good factories were also very active. At ST. THOMAS the knitting factory continued busy, and the textile factories at CHATHAM were running to capacity. The worsted factory at ORILLIA increased employment during the month. OWEN SOUND reported activity in the spinning and weaving of blankets from home-grown wool, mostly for the wool producers. The knitting factories were also busy. In WINNIPEG bag makers had a satisfactory month, with a slight in-



crease in employment in one factory. Tent and awning makers were quiet, and knitting workers continued in steady employment. In VANCOUVER the knitted goods trade was reported busy, but the tent, awning and sail makers were slack.

Employment continued good in the ready-made clothing trade at HALIFAX,

#### Clothing and Laundering

but fell off in the steam  
laundries and dyeing  
establishments. Help  
was reported very short

in the cap factory at TRURO, the management making enquiries in Newfoundland for available female workers. The shirt factory ran full time during the month. At CHARLOTTETOWN tailors, garment workers and laundry workers had a busy month. At ST. JOHN ready-made clothing workers were active, and steam laundries were kept busy owing to the ocean steamer trade. MONCTON reported millinery, cap and tailoring establishments all very active throughout the month. Tailor shops at FREDERICTON were busy, and steam laundries and dyeing establishments were active. In MONTREAL the strike of hat and cap workers in four hat factories, which began in November, continued throughout the month, affecting about four plants. Ready-made clothing trades and laundries were fairly active. QUEBEC reported ready-made clothing trades working overtime, glove and fur trades very busy, women's whitewear trade busy, but steam laundry and dyeing plants slack. In SHERBROOKE and ST. HYACINTHE the latter industry was reported very busy, and the ready-made clothing trade was busy. Glove workers at THREE RIVERS had a good month. A strong demand for female help was reported in the shirt and collar factories at ST. JOHN'S and IBERVILLE. SOREL reported the clothing trades as very well employed, and an exceptionally good month in all clothing lines was noted at OTTAWA and HULL. In TORONTO female help was in demand in the garment, whitewear and glove factories, and clothing work-

ers were well employed in all branches, the hat and cap and fur trades being very busy. Steam laundries and dyeing establishments were active. In HAMILTON help was reported short in the ready-made clothing, hat, cap, glove and fur trades, and more laundry help was wanted for the shirt and collar factories. Women's wear and steam laundries and dyeing trades were active. Female help was required at NIAGARA FALLS in the corset, hat and suspender factories. Steam laundries were active at ST. CATHARINES, and at BROCKVILLE hat, glove and fur workers were also fairly busy. Clothing and laundry trades were active at KINGSTON and the shirt factory at BELLEVILLE was very busy. PETERBOROUGH reported activity in the factories for women's and children's wear. More help was required at GALT for the shirt and collar factories, also for the steam laundries. Ready-made clothing and hats and fur good factories were also very busy. The overall factories at BRANTFORD ran full-handed and laundry and dyeing plants also had a busy month. Help was short in KITCHENER for the shirt and collar factories, some firms now operating branch factories at points where female labour is more plentiful. One whitewear factory closed down, but the workers were all absorbed by other concerns. A few jobs were open in the glove factories. Robe and clothing plants worked full time. At GUELPH the women's whitewear and hat factories were active, and at STRATFORD conditions were good in the ready-made clothing factories and steam laundries. Increased employment was noted in the fur industry at LONDON, clothing makers being busy with orders for export. Female help was in demand at WINDSOR for the overall factories, especially sewing-machine operators. Glove makers were also busy, but shirt and button makers were quiet. Laundries and cleaning establishments were fairly busy. At WINNIPEG the clothing trades continued actively employed. Ready-to-wear firms found it hard to secure experienced help. Additional glove work-

ers, both skilled and unskilled, were taken on during the month. A shortage of help was reported in the whitewear trade, and skilled furriers were also in demand. Shirt and cap makers continued in steady work. Employment in laundries showed a slight increase, and cleaners were fairly active. Laundries were active in BRANDON, REGINA and CALGARY. Garment makers at EDMONTON were in demand, about 250 workers being steadily employed. At VANCOUVER the ready-made clothing and custom tailoring trades were very busy in all lines. Whitewear factories, laundries, and dyeing and cleaning establishments were also busy. VICTORIA reported shirt and overall factories fairly active, employing full staffs. Steam laundries, dyeing and cleaning workers were active.

The pulp mill at ST. JOHN continued to run steadily. At BATHURST 425 men were employed at the pulp mill instead of 380, owing to the running of three shifts of eight hours each. At SHERBROOKE and THREE RIVERS the pulp and paper mills were very busy, about 900 men being employed at the latter mills. The mills at OTTAWA and HULL were all active throughout the month, and the cardboard factory was also busy. The felt and tarred paper industries at HAMILTON continued active, and at ST. CATHARINES the pulp and paper and beaver board workers were well employed. At KITCHENER the felt factory continued active. The pulp and paper mills at OCEAN FALLS and POWELL RIVER, B.C., were reported very busy, the former operating continuously. VICTORIA reported activity in the pulp, paper and fibre plants. The rubber roofing, felt and tarred paper workers were also busy.

At SYDNEY newspaper and job printers continued active. At HALIFAX printers, pressmen, engravers and bookbinders were all very busy, and paper box makers were well employed. Help was reported scarce at

WESTVILLE in the printing and publishing and bookbinding trades, and job printers were all busy. CHARLOTTETOWN reported employment steady throughout the group, and at ST. JOHN printers and binders were busy. Newspaper and job printers and bookbinders were fairly well employed at MONCTON and FREDERICTON. Both classes of printers at BATHURST were increasingly active. MONTREAL reported active employment for printers, bookbinders, engravers and lithographers, and many additional workers were taken on in the paper box, bag and novelty industries. At QUEBEC similar activity prevailed in all sections of the group. Printing and binding shops were active at ST. HYACINTHE and the paper box makers worked full time. At THREE RIVERS printers were reported active, but at SOREL they were rather slack. Job printers at OTTAWA and HULL were exceptionally busy. TORONTO reported a shortage of female labour in the paper goods group. Binderies and box factories were very busy up to Christmas, and printers, bookbinders, engravers and lithographers were steadily employed. Activity ruled throughout the entire group in HAMILTON, and at ST. CATHARINES and BROCKVILLE printers and binders continued busy. Printers were in demand at KINGSTON, and at BELLEVILLE and PETERBOROUGH they were also very busy, with frequent overtime. GALT reported the printers as being very busy, and paper box workers as well employed. Steady employment was the rule at BRANTFORD, printing and publishing shops running full handed, and paper box makers fully occupied. In KITCHENER job printers were rushed, newspaper printers fairly active and paper box

#### **Pulp, paper and fibre**



makers busy. Female help was in demand for the box factories in GUELPH, and printers were well employed there and also at STRATFORD. From WOODSTOCK it was reported that there were no idle printers, but that the supply of help was sufficient. At LONDON overtime work was the rule for printers, and the paper box makers were also very active. Steady employment for printers was reported from ST. THOMAS and CHATHAM. Printers were in demand in nearly all offices in WINDSOR, where the month's work was a record. Paper box workers were also exceptionally busy. OWEN SOUND reported great activity in all printing shops and the paper box factory greatly increased its operations. At PORT ARTHUR and FORT WILLIAM printers and bookbinders experienced a seasonal rush. Some demand for female help was noted from WINNIPEG for the bookbinderies, and good employment conditions prevailed in the printing shops. Printers were busy at BRANDON, and at REGINA experienced girls were in demand in the binding and publishing houses. In MOOSE JAW and district the printing industry was said to be somewhat hampered by difficulty in securing newsprint and paper stocks. General activity in the printing and binding trades was reported in MEDICINE HAT, LETHBRIDGE, CALGARY and EDMONTON. The same conditions were reported at VANCOUVER and VICTORIA in the printing, engraving and lithographing shops and in paper box and novelty factories.

Sash and door and planing mills continued active in SYDNEY, and at HALIFAX, in a season usually

#### **Woodworking and furniture**

slack, employment remained steady owing to the amount of house construction in progress. Conditions in WESTVILLE planing mills and furniture factories were fair, and at TRURO carpenters continued fairly well engaged. At CHARLOTTETOWN carriage and wagon repairers, upholsterers and varnishers had a dull month and coopers were also slack. ST. JOHN reported sash, door and

planing mill and box factory workers well employed, and broom and brush makers working overtime. Similar activity in MONCTON and surrounding district was attributed to extensive building operations in the city. The cooperage plant still continued in operation. Full employment continued also in the sash and door factories and planing mills at FREDERICTON. Conditions at BATHURST were about normal. At MONTREAL wooden box and furniture makers had a fair month, and piano makers were active. QUEBEC reported activity in the door factories and planing mills, and wooden box and broom factories. Wooden toy and sleigh factories were very busy, but cooperage plants were dull. At SHERBROOKE sash and door factory workers were fairly active. The organ makers at ST. HYACINTHE were very busy. At THREE RIVERS the chair and toy makers were actively employed, and the sash, door and planing mills had a good month, but wood and furniture workers were slack. At OTTAWA and HULL the sash, door and planing mills and wooden box factories continued to run at a reduced output. TORONTO reported an active month in these lines, the furniture, woodenware, toy, gramophone and piano trades also being well employed. In HAMILTON and ST. CATHARINES active conditions prevailed throughout the woodworking and furniture group, but in BROCKVILLE and KINGSTON employment was only moderately good. Sash, door and planing mills at BELLEVILLE still continued very busy in preparation for building activity in the spring, and at PETERBOROUGH activity continued in the wooden box and broom factories and cooperage plants. Help was in demand at GALT for the door and planing mills and furniture factories to meet the volume of work. Wooden box makers were also very busy. At BRANTFORD the strong demand for building material kept the planing mills all working overtime. Piano and organ case factories were also running full handed. Overtime work was the rule at KITCHENER in the furni-

ture and chair factories; and great activity also prevailed in the planing mills, wooden box and wooden toy factories. Piano and organ workers and broom makers were fairly active. At GUELPH piano makers were very busy, but planing mill workers were less active. Woodworkers were reported active in STRATFORD. WOODSTOCK reported an urgent and continued demand for skilled workers, machinists, bench-hands, cabinet makers and handymen, in the furniture trades. Help was sufficient in the organ factories, although they were very busy. At LONDON woodwork and furniture workers were reported as well employed. Increased employment was reported in the sash, door and planing mills at WINDSOR. One mill closed for ten days for repairs. Piano makers had a quiet month. In OWEN SOUND employment continued good in the planing mills, box, furniture and brush factories, but cooperage plants were dull. A scarcity of skilled furniture makers was reported at ORILLIA, and the planing mills increased their staffs during the month. At WINNIPEG activity continued in the sash, door and planing mills without any reduction in staffs. Box makers were reported in demand. Sash and door factories at REGINA continued running with full staffs. At MEDICINE HAT the planing mills were still active, but at CALGARY the sash, door and planing mills were quiet owing to shortage of material. At FERNIE the sash and door factories were fairly active. VANCOUVER reported continued activity in the sash, door and planing mills and wooden box and toy factories, but at VICTORIA employment conditions were reported less favourable.

WESTVILLE reported active conditions in the shoe and harness trade. The tannery workers at St. JOHN were working steadily. A shortage of help was reported at FREDERICTON in the shoe and larrigan factories. Harness makers were also busy. MONTREAL reported activity in the boot and shoe

trades owing to European orders. Tanneries were busy, and trunk, bag and harness makers were well employed. The strike among the rubber garment workers, reported last month, remained unsettled, though the factories affected continued to operate. At QUEBEC the boot and shoe factories were all working full time and full handed. The tanneries were also active, but trunk, harness and leather workers were rather slack. Tannery workers at St. HYACINTHE were active, but many boot and shoe workers were temporarily idle owing to stocktaking. THREE RIVERS reported activity in the boot and shoe trade, and at SOREL the tannery and shoe factory workers continued well employed. In TORONTO the boot and shoe workers had a busy month, and trunk and box factories were active. The harness and horse goods trade was quiet, but rubber trades were active. HAMILTON reported continued activity in the boot and shoe, trunk, bag and harness, and leather and belting trades. Rubber footwear workers at St. CATHARINES had a good month. At BROCKVILLE shoemakers were active, but the harness and belting trades were rather slack. The tannery at KINGSTON was very busy, as were the boot and shoe factories at PETERBOROUGH, the leather workers being active. More help was in demand in the boot and shoe factories at GALT. Harness makers were well employed. The shoe factory at BRANTFORD continued running full handed. KITCHENER reported shortage of help in the trunk and bag factories, and in the rubber factories. Double shifts were frequent in the rubber tire plant. The tanneries continued to be busy and the boot and shoe factories all ran full time. The rubber factories at GUELPH, STRATFORD and WOODSTOCK continued active. At LONDON the tannery and shoe factory workers were exceptionally busy. Skilled workers were in demand in the shoe industry at St. THOMAS, and the leather and tanning industries at OWEN SOUND were active. The tannery and trunk workers at BRANDON continued busy, but at CALGARY the trunk, bag,



harness and horse goods workers had a quiet month. Boot and shoe workers at VANCOUVER continued busy.

WESTVILLE reported clay workers busy, but brickyards were quiet after a busy season. At St.

**Clay, glass  
and stone**

JOHN cut stone, granite and brickyard work continued dull, but the

limekilns continued active. MONCTON reported the cement plants still active supplying the demand for concrete, sewer pipes, etc. The glass works closed down at the beginning of the month, the supply of gas being limited by the N. B. Board of Public Utilities, about twenty employees being affected. At MONTREAL the glass factories continued in steady operation. QUEBEC reported dull conditions in this group, the stone cutters being slack, the brick and tile industries ceasing for the season and the limekilns being very quiet. In SHERBROOKE the cut stone and granite trades were quiet and the brick yards closed down for the year. THREE RIVERS reported an active month in the concrete block and sewer pipe yards. At TORONTO glass workers had plenty of employment, but the brickyards closed down after an active season. Activity prevailed at HAMILTON in the cut-stone and granite, brick, tile, cement, lime, pottery and porcelain trades, but in BROCKVILLE the cut-stone, granite, and brick-making trades were quiet. KINGSTON reported the granite and marble shops fairly active, but the cut-stone workers dull. At BELLEVILLE the cement plant was working day and night, and the pottery works were also very busy with smallware and sewer pipes. The cut stone and granite shops at GALT were slack, but in BRANTFORD the brickyards were running continuously. At KITCHENER the stone and granite cutters were steadily employed, but the brick, tile and sewer pipe makers were less active. STRATFORD reported the brickyards busy and WINDSOR reported that stone, sewer pipe and cement workers had an exceptionally busy month and that the asphalt makers also worked overtime. At REGINA the cut stone and

granite works were fairly busy and at MEDICINE HAT brick and tile and stone-ware plants had a good month's work. VICTORIA reported the brick, cement and lime industries rather dull.

SYDNEY reported that workers in lubricating oils and greases continued

**Paints, oils,  
chemicals,  
explosives**

active, and in HALIFAX the paint and varnish factories were running to capacity. At MONT-

REAL the paint and

varnish, and drug and medicine industries continued about normal, and at SHERBROOKE powder, acid, extract, drug and medicine factories were fairly active. The paint mills at THREE RIVERS continued active. TORONTO reported that the paint and varnish, soap and chemical factories were active. At HAMILTON the toilet and laundry soap and the acid and drug industries were active and the gunpowder and cartridge factories were fairly busy. The paint and varnish factories at BRANTFORD continued running full time. KITCHENER reported the oil and grease trade fairly active. At WINDSOR the paint and varnish industries showed the usual seasonal decline after a busy year. Additional female help was employed in the perfume factory for the Christmas trade. At WINNIPEG soap workers continued to be well employed. At REGINA the oil refinery continued working full time with full staff. The soap makers also had a good month. The linseed oil mills at MEDICINE HAT continued running day and night. At VANCOUVER the Ioco oil refinery continued busy. Soap makers continued in steady employment, but paint factories were less active. The paint and soap factories at VICTORIA were still active, and the explosive plants continued busy.

The earnings of the Canadian Pacific Railway during November were \$17,366,849, as compared with \$15,023,088 in November, 1918. The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and the

**Railways,  
shipping and  
'longshore work**

Canadian National Railways on railway operation including general offices, train and engine crews, station forces, sleeping and dining and parlour car employees, showed only a nominal decrease during the month of December. The number of employees at the end of the month being 66,350 as compared with 66,600 at the end of November. The average maintained throughout the month was between these two figures. Taking each company separately the Canadian Pacific Railway showed a reduction of 500 persons, Grand Trunk Railway 200 persons, and the Canadian National Railways an increase of 450.

In SYDNEY during December the steam, street and electric railways continued active without marked change from previous month. Railway repair shops, navigation and 'longshore work, and transfers, liveries and garages also continued steadily active. HALIFAX reported a busy month for both steam and electric railwaymen, while the 'longshoremen had the busiest month of the season. Transfers and liveries had a satisfactory month. At WESTVILLE railways and shippers had a good month, but transfers, liveries and garages were quiet. At CHARLOTTETOWN all regular transportation employees were busy, the traffic on the Prince Edward Island Railway being exceptionally heavy, one or two extra trains being required every day to keep the freight moving. There were about 500 regular employees on the P. E. I. railway. Liveries, teamsters, etc., all reported a good month's employment. St. JOHN reported steam and electric railways exceptionally busy. 'Longshoremen were well employed and transfers, liveries and garages reported increased activity. At MONCTON car repair work was reported active. FREDERICTON reported activity in the railway repair shops and freight sheds. Transfer and livery workers were also busy. At MONTREAL railway work was very active, but 'longshore work was quiet owing to the close of navigation. Railway repair shops were very active. QUEBEC reported a decided falling off in pas-

senger traffic, but an increase in freight traffic. Street railways increased their fares to seven cents, and a decrease in traffic was anticipated. Railway repair shops were busy. Steam railway workers at SHERBROOKE were fairly busy, and railway repair shops, electric railways and transfers, liveries and garages were all busy. SOREL reported satisfactory conditions in all transportation lines. In OTTAWA and HULL navigation ceased about December 1. The railways, transfers, liveries, garages and express companies were active as usual at this season. TORONTO reported steam railways rushed with holiday business. Repair shops had plenty of work. Street cars, express companies, garages, etc., were very busy towards the close of the month. In HAMILTON the electric railways were very busy. Steam railways were fairly active, though passenger traffic was affected by the adverse money exchange rate and the quarantine regulations due to alleged smallpox in Ontario. Navigation closed on December 20. At NIAGARA FALLS transportation by rail was heavy, and freight handlers, teamsters and express men were all active. Railwaymen at St. CATHARINES were well employed in all branches. BROCKVILLE reported railwaymen active. Repair work was fairly busy, also transfers and garages, but 'longshore work was quiet. In KINGSTON steam and electric railways were fairly well employed, repair shops were active and garages busy. At BELLEVILLE the railways were exceptionally busy, and transfers, liveries and garages had a good month. At GALT steam and electrical railway workers were busy, but the coal shortage affected the former. Transfers and garages were active. BRANTFORD reported busy conditions in the railways, especially in the freight departments. Street railways, transfers and garages were also busy. Freight handlers and other railwaymen at KITCHENER were reported well occupied. Electric railwaymen were active. Help was scarce in the garages, but liveries were slack. At STRATFORD the railway repair shops and



garages were active. LONDON reported a record month for the railway men, more help being required round Christmas. The G.T.R. car shops had a busy month. At LONDON, CHATHAM and WINDSOR also the railwaymen were very busy, traffic being very heavy. At OWEN SOUND railway workers were reported active, but navigation closed. At SAULT STE. MARIE the registered tonnage passing through the canal during December was 93,304, and the freight tonnage was 65,298. At PORT ARTHUR and FORT WILLIAM the seasonal closing down of the freight sheds, coal docks and other 'longshore labour occurred about the middle of the month, excepting in connection with one freighter. In WINNIPEG no change was reported in the railroad shops, every department being well engaged. At BRANDON also employment continued good in all branches of the transport industry. Steam railways at REGINA had an extra heavy month's work. The electric railway service was increased during the month. Repair shops were fairly busy. Railway employees at MOOSE JAW, MEDICINE HAT and CALGARY had an active month. VANCOUVER reported a seasonal reduction in railway service. The electric railways, repair shops, transfers and garages were busy. 'Longshoremen were fairly active. At VICTORIA transportation of all kinds continued active. 'Longshoremen were fairly well employed.

Stone quarrying in QUEBEC district continued slack. At THETFORD MINES about 1,500 workers were steadily employed (metalliferous) in the asbestos industry. Export was reported as rather slow, but the mines were very active. SHERBROOKE reported the chrome iron and asbestos mines fairly busy. The granite quarries were quiet and the copper mine closed down during the month. During the month of December the mines of COBALT shipped a total of 14 cars containing approximately 1,052,925 pounds of ore, as compared with 1,788,280

pounds in November. Bullion shipments for the month amounted to 429 bars containing 509,776.04 fine ounces as compared with 642,191 fine ounces in November. The mines were reported to be well supplied with labour. A wage increase of 25 cents per day was paid the employees owing to the increase in the price of silver. Recent high grade discoveries promised continued activity at its present rate. In the gold camps of PORCUPINE and KIRKLAND LAKE activity increased steadily, a number of new mining operations opening up. In FERNIE district some improvement was noted in the industry during the month, chiefly due to the number of men returning to work at the Kimberley mines. 53 per cent of the men were there reported to be at work, a fair proportion of these being men brought by the companies from Winnipeg, Calgary, Edmonton, or any other source. At FERNIE, TRAIL and ROSSLAND a curtailment of operations in the mines, smelters and refineries was caused by severe weather in the middle of the month. At the Trail smelter only one copper and one lead furnace was in operation. Part of the concentrator closed down, also the lead refinery. These conditions resulted in the temporary laying off of about 80 men. CRANBROOK reported that about 130 men were working at the Sullivan mines at the end of the month.

SYDNEY reported the output of the Dominion Collieries during December as 275,000 tons, against 259,000 tons in the previous month. The output of coke was 15,500. The output of the Nova Scotia Steel and Coal Company at SYDNEY MINES was approximately 56,000 tons, as compared with 57,000 tons in November. Bad weather conditions were responsible for decreased output of the various collieries in the middle of the month. Towards the end of the month there was a demand for skilled miners. Mining conditions at New GLASGOW continued normal. The Dominion Coal Company at Springhill

employed about 1,113 men. The Acadia Coal Co. at Stellarton had about 1,392 employees. At WESTVILLE the mines were operating steadily, the production being 40,804 tons, with 1,422 men employed. The strike at the Minto Mine at FREDERICTON still continued, both parties being very firm. The Company operated stripping work by steam shovels in order to supply the needs of local industries. LETHBRIDGE reported a busy month, all the mines working to full capacity. In CALGARY the coal mines were also exceptionally busy. The railway coal shipments on the C.P.R. from the Crow, Lethbridge, Canmore, Bankhead and Cranbrook mines advanced from 9,807 tons to 12,488 tons per week during the month. Shipments by the Canadian Northern from Drumheller, Nordegg and Edmonton district varied during the month from 10,920 to 9,520 per week. Shipments by the Grand Trunk Pacific from Edmonton and west of Edmonton rose from 5,907 to 7,381 tons per week. Total shipments from this region varied from 29,386 tons per week to 31,326 tons per week during the month. Experienced miners were in demand in DRUMHELLER. FERNIE reported a lack of experienced coal miners and coke loaders, causing curtailment of output during the month. Coke manufacture continued practically dormant, but at MICHEL the coke ovens were operated on a limited scale. NANAIMO reported coal mining in Vancouver Island as brisk, all the coal mines in the district working regularly.

The value of the building permits issued in 35 cities during November amounted to \$6,936,438, as compared with \$9,469,567 in the previous month, and \$2,387,045 in October, 1918. During December considerable building activity continued at SYDNEY and the GLACE BAY district, the new structures being largely school-houses and churches. General labour, however, was adversely affected by the winter weather. In HALIFAX the erec-

tion of dwelling houses continued on a large scale, foundations being laid up to the middle of the month, when some men were laid off. Street paving was discontinued early in the month, but sewer and street railway extensions continued. At CHARLOTTETOWN quiet conditions prevailed, but at ST. JOHN some activity still continued. MONCTON reported building operations as still continuing active throughout December, plumbers and electricians being in good demand. Some shortage of skilled labour was reported at BATHURST. MONTREAL reported the building trades quieter, but with a number of uncompleted contracts which continued to give employment. In QUEBEC construction and repair work started on a few buildings. Outside work ceased at SHERBROOKE, OTTAWA and HULL for the season, but many labourers continued employed on inside work. Activity continued at TORONTO to a later date than usual owing to the strong demand for dwelling houses, and all classes of labour were reported well engaged as far as weather permitted. An unusually large number of buildings remained to be completed, which would furnish employment during the winter months. At HAMILTON the building trades were all actively employed. Plumbers, sheet metal workers, plasterers, general and building labourers and structural iron workers were all reported busy, but painters were less active. ST. CATHARINES reported building and construction work fairly brisk, and at NIAGARA FALLS all the building trades were busy, with a demand for more men in several of them. Most of the new construction was on private dwellings. Paving and sewer construction practically closed for winter. At BROCKVILLE, KINGSTON and BELLEVILLE building continued unusually active, mostly on dwelling houses. In PETERBOROUGH work on dwelling houses was dull, though several industrial firms were building additions. At GALT the building trades were fairly active both in private residences and industrial struc-



tures, and at BRANTFORD the cold weather did not quite stop building operations. KITCHENER reported carpenters, bricklayers and builders' labourers still in demand, and at GUELPH also a shortage of bricklayers was noted. In WOODSTOCK building activity practically ceased. LONDON reported a very busy month, work being rushed in view of cold weather, but no new structures were begun. At CHATHAM and WINDSOR the building trades were quiet. At SAULT STE. MARIE the building trades were quiet. Constructional work on elevators and breakwater at PORT ARTHUR and on the revetment wall at FORT WILLIAM slowed down or ceased owing to frost. Plasterers and plumbers were engaged on interior work. WINNIPEG reported considerable unskilled unemployment, but among the trades, excepting painters, conditions were good. In BRANDON employment was reported to continue fair, but in REGINA the building of private houses ceased for the season. In MOOSE JAW building revived with the moderate weather at the close of the month. CALGARY reported very quiet conditions, with likelihood of revival on weather moderating, and in EDMONTON increased employment had already set in. FERNIE reported activity in reconstructing camps on new sites. In VANCOUVER the building trade was not very busy owing partly to unfavourable weather. NEW WESTMINSTER reported the building trade very quiet, but in VICTORIA a revival of building construction resulted from the adoption by the City Council of the Federal housing scheme under which 33 loans were made averaging \$3,000 each.

The Canadian National Railways, Canadian Pacific Railway, and the Grand Trunk Railway showed further reductions in their railway construction (including maintenance of way) staffs during the month of December, the number of persons employed at the end of the month being 27,500 as compared with 33,900 at the end of November. These decreases were nearly all made during the first fortnight, the personnel

standing at 28,000 in the middle of the month. By companies the largest reduction was shown on the Canadian National Railways, there being 3,800 less workers employed at the end of December than at the end of November. The Canadian Pacific Railway made total reductions of 2,300 and the Grand Trunk made a nominal reduction only, there being but 300 less persons on pay-roll at the end of December than at the end of November.

From HALIFAX a considerable number of men were supplied for surrounding

lumber camps. The lumber companies at New Lumbering GLASGOW increased their woodmen, but a slackening in activity occurred round Christmas. At SYDNEY a demand for men for the woods was noted. CHARLOTTETOWN reported lumbering quiet, a large number of lumbermen being transferred to the woods in New Brunswick. The saw mills at St. JOHN were still running, but likely to stop any day. At CAMPBELLTON the lumber camps were reported well supplied with men. Lumbering operations showed great activity at FREDERICTON, with a decided shortage of help. BATHURST also reported increased activity, with demand for lumbermen for logs, pulpwood and ties. QUEBEC reported the surrounding lumber camps in full swing, with a scarcity of men. At SHERBROOKE also the lumber camps and some of the sawmills were very busy. From OTTAWA and HULL a number of men went into the woods, somewhat relieving the labour shortage. The saw mills in these centres closed down owing to snow and ice. PETERBOROUGH reported lumbering operations more active than for some years. A new mill started at LAKEFIELD. The camps are very busy, many men and teams being employed. The lumber camps near OWEN SOUND were busy. A big demand was reported at PORT ARTHUR and FORT WILLIAM for tie makers, experienced bushmen, pulp cutters and loggers, experienced men being difficult to secure. A demand for

men for the lumber industry was reported from points in MANITOBA, SASKATCHEWAN and ALBERTA. At DAUPHIN experienced bushmen and men to cut cordwood were required. At LETHBRIDGE lumbering was reported good with normal supply of men. At CRANBROOK few vacancies existed for the lumber trade, but men were wanted to cut pulpwood logs. FERNIE reported continued activity in the lumbering industry, with demand for swamper. The past nine months was reported to have been one of the most prosperous periods for the industry for many years. Plenty of men were available, though for various reasons they seemed unwilling to remain in the camps for more than a month or so. At NELSON, TRAIL and ROSSLAND activity was reported. At the

beginning of the month there was some demand for labour, but later there was no scarcity of help. A very busy season was anticipated. A demand for loggers was reported from KAMLOOPS and VERNON following milder weather. NEW WESTMINSTER reported that the sawmills were very busy until ice in the river stopped operations. At VANCOUVER the lumbering trade was not very busy, some camps closing down for winter, but others still operating. Saw and shingle mills were busy but found difficulty in getting cars to ship the goods ordered. At PRINCE RUPERT the sawmills were temporarily slack. NANAIMO reported lumbering generally active, but at VICTORIA the lumber industry was reported as continuing to give good employment.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF DECEMBER, 1919, WITH TEXT OF BOARDS' REPORTS

**D**URING the month of December the Department received reports from three Boards of Conciliation and Investigation established to deal with disputes between (1) the Maritime Coal, Railway and Power Company and certain of its employees, being members of District No. 26, United Mine Workers of America; (2) the Toronto Railway Company, Toronto Electric Light Company and Toronto Power Company, and the employees of the said companies respectively, members of Local Union No. 353, International Brotherhood of Electrical Workers, and (3) the Canadian Pacific Railway Company and certain of its employees at St. John, N.B., being marine freight handlers, members of Local Union No. 838, International 'Longshoremen's Association. Five applications were received for the establishment of Boards, further appointments were made in connection with previous applications received, and advice was received in the Department of

the settlement of a dispute in which negotiations were pending.

#### Applications Received

During the month of December applications for Boards were received as follows:

(1) From the employees of the Canadian Pacific Railway Company, at St. John, N.B., being marine freight handlers, members of Local No. 838, International 'Longshoremen's Association. The personnel of the Board and the text of the Board's report appear in the present article.

(2) From the employees of the Canadian Express Company, being messengers, clerks, porters, etc., members of the Canadian Brotherhood of Railroad Employees. A Board was established composed as follows: the Honourable Mr. Justice T. Fortin, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from



the other two members: Messrs. F. H. McGuigan and Fred Bancroft, Toronto, nominees of the company and employees respectively.

(3) From the police force of the City of Montreal, members of Local No. 62, Policemen's Federal Labour Union. The employer in this case being a municipality a Board could be established only by the joint consent of the disputants. This consent had not been received from the City at the close of the month.

(4) From the employees of the lines of the Grand Trunk Railway in Canada, being clerks, etc., members of the Canadian Brotherhood of Railroad Employees. No Board was established in this case, as, in the Minister's view, on account of an agreement being already in existence between the parties concerned, which did not expire until June 1, 1920, this was not a dispute falling within the meaning of the I. D. I. Act.

(5) From the employees of the Niagara, St. Catharines and Toronto Railway, being motormen and conductors, barn and shop men, powerhouse men, etc., members of Division 846, Amalgamated Association of Street and Electric Railway Employees of America. A Board was established, Messrs. Geo. D. Kelley, Ottawa, and J. A. McAninch, Merriton, Ont., being appointed members thereof on the recommendation of the company and employees respectively.

#### Other Proceedings Under the Act

During the month of December other proceedings under the Act took place as follows:

(1) The Board established to deal with the dispute between the Intercolonial Coal Mining Company, Limited, Westville, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America, was completed by the appointment of His Honour Judge G. Patterson, New Glasgow, N.S., as Chairman, on the

joint recommendation of the other two members, Messrs. John McKeen, Halifax, and J. C. Watters, Inverness, nominees of the company and employees respectively. Mr. William Maxwell, the first nominee of the company having resigned, Mr. McKeen was appointed in his stead.

(2) The Board established to deal with the dispute between the Maritime Coal, Railway and Power Company, Joggins, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America, was completed by the appointment of a chairman. The personnel of this Board and the text of the Board's report appear in the present article.

(3) A Board was established to deal with the dispute between the Acadia Coal Company, Limited, Stellarton, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America, composed as follows: His Honour Judge G. Patterson, New Glasgow, N.S., chairman, appointed on the recommendation of the other two members; Messrs. John McKeen, Halifax, and J. C. Watters, Inverness, nominees of the company and employees respectively.

(4) A Board was established to deal with the dispute between the Nova Scotia Steel and Coal Company, Limited, Sydney Mines, N.S., and certain of its employees being members of District No. 26, United Mine Workers of America, composed as follows: Professor Howard Murray, Halifax, and Mr. J. C. Watters, Inverness, nominees of the company and employees respectively.

(5) A Board was established to deal with the dispute between the Canadian Pacific Railway Company (Eastern Lines) and its sleeping car porters, composed as follows: His Honour Judge Colin G. Snider, chairman, appointed on the joint recommendation of the other two Board members; Messrs. U. E. Gillen, Toronto, appointed by the Minister in the absence of a recommen-

dation from the company, and Mr. Fred Bancroft, the nominee of the employees.

(6). Advice was received in the Department that an amicable adjustment had been reached as a result of renewed direct negotiations in the dispute between the Telephone Company of

Prince Edward Island and certain of its employees, being members of Local Union No. 970, International Brotherhood of Electrical Workers, in connection with which an application for a Board of Conciliation and Investigation had been received during the month of November.

### **Report of Board in Dispute between the Maritime Coal, Railway and Power Co., Joggins, N.S., and certain of its employees**

A UNANIMOUS report was received from the Board established to deal with the dispute between the Maritime Coal, Railway and Power Company, Joggins, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America. The Board was composed as follows: His Honour Judge G. Patterson, New Glasgow, appointed on the joint recommendation of the other two members; Messrs. G. R. Hulme, Montreal, and J. C. Watters, Inverness, nominees of the company and employees respectively. The report was accompanied by a signed agreement between the parties concerned.

#### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and re difference between the Maritime Coal, Railway and Power Company, Limited, and certain of its employees, being members of District No. 26, United Mine Workers of America.

To The Honourable  
Minister of Labour,  
Ottawa.

Sir,

The undersigned Board of Conciliation appointed under the above named Act in this matter beg to report as follows:

The Board met at River Hebert, Cumberland County, N.S., on the afternoon of Monday, December 29th, 1919, and subsequently adjourned to Amherst. As

will appear by the report of the Chairman under Section 54 of said Act, the Board was in continuous session, holidays not excepted, from the date of its first meeting until Monday, January 5th, 1920. At its first meeting the Board announced to the representatives of the employers and employees that its policy was to effect an agreement by negotiation between the parties concerned rather than to sit as a court, take evidence and deliver judgment. Employers and employees cordially agreed to accept the suggestion that they meet together and discuss their differences fully and frankly, and if possible come to terms. The Board was frequently consulted during the course of these negotiations and lent what assistance it could, but the bulk of the work was done by the representatives of the parties in private session and we are convinced the results are more satisfactory than if we had proceeded in the other way. These results are embodied in Schedule A annexed hereto, which is hereby made a part of this report. This schedule is to go into operation and be effective from the first day of January inst., and shall remain in force until terminated by either party giving thirty days' notice in writing of their desire to change.

The schedule of classification does not conform to that of any other colliery in Nova Scotia because of the different methods employed in work in the collieries of the Maritime Coal, Railway & Power Company. The duties of each man are somewhat different and it is impossible



to make the rates agree with other schedules, but each man is paid according to the work he performs. The mining rates at the Maple Leaf Colliery are subject to revision when the mine gets deeper and the conditions conform to those existing at the Joggins.

The Board was pleased to hear that the relations between the Maritime Coal, Railway & Power Company and their employees had always been of the most friendly kind and to see that the same good feeling still prevails. We are glad to think that the present negotiations far from impairing the friendly relations heretofore existing have rather deepened and improved them.

All of which we have the honour to submit.

(Signed) GEORGE PATTERSON,  
Chairman.

J. C. WATTERS,  
G. RATCLIFFE HULME.

Dated at Amherst, this  
5th day of January, 1920.

#### SCHEDULE "A"

MARITIME COAL, RAILWAY AND POWER COMPANY,  
LIMITED.

Statement Showing Data Rates Paid in Each Classification of Labour as at August 1st, 1919, also Rates asked by the U. M. W.

Classification.	Rates asked by U.M.W.	Rates paid by Company		New Rate
		No. of men	Rate paid	
Hoisting enginemen..	4.24	3	3.70	3.80
Man enginemen.....	3.76	1	3.70	3.80
Stokers.....	3.62	4	3.34	3.50
Ashwheelers.....	3.62	1	3.00	3.00
Machinists.....	5.07 4.79	1 1 1	36.50 [?] 3.53 3.19	4.00 3.40
Daily average.....			3.36	
Including weekly average.....			4.74	
Machinists' helpers..	3.40	2 1	2.76 2.00	to be adjusted locally.
		Avg....	2.38	
Electricians.....	4.21	1 1	3.00 4.25	3.10 4.25
		Avg....	3.62	
Blacksmiths.....	4.04 5.02	1 1	5.00 4.20	5.00 4.20
		Avg....	4.60	
Blacksmiths' helpers..	3.34	2	3.19	3.25
Stablemen.....	3.60	1	3.20	3.25
Teamsters.....	3.40	3	3.19	3.25
Carpenters.....	4.33	1 3	3.48 3.19	3.60 3.25
		Avg....	3.33	
Tubmen.....	3.93	3	3.19	3.25
Lamp room men.....	3.90	2	3.19	3.25
Labourers.....	3.40	3	2.76	2 at 3.00 1 at 3.25
Lamp room boys....	2.86	1	2.00	2.25
Shotlighters.....	4.50	2 1	4.05 3.65	4.05 4.05
		Avg....	4.25	
Examiners.....	4.50	1	3.48	4.05
Examiners' helpers...	3.40	1	1.60	2.00
Road bosses.....	3.85	1	4.05	4.05
		Avg....	3.62	
Chainrunners.....	3.87	18 1	3.19 3.00	3.25 3.00
		Avg....	3.10	
Tally boys.....	3.40	1	2.18	2.30 to be increased later.
Bank and tippemen..	3.97 3.40	1 3 1 1	3.19 3.02 2.76 2.00	3.40 3.25 3.00 to be adjusted locally.
		1	1.60	
		Avg....	2.66	
Slate pickers.....	3.40	8	2.76	3.05
Carshunter sand trimmers.....	3.40	3	3.19	3.30

Classification.	Rates asked by U.M.W.	Rates paid by Company.		New Rate
		No. of men	Rate paid	
Boilermen.....	3.85	2	3.19	3.25
Couplers.....	3.40	1	1.88	2.05
		2	2.00	
		1	1.60	
		2	2.25	
		3	2.50	
		1	2.04	
		1	2.05	to be adjusted locally.
		Avg.....	2.04	
Grabers.....	3.87	6	3.48	3.60
Motormen.....	3.40	5	3.19	3.25
		3	1.60	2.00
		1	2.75	
		2	1.90	
		2	2.50	to be adjusted locally.
		1	2.60	
		Avg.....	2.42	
Ropemen.....		1	4.05	4.25
		1	3.85	3.85
		1	3.19	3.25
		Avg.....	3.70	
Ropemen's helpers....		1	2.70	
Bottomers.....	3.40	1	3.85	3.85
		3	3.19	3.25
		Avg.....	3.52	
Bratticemen.....	3.65	1	4.40	4.40
		1	3.70	3.70
		9	3.19	3.25
		Avg.....	3.76	
Roadmakers.....	5.50	1	4.70	4.70
		1	4.47	4.47
		1	4.05	4.05
		Avg.....	4.40	
Timbermen.....	3.65	3	3.19	3.25
		1	3.65	3.70
		6	3.70	3.75
		1	3.90	3.95
		1	4.00	4.05
		6	4.20	4.25
		3	4.40	4.50
		1	4.70	4.70
		Avg.....	3.96	
Pumpmen.....	4.64	2	2.93	3.00
		4	3.19	3.25
		1	1.60	1.75
		Avg.....	2.57	
Mine mechanics.....	4.79	1	3.65	3.90
Pickmen.....	3.85	1	3.48	3.60
Miscellaneous labour..	3.40	10	3.19	3.25

Wages of boys including Couplers, Motormen, etc. to be adjusted with local Committee, the minimum to be \$2.00 per day.

New Tonnage Rates, 70 cts. per ton for shooting and loading, 29 cts., per ton for Brushing, and 15 cts. per ton for Machine Cutting or a total of \$1.14 per ton. Two cents per ton is to be added for overpush when distance exceeds 200 feet.

(Signed) R. J. BELL.  
J. B. McLACHLAN.

#### NEW RAILWAY RATES.

Drivers on engines.....	\$3.90 per day.
Firemen on engines.....	3.70 " "
Conductors.....	3.70 " "
Brakemen.....	3.25 " "
Section foreman.....	3.65 " "
Section men.....	3.25 " "
Cleaners.....	3.50 " "

All this time is on the basis of 8½ hours per day.

(Signed) R. J. BELL.  
J. B. McLACHLAN.

#### MAPLE LEAF MINE.

Surface—	Old Rate.	New Rate.
Foreman and clerk.....	3.20	3.25
Motorman.....	3.20	3.25
Motorman.....	3.20	2.25
Hoist engineer.....	3.75	2.80
Banksman.....	3.20	3.25
Banksman.....	3.20	3.25
Car trimmer.....	3.20	3.25
Car trimmer.....	3.20	3.25
Car trimmer.....	3.20	3.25
Car trimmer (temporary)....	4.00	4.05
Teamster.....	2.20	2.30
General Surface work.....	3.20	3.25
Underground—		
Chainrunner.....	3.20	3.25
Chainrunner.....	3.20	3.25
Chainrunner.....	3.20	3.25
Shiftman.....	4.00	4.05
Tracklayer.....	4.20	4.25
Helper.....	4.00	4.00
Pumper.....	3.20	3.25
Fireboss.....	4.20	4.20
Mine mechanic.....	4.50	4.50

Surface—		
Carpenter and blacksmith...	3.50	3.50
Contract tonnage rate.....	1.44	1.50
	per ton plus	per ton. 2 cts.
	20 cents per	per ton for
	shift.	overpush
		when distance exceeds
		200 feet.

The Management agrees to meet a committee of the men to discuss whether a further increase of three seats shall be granted in Eastern Slope.

(Signed) R. J. BELL.  
J. B. McLACHLAN.

#### ST. GEORGE MINE.

Underground—	Old Rate.	New Rate.
Fire boss.....	3.75	4.05
Shiftwork.....	3.65	3.65
Surface—		
E. Hoist No. 3.....	3.65	3.65



	Old Rate.	New Rate.		Old Rate.	New Rate.
<i>Underground —</i>					
Chainrunner.....	2.70	3.00	Slate picker.....	2.45	2.45
<i>Surface —</i>			Slate picker.....	1.75	1.75
Hoist No. 4.....	3.65	3.80	Slate picker.....	3.15	3.25
Hoist No. 4.....	3.65	3.65	Tippelman.....	3.15	3.25
Hoist No. 4.....	3.65	3.65	Electrician.....	4.00	4.00
Banksman No. 4.....	3.15	3.25	<i>Underground —</i>		
Banksman No. 4.....	3.15	3.25	Road maker.....	4.45	4.45
Banksman No. 4.....	3.65	3.65	Miscellaneous.....	3.15	3.25
Teamster.....	3.00	3.00	<i>Surface —</i>		
<i>Underground —</i>			Contract tonnage rate.....	1.12	1.24
Chainrunner.....	3.65	3.90	per ton.		per ton.
<i>Surface —</i>			plus 2 cents	2 cents per	ton to be
Pumper.....	3.65	3.65	per day.	added for	overpush
Miscellaneous.....	3.65	3.65		when dis-	tance exceeds
Teamster.....	3.15	3.25		200 feet.	
Blacksmith.....	3.65	3.65			
Bank foreman.....	3.65	3.65			
Car trimmer.....	3.15	3.25			
Car trimmer.....	3.15	3.25			
Weighman.....	2.70	Boy 2.70			

When men are taken out of their places to do company work, they are to be paid their average earnings.

(Signed) R. J. BELL.  
J. B. McLACHLAN.

### Report of Board in Dispute between the Toronto Railway Company, Toronto Electric Light Company and Toronto Power Company, and the employees of the said companies respectively

A REPORT was received from the Board established to deal with the dispute between the Toronto Railway Company, Toronto Electric Light Company and Toronto Power Company, and the employees of the said companies respectively, members of Local Union No. 353, International Brotherhood of Electrical Workers. The Board was composed as follows: His Honour Judge R. D. Gunn, Ottawa, Chairman, appointed by the Minister in the absence of a joint recommendation from the other two members; Messrs. Wm. H. Moore and Fred Bancroft, Toronto, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Bancroft and contained recommendations as to settlement of the dispute. At the close of the month a report had not been received from Mr. Moore.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Toronto Railway Company, Toronto Electric Light Company, and Toronto Power Company, employers, and electrical

workers, members of Local Union 353, I.B.E.W., employees.

To the Honourable  
the Minister of Labour, Ottawa.

The Board constituted to investigate and report in the dispute herein opened proceedings at the City Hall, Toronto, on the 8th day of December, A.D. 1919, and were attended by Mr. F. J. Clarke, Chief Engineer, representing the employers, and Mr. James T. Gunn, Business Agent, and Mr. Douglas Smart, Secretary of Local Union 353, I.B.E.W., representing the employees.

The employees in this application for the establishment of this Board outline the nature and cause of the dispute herein as arising out of an award dated 3rd September, 1919, alleging by this award some seventy employees of one of the companies were placed in an anomalous position regarding wages and conditions, and that all efforts to adjust the differences were unavailing.

The statement is now made that the former Board was misled because the employees believe they acted on the assumption that all employees worked in

or about fifty hours per week while the fact is that these employees worked hours varying from 56 to over 60 per week. It is also represented to this Board that the proposed schedule of rates submitted to the former Board sought general increases of 16c. per hour and an 8 hour day and 44 hour week.

The further representations are made that the employees have benefited by the terms of the former report in a reduction of 12 to 16 hours per week, and many receive the same compensation as formerly paid for the greater number of hours, and also that it was never contemplated that there should be any reduction in the weekly earnings of any of the employees, but it does appear, and these employees claim, that although they received increases in rates they, in some departments, received less compensation and in others merely a trifling increase on former rates, whereas many other employees received substantial increases in rates and reduced hours also.

This Board had the very great advantage of the exhaustive and careful report of the former Board dealing with the same matters, and in addition the evidence of many of the employees and the fullest information on the disputed points ably presented.

The employees have submitted some disputes and differences arising out of the interpretation and terms of the former report and desire the Board to deal with them, but it does appear to this Board that these differences can be more happily resolved by a committee of the employees, and the Board do recommend that the employees be represented in all matters in dispute between themselves and the companies by a committee of themselves, and, in case of failure to reach agreement, the committee may call in one or two of the officers of Local Union 353 in further conference with the companies.

Dealing now with the dispute before this Board after the most full inquiry and careful consideration of the evidence and representations of all parties, we have decided, in order to restore the wages formerly paid and make some

slight proportionate increases, to submit the recommendations following:

(1) That the employees named in the different departments referred to in the schedule hereto annexed marked "A" be paid the rates in such schedule set out in addition to and over and above the rates and wages fixed by the terms of the report of the third day of September, 1919, hereinbefore mentioned.

(2) That these increases be paid from and after the 3rd of September last, until the determination of the schedule at present existing between the employees and the companies involved.

Dated this 31st day of December, A.D. 1919.

(Sgd.) R. D. GUNN,  
Chairman.

(Sgd.) F. BANCROFT,  
For the Employees.

#### SCHEDULE "A" HERETO.

##### EQUIPMENT DEPARTMENT.

Employee.	Increase recommended.	
	Hourly.	Weekly.
Cohoon .....	five cents	\$2.20
Rutherford .....	four cents	1.76
Boucher .....	four cents	1.76
Dale .....	four cents	1.76
Blizzard .....	four cents	1.76
Vale .....	four cents	1.76
Hunt .....	two cents	.88
Hortop .....	two cents	.88
Dorey .....	two cents	.88

##### TERMINAL STATION.

Crowhurst .....	eight cents	\$3.52
Smart .....	three cents	1.32
Webb .....	three cents	1.32
Cox .....	three cents	1.32
Servos .....	three cents	1.32
Abbott .....	seven cents	3.08
Wild .....	seven cents	3.08

##### OPERATING DEPARTMENT.

Neelands .....		\$1.00
Hoy .....		1.00
Love .....		1.00
Coward .....		1.00

##### BATTERY DEPARTMENT.

Lyons .....		.76
1st class batteryman .....	two cents	.88
2nd class batteryman .....	two cents	.88

##### LINE EMERGENCY DEPARTMENT.

Davidson .....	one cent	.48
Brown .....	one cent	.48
Davis .....	one cent	.48



### Report of Board in Dispute between the Canadian Pacific Railway Company and its Marine Freight Handlers at St. John, N.B.

A UNANIMOUS report was received from the Board established to deal with the dispute between the Canadian Pacific Railway Company and certain of its employees at St. John, N.B., being marine freight handlers, members of Local No. 838, International 'Longshoremen's Association. The Board was composed as follows: the Honourable Mr. Justice W. B. Chandler, Moncton, N.B., chairman, appointed on the joint recommendation of the other two members; Messrs. H. C. Schofield and F. A. Campbell, St. John, nominees of the company and employees respectively. The report contained recommendations as to settlement of the dispute and advice was received in the Department that the findings were acceptable to both parties concerned.

#### Report of Board.

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between The Canadian Pacific Railway Company, employer, and certain of its employees at St. John, N.B., being Marine Freight Handlers, Members of Local No. 838, International 'Longshoremen's Association, employees.

To the Honourable,

G. D. Robertson,  
Minister of Labour, Ottawa.

The undersigned members of the Board of Conciliation and Investigation appointed in this matter beg respectfully to report as follows:—

That on the 15th day of December, 1919, the members of the Board met at the City of St. John, and were duly sworn to the due performance of their duties as members of the Board. On the afternoon of the same day a meeting of the Board for purposes of organization and arranging for meetings was held. On the evening of the 15th day of December

instant, a meeting of the Board was held at the City of St. John at which were present the Superintendent for the Canadian Pacific Railway Company at St. John, N.B., Mr. Grout, and the President, Secretary and Business Manager of Local No. 838.

A meeting of the Board and of the representatives of the parties was also held on the morning of Tuesday, 16th instant, and in the afternoon of the same day. At those meetings statements and evidence were given on behalf of the parties respectively, and a general discussion of the application made by Local No. 838 and of the position taken by the Canadian Pacific Railway Company took place.

The following are the demands embodied in a statement submitted on behalf of Local No. 838.

"The men are asking for 65c. per hour and 10c. extra for bulk cargo in sheds and grain for the elevator men.

Time and a half for men called back for day or night work.

Double time for meal hours, Sundays and all Dominion public holidays.

Nine-hour day—6 men to a gang, extra men in bulk cargo in sheds with other conditions the same as in the agreement of 1918-19."

Towards the conclusion of the hearing it was agreed by the representatives of the parties, that all the demands except that as to wages should be withdrawn from the consideration of the Board, and that only the question of wages as embodied in the first of the demands above written should be dealt with by the Board.

The Board understands that the parties have agreed between themselves to the following demands, namely:—

- (a) Time and a half for men called back for day or night work.
- (b) Double time for meal hours, Sundays and all Dominion Public Holidays.

The Board further understands that the last of the demands as to a nine hour day, etc., was withdrawn by the representatives of the men, and that the parties will agree upon the points embodied in that particular clause of the demands of the Local.

Before actually proceeding to hear the parties to this matter, the Board endeavoured to bring about a settlement of the dispute, and requested the representatives of the parties present on the evening of the 15th inst., to consult together with a view of coming to an agreement if possible, but after a short discussion the representatives reported that they were unable to agree, and the hearing was therefore continued.

It appeared during the hearing that the men belonging to the Local are at present being paid at the rate of 47c. per hour for a ten hour day, together with a minimum of four hours when called out for overtime and double time for meal hours, Sundays and all Dominion public holidays.

The members of the Local claimed that living conditions in the city of St. John at the present time are such that they cannot decently maintain themselves and their families at the present rate of wages, owing to the increase in the cost of commodities, in rents, taxes, car fare and other matters. They also contended that considerable time was lost by the men employed in the work at the docks owing to occasional stoppages and interruptions in the work.

It was strongly contended on behalf of the Local that the men should get 10c. extra for handling bulk cargo, namely, cargo not contained in ordinary packages, in the shed either from or to the railway cars, and that the men handling grain in the railway elevator at the docks were also entitled to 10c. extra for their work, owing to the character of the

work, the unhealthy conditions owing to dust in the elevator and the danger of the work.

Distinctions were drawn on behalf of the Local between conditions at St. John and in other places, where in some instances lower rates of wages prevailed. For instance, it appeared that at the port of Montreal the summer rate during the present year 1919 for truckers and freight handlers was 48c. per hour for day work and 53c. per hour for night work. That at the port of Halifax, N.S., the rate for men doing the work of freight handlers is 45c. for day work and 50c. for night work. That at the port of Quebec, the summer rate for the present year was 57c. for day work and 85c. for night work, and they also contrasted the wages of the freight handlers with the wages now paid at the port of St. John to the 'longshoremen who load and discharge steamers and vessels at the docks. These 'longshoremen are now getting 70c. per hour for day and night work and they also get 10c. extra for handling bulk cargo.

The members of Local No. 838 are at the present time about 700 in number, and it was represented on behalf of the Railway Company that there were altogether too many men in the Local, as the greatest number of men employed as freight handlers by the Railway at the docks at any one time during the winter season does not exceed about 500 men, and it was further claimed by the representatives of the Railway Company that, owing to the large number of men belonging to the Local, the amount of wages earned by each member of the local was necessarily reduced as the work had to be divided among so many men.

The representatives of the Local, while not admitting the contention that there were too many men in the Local, stated that under arrangements made by the International 'Longshoremen's Association, with which this Local is affiliated, the Local admitted returned soldiers to membership without any charge and that this course had resulted in a very increased membership in the Local.



It was also contended on behalf of the Local that the work at St. John is very much harder than at a port like Montreal. There is practically no work of freight handling at the docks in West St. John during the summer season, the work being confined to about five months in the year, and extending generally from about the middle of November until 1st May. That weather conditions were at times very severe and that heavy clothing was necessary in order to enable the men to withstand the cold and exposure.

The work of the freight handlers, who are of course employees of the Canadian Pacific Railway, consists of discharging cars which are brought up to the sheds at the docks and placing the goods discharged in the sheds—also in loading into the railway cars goods placed in the sheds by the 'longshoremen, who discharge the steamers lying at the docks, the freight handlers having nothing to do with loading goods on the steamers or removing goods from steamers to the sheds, this work being done by 'longshoremen.

The wages paid truckers or freight handlers, as they are called, in the past are as follows:

Season 1912-13 .....	25c. per hour
Season 1913-14 .....	25c. per hour
Season 1914-15 .....	25c. per hour
Season 1915-16 .....	25c. per hour
Season 1916-17 .....	30c. per hour
Season 1917-18 .....	35c. per hour
Season 1918-19 .....	47c. per hour

The principal contentions made by the representatives of the Local were that owing to the high cost of living, the men were unable to maintain themselves and their families decently upon the wages received, namely 47c. per hour, and a good deal of evidence was submitted as to the actual cost of living in the city of St. John at the present time.

The Board has carefully considered the arguments advanced and evidence submitted on behalf of the parties re-

spectively, and being of opinion that there has been a considerable increase in the cost of living in the city of St. John within the last twelve months, and also considering the conditions under which the men are required to work at the docks at West St. John, has come to the conclusion that the members of the Local are justly entitled to some increase in wages to enable them to meet this increased cost of living, and as fair compensation for the work done by them.

The recommendation of the Board is: that the wages of the members of the Local be increased by 9c. per hour, namely from 47c. per hour to 56c. for ten hour day. That such increase in wages shall take effect from 20th day of November, 1919, and continue until 1st day of June, 1920.

The Board has also carefully considered the claim that the men should be allowed 10c. extra for handling bulk cargo in the sheds, and that the men handling grain in the elevator should be allowed a similar extra amount over and above the wages paid to the other freight handlers.

The Board does not see its way clear to recommend this extra allowance or payment either for handling bulk cargo or for handling grain in the elevator, and the members of the Board recommend that this rate of 56c. per hour be a flat rate to be paid to all members of the Local alike, without preference or distinction, either as to the men employed or as to the classes of work done by them.

All of which is respectfully submitted.

Dated this 17th day of December, 1919.

(Sgd.) WILLIAM B. CHANDLER,  
Chairman.

(Sgd.) H. E. SCHOFIELD,

(Sgd.) F. A. CAMPBELL,  
Members of Board.

## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

THE Department has received ten new decisions of the Canadian Railway Board of Adjustment No. 1. The first nine of these decisions, Cases Nos. 53 to 61, have reference to disputes between the Toronto, Hamilton and Buffalo Railway Company and various employees in the train service. Case No. 53 relates to a dispute with regard to payment for way freight work on a certain section of the road. Case No. 54 has reference to a claim for a 'run-around' made on behalf of two engineers and two firemen. Case No. 55 deals with a controversy as to the application of Article 4 (a), Supplement No. 16. Case No. 56 relates to a claim that yard engine crews should consist of a foreman and two helpers. Case No. 57 has reference to a complaint that train baggagemen on two trains running between Hamilton and Buffalo were compelled to handle too much mail matter. Case No. 58 has reference to a claim by a conductor for payment when operating an official motor car. Cases Nos. 59 and 60 relate to a claim for a 'run-around' made by two brakemen. Case No. 62 deals with a claim of a telegraph operator of the Canadian National Railways for appointment as third trick operator.

**Case No. 53.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors, the Brotherhood of Railroad Trainmen.**

A notice was issued by the Toronto, Hamilton and Buffalo Railway calling for applications for a conductor and two brakemen for the Welland sub-division way freight, running from Welland to Hamilton on one day, returning the following day, on the basis of a minimum allowance of 100 miles per day. The

employees contended that this was a violation of Article 11 of the Enginemen's Schedule, and of Article 15 of the Conductors' and Trainmen's Schedule, which provide for compensation for turn-around runs from Hamilton to Coyle, Waterford or Port Maitland and return, and that the run between Hamilton and Welland should be a turn-around run. The Company contended that these articles applied only to turn-around runs, and that there was nothing in the schedules requiring that local freight service between Hamilton and any other points should be on a turn-around basis, and that the Company had the right to change the method of operation, there being nothing in the schedules prohibiting such practice.

The decision of the Board was as follows

General railway practice establishes straight-away as well as turn-around freight service. Article 7, Supplement 15, and Article 6, Supplement 16, distinctly provide that the rates named herein are on the basis that 100 miles or less, eight hours or less (straight-away or turn around) shall constitute a day's work. The Schedule articles referred to in the submission only provide a basis for payment between the points mentioned if runs are operated as turn-around service.

The Board, therefore, decides that the Company is within its rights under the Schedule in assigning the local freight service as per their Notice 100, dated October 20th, 1919.

This decision, of course, carries with it the understanding that this specifically assigned service will be regularly operated as advertised, and cannot be operated one day as a turn-around service and on other days as a straight-away service.

**Case No. 54.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen.**

Two engine crews of the Toronto, Hamilton and Buffalo Railway, which were assigned to regular passenger ser-



vice, were called to run light, one from Welland to Hamilton, the other from Waterford to Hamilton, to take out two exhibition special trains, which was not a part of their regular assignment. Claims were made for a run-around on behalf of two engineers and two firemen, who were on the Hamilton spare board at the time of the departure of these specials. It was claimed on their behalf that the special should have been handled by men on the Hamilton spare board, in accordance with Article 59 of the existing schedule. Paragraph "A" of this article provides for the assigning of men by the advertising of runs. Paragraph "B" provides that "Emergency or spare lists will be maintained, consisting of the junior unassigned men." Paragraph "C" provides for the filling of vacancies followed by provision that "runs not provided for above will be handled by the spare list men." The Company contended that the two regularly assigned crews who were at Waterford and Welland on the night of August 27, in the handling of this exhibition special, were in turn-around service, one from Welland to Hamilton and return, the other from Waterford to Hamilton and return, and that the crews on the spare board at Hamilton were therefore not affected.

The decision of the Board was as follows:

The Board decides that the spare work in question could not be covered by advertisement, neither could it be considered a vacancy, but that it rightfully belonged to the spare list men, who were located at Hamilton where the work originated. Therefore, the claim of the men is sustained.

**Case No. 55.—The Toronto, Hamilton and Buffalo Railway Company and the Order of Railway Conductors, the Brotherhood of Railroad Trainmen.**

A disagreement arose with regard to the employment of regular passenger men in freight service on the Toronto, Hamilton and Buffalo Railway, in order to make up their monthly guarantees. The men contended that this was in vio-

lation of Article 4 (a) of Supplement No. 16, which reads as follows: "Regularly assigned passenger trainmen who are ready for service the entire month and who do not lay off of their own accord, shall receive the monthly guarantee provided for in Article 1, exclusive of overtime. Extra service may be required, sufficient to make up the guarantees, and may be made between regular trips, may be made on lay-off days, or may be made before or after the completion of the trip. If extra service is made between trips which go to make up a day's assignment, such extra service will be paid for on the basis of miles or hours, whichever is the greater, with a minimum of one hour. Extra service before or after the completion of a day's work will pay not less than the minimum day. The basis of actual pay for extra service applies only in making up the guarantee; after guarantees are absorbed, schedule provisions for extra service apply." The Company contended that regularly assigned passenger trainmen might be used in any class of service, in order to make up their guarantee, that no train service employees on the railway were restricted to passenger service, that it has always been permissible, and still is, for employees on this road to go from passenger to freight yard service, and vice versa, subject to the seniority rule. The Company quoted, in support of their contention, Article 6 of the schedule, which reads: "Trainmen assigned to regular passenger service will not be required to do work other than their regular service on assigned runs when other competent crews are available." The Company further contended that this question was clearly covered by the decision in answer to Question No. 38, Interpretation No. 1 to Supplement No. 16.

In delivering its decision the Board declared that it had carefully considered the bearing on this case of Question No. 38, Interpretation No. 1, Supplement 16, and answers thereto, and it was established before the Board that there was a greater interchangeability

of service on this line than generally exists. While it was permissible, under Article 6 of the Schedule, for passenger men to be required to do work other than their regular service on assigned runs, when other competent crews were not available, this was clearly for emergencies, and the Schedule still requires such service.

The decision of the Board was as follows:

The Board sustains the contention of the employees and decides that regularly assigned passenger men may not be used in freight service to make up monthly passenger guarantees, yet the Board does not intend its decision to prohibit the interchangeability of service which the Schedule now permits, but rules that this interchangeability should not be extended through the incorporation in the Schedule of the provisions of Supplement No. 16, which permit extra service to be required sufficient to make these monthly guarantees.

**Case No. 56.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Railroad Trainmen.**

A number of yard engines on the Toronto, Hamilton and Buffalo Railway were being operated by a crew consisting of a foreman and one helper. The employees contended that a safety rule should be incorporated in the Trainmen's Schedule, reading as follows: "Yard crews shall consist of not less than a foreman and two helpers." It was held that two helpers were required in order to make operations safe and prevent danger to property and injury to persons. It was contended that this rule was necessary owing to the nature of obstructions surrounding industrial plants, dangerous grades, and curvature of tracks which interfere with safe communication of signals. The Company contended that there was nothing in the Conductors' or Trainmen's Schedule which designated the number of men to

constitute a crew in the yard service, that the basis of the present assignment affords both safe and efficient operation, that this question was a managerial one, and that the points raised by the employees were taken into consideration in assigning the number of men to work in each yard engine.

The decision of the Board was as follows:

The Board decides that it would not be justified in ruling that all yard crews should consist of not less than a foreman and two helpers.

The increased compensation to men in yard service under the application of General Order No. 27 of the Director General United States Railroad Administration (McAdoo Award) and Supplements thereto, does not, however, justify a reduction in the number of men comprising yard crews under the practice and conditions previously prevailing on the railway concerned as an offset against such increased compensation.

There were conditions brought to the notice of the Board which indicated that there might be some cases in which the employees would be justified in asking for a second helper in the crews, but such cases could only be properly ruled upon with a full knowledge of the details of the conditions in each individual case.

The Board believes that with this decision on the general question as submitted, it should be possible for the employees and the Company to agree with reference to any individual cases in question, and recommends to the parties that they should confer with that end in view.

**Case No. 57.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Railroad Trainmen.**

The train baggagemen operating Trains 70 and 71 of the Toronto, Hamilton and Buffalo Railway, between Hamilton and Buffalo, are required to handle a volume of mail, in addition to their other duties. The employees contended that this practice had become burdensome and that they were held to strict accountability if any mail packages miscarried. To the handling of mail had been added the handling of a great amount of parcel post matter, and



for this service they received no extra compensation. They contended that a Government mail clerk should be assigned to cover these runs. The Company contended that the quantity of baggage handled on these trains was exceedingly light, and that the quantity of mail which the baggagemen were required to handle as part of their work did not create a burdensome condition; that a corresponding volume of mail was carried over the rails of connecting railways where no additional assistance was necessary.

The decision of the Board was as follows:

Having due regard for all the evidence submitted, the Board decides that it cannot, under existing conditions, consistently go beyond the provisions of General Order No. 27 and Supplements thereto in the matter of compensation, nor is it within the jurisdiction of the Board to decide as to the appointment of Government mail clerks on trains.

However, the Board suggests that officers of the Company make further effort with the Post Office Department to have mail sacks sorted in such a manner as to relieve men in the baggage car from performing that service to the extent which may be justified.

**Case No. 58.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Railroad Trainmen.**

A conductor of the Toronto, Hamilton and Buffalo Railway was employed on an official motor car running from Hamilton on a round trip of 130.18 actual miles, occupying twelve hours and ten minutes. Part of the trip was over the Michigan Central lines. He made a claim for payment at through freight rates for a total of 232½ miles. The conductor's time ticket was declined and the Company paid actual mileage at through freight rates, with overtime on a speed basis of 12½ miles per hour, the total payment being \$7.02 for 130 miles and \$1.19 for overtime of one hour and

forty-six minutes. The employees contended that the conductor should be paid 132½ miles on the Toronto, Hamilton and Buffalo Railway, under the rates and rules of Articles 8 and 15 of the existing agreement, and one day at through freight rates for service on the Michigan Central Railway. The Company contended that the conductor had covered 130 miles, for which through freight rates were allowed as provided for in Article 8, overtime being computed on a speed basis of 12½ miles per hour, in accordance with Article 11, and that it had always been the practice for the Toronto, Hamilton and Buffalo crews to operate over the Michigan Central Railway in joint service, extra service and special service on the same basis as on the Toronto, Hamilton and Buffalo Railway tracks.

The decision of the Board was that there was nothing in schedule conditions under which this question could be properly decided, and that therefore the conductor should be paid 200 miles in settlement for the service rendered.

**Case No. 59.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Railroad Trainmen.**

Brakemen B—— and D——, of the Toronto, Hamilton and Buffalo Railway, stood first and second respectively on the spare board. Brakeman D—— was chosen to fill a temporary vacancy as station switchman, and brakeman B—— consequently claimed a run-around. It was contended on behalf of brakeman B—— that he was a qualified yardman, having been in charge of yard engines which are often required to switch passenger equipment. The Company quoted Article 21 of the Schedule, which reads as follows: "When un-

assigned crews are available and are run around at terminals, they will be paid 50 miles for each run-around and hold their turn out. When an unassigned crew has come on duty in turn and has got its engine and commenced to work, it will remain with train called for even though another crew comes on duty later and gets out of terminal first. The first crew called will not be entitled to pay as per this rule." The Company contended that this applied only to unassigned crews, a number of which have been set up to do extra or pool work, and that it did not apply to employees on the spare or extra board. It was further declared that the man required to fill this temporary vacancy needed special qualifications and knowledge which brakeman D—, who was chosen for it, possessed, whereas brakeman B—was not qualified for the position.

The decision of the Board was as follows:

Considering all the circumstances, the Board decides that the claim for payment of run-around to brakeman B— is denied.

This decision does not, however, support the Company's contention that Rule 21 applies only to crews as a whole. In regard to this question the Board decides that under the general application of this or similar rules in other schedules the conditions apply to individuals as well as crews, subject to other schedule conditions.

NOTE.—The Board suggests to the parties the mutual adoption of a rule to govern the practice of employees in train service being given an opportunity to pass regular examinations in order of seniority.

**Case No. 60.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Railroad Trainmen.**

This case is somewhat similar to Case No. 59. Two brakemen, R— and D—, of the Toronto, Hamilton and Buffalo Railway, stood first and second respectively on the spare board. The latter was called and used as a yard

foreman to fill a temporary vacancy on yard engine operating in the industrial territory at Hamilton. Brakeman R— then claimed a run-around. It was contended on behalf of brakeman R— that he was familiar with the work in that territory and should have been used on the 9 o'clock engine, on which brakeman D—was used. Brakeman R— was used on the 12 o'clock engine, doing practically the same work, and it was claimed that he should be paid in accordance with Article 21, and a run-around was therefore claimed for him.

The Company submitted the same contention as in the previous case, claiming that Article 21 applied to crews and not to spare employees, and that brakeman D— possessed special qualifications for the temporary vacancy he was called upon to fill. The evidence submitted to the Board, however, showed that brakeman R— had on a number of previous occasions acted as yard foreman, and was again called as such a few hours after the call in connection with which a claim for a run-around was made. The Board decided that the claim of the employees was sustained.

**Case No. 61.—The Toronto, Hamilton and Buffalo Railway Company and the Brotherhood of Railroad Trainmen.**

This case, like the two immediately preceding, had reference to a claim for a run-around made by a spare brakeman, on the ground that he stood first on the spare board, but that the man who stood second was run out ahead of him. The claim was made under Article 21, quoted under Case No. 59. The Company made the same contention as before, namely, that this Article applied to unassigned crews and not to employees on the spare or extra board.



It was stated by the Board that during the hearing of this case it developed that the two brakemen were called for at the same time, one for road service and the other for yard service.

The decision of the Board was as follows:

The Board decides that under all the circumstances the claim for payment of run-around to brakeman D—— is denied.

This decision does not, however, support the Company's contention that Rule 21 applies only to crews as a whole. In regard to this question the Board decides that under the general application of this or similar rules in other schedules the conditions apply to individuals as well as crews, subject to other schedule conditions.

**Case No. 62.—The Canadian National Railways (Eastern Lines) and the Order of Railroad Telegraphers**

A telegrapher employed by the Canadian National Railways was the senior applicant for the position of third trick operator at Charney, Quebec. He was advised by the Superintendent of his appointment to this position, but about a month later he was advised to resume duty at his old post, as father and son could not be employed at the same station.

The employees contended that this was a violation of the seniority rules of the Schedule, and that this telegrapher should receive the appointment. It was contended by the National Railways that there was a standing rule that father and son could not be employed where one was under the jurisdiction of the other.

The Board stated that from oral evidence it seemed that an order of the Minister of Railways regulating the employment of relatives was issued some years ago to the railway officers, but it did not seem to have been issued to the employees. "The general provision of the Schedule regarding promotions is contained in Article 6, Clause (a), which reads in part: '(a) The right of promotion of telegraphers will extend over each General Superintendent's district, and will be governed by merit, fitness and ability, of which the General Superintendent shall be the judge. Where these are sufficient, senior telegraphers will be given preference, etc.'"

It was shown in this case that merit and ability were sufficient, and the Board gave considerable attention to the view that the word "fitness" might in some cases with propriety be held to sustain any objection by the Company to an appointment on the ground of relationship.

The decision of the Board was as follows:

Mr. R—— having, pursuant to the terms of the Telegraphers' Schedule, applied for the position of third trick operator at Charney, and having been advised of his appointment thereto, the Board decides that under all the circumstances of the case the claim of the employees be sustained.

The Board would not, however, be justified in rendering a decision which might be generally construed as preventing arrangements being made in individual cases which will properly protect the interests of the Company.

**COST OF LIVING ADJUSTMENT OF WAGES FOR VANCOUVER ISLAND COAL MINERS**

A COST of Living Commission was appointed on January 21, 1919, to determine every three months the increase in the cost of living for coal miners on Vancouver Island, and to report the amount by which wages should be increased or decreased accordingly. The Commission consisted of Mr. John McAllister representing the miners, Mr.

Tully Boyce representing the operators and D. T. Bulger, Fair Wages Officer of the Department of Labour, as Chairman. The Commission made its fourth report\* on October 16, 1919, for the quarter ending September 30, 1919, the

\*For previous orders see LABOUR GAZETTE, March, 1919, p. 254; May, 1919, p. 535; and August, 1919, p. 900.

change in rates of pay to date from November 1. As on previous occasions information as to prices of the principal commodities was obtained from merchants in the several mining districts, Nanaimo, Ladysmith, Cumberland, Courtenay, South Wellington, Union Bay, Bevan and Cassidy's.

Fresh pork sausage showed marked advances, while very slight advances occurred in jams, syrups, dried vegetables, sago, rice, barley, tapioca, soap, lard, evaporated fruit, tea, coffee, canned salmon, and corned beef. Sharp declines were found in fresh mutton, veal, and beef, but slight increases in canned beef and tongue, butter and cheese. Prices of canned vegetables, flours, cornmeal, oatmeal, rolled oats, ham and bacon showed no changes when compared with prices three months earlier.

The method of computation was the same as for previous adjustments, namely, to take the percentage of increase or decrease, as the case may be, of prices on September 30 over those on June 30 for groceries, provisions, meats, etc., and to add two-fifths of this increase or decrease as an equivalent to cover similar increases or decreases in clothing, boots and shoes. For this period a decrease of 1.26 per cent was

found, amounting to  $3\frac{3}{4}$  cents per day on the wages when the base rate was \$3 and to 4 cents when the base rate was \$3.15.

A complaint as to this adjustment being made by some of the miners a special session of the Commission was held at Ladysmith on November 26. On inquiry it was found that the complaint of the miners was due to their belief that the Commission had not been furnished with the prices for Ladysmith actually current in that locality on September 30, and that the correct prices were higher than those quoted to the Commission and would indicate an increase, not a decrease, from June 30. The Commission then visited all the merchants at Ladysmith who had furnished information as to prices, examined their counter sales books for September 30, and found that correct information as to prices had been furnished to the Commission, and that the statistics as to prices obtained by the miners who laid the complaint were for better grades than those quoted for the Commission and in some cases for different dates, but that even then figures showed more decreases than increases. The Commission therefore unanimously refused to consider their award.

### STRIKES AND LOCKOUTS IN CANADA DURING DECEMBER, 1919

SEVEN strikes, involving about 502 employees, were reported as having commenced during December. There were in existence at some time or other during the month 22 strikes, involving about 2,828 workpeople. The total time loss on account of industrial disputes was estimated at 48,960 working days, as compared with 84,073 in the previous month and 64,079 in December, 1918. The time loss occasioned by the seven strikes which began in December was 9,246 working days, while a loss of 41,314 is charged to the 15 strikes that commenced prior to December. Termination was reported in the case of 4

disputes which commenced prior to December. Five of the disputes commencing during December terminated during the month, leaving the following 13 strikes, affecting approximately 1,695 workpeople, on record December 31: lumber workers at Hyle, Alta.; miners at Kimberley and South Minto; pottery workers, St. Johns; moulders, Brantford; moulders and coremakers, Sherbrooke; moulders and patternmakers, Toronto; shipbuilders, Sorel; garment workers and military workers at Montreal; millinery workers, Marieville; glass workers, Thorold; and musicians at St. John.



### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—The logging industry in British Columbia was practically free of strikes during December. During the late summer and autumn there were over a dozen strikes of loggers in various camps in that province. The last of these—at Chase, B.C.—continued until early December, when the strikers were replaced by other workers, although the Loggers' Union had not yet declared the strike off, and there were still about twenty strikers on strike pay. About 100 men were reported on strike at the North West Lumber Company's camp at Hylo, Alta., but more definite information had not been obtained at the time of writing. Presuming that the Hylo strike was in existence throughout the month, the approximate situation for December was 100 workers on strike and a time loss of 2,600 working days.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—The strike at the Sullivan Mine, Kimberley, B.C., remained practically unchanged. This strike commenced on September 12, when about 200 men went out for a flat increase of one dollar per day. The company refuses to recognize the One Big Union which, it claims, instigated the strike, and whose local executive is charged by it with inducing the men to violate their contract with the company. The company asserts that it will not consider the situation in any conciliatory way until the strikers repudiate their One Big Union affiliation. The One Big Union is alleged to have caused a one-day strike at Bellevue, Alta., on December 13. A committee of the One Big Union interviewed the management of the Western Canada Colliery Company at Bellevue for the purpose of asking for

negotiations toward an agreement between the miners and the employers. The brief strike was practically a result of the clash between the conflicting interests of the United Mine Workers of America and the One Big Union, in respect to union dues. It has been apparent that two labour organizations—the United Mine Workers of America, and the One Big Union—are striving for control of labour unionization in the mining territory of District 18. A strike, involving 150 miners and surface labourers of the Minto Coal Company, Limited, commenced on December 6, at South Minto, N.B., and remained untermiated at the end of the month. The men demanded a general wage increase of 10 per cent and an eight-hour day instead of the former nine-hour day. The real commencement of this dispute dates back to July 15, when the management of the company refused to accede to the above-mentioned demands of wages and working conditions made by the recently organized Minto local of the United Mine Workers of America. A Conciliation Board was appointed by the Department of Labour, and, after an investigation into the circumstances, a majority report of this Board awarded a one per cent increase. While this was satisfactory to the company, it was rejected by the miners, who then prepared to go on strike. However, the Department of Labour again intervened in another effort to effect an amicable settlement. Negotiations were re-opened through a representative of the Department and the men continued at work pending the result of further conferences. On December 5, the Minister of Labour notified the representatives of the United Mine Workers that he had been unable to obtain concessions better than those awarded by the Board of Conciliation. The miners voted again to strike and ceased work on December 6. At the end of the month, this strike remained untermiated. For the month of December, the strike situation in the

group was, approximately, 3 strikes, involving 393 employees and a time loss of 9,618 working days.

**METALS, MACHINERY AND CONVEYANCES.**—The latest entry in this group was a lockout of the employees of the Canadian Des Moines Steel Company at Chatham, Ont. The employees of the company in Chatham, numbering about 20, recently organized a Local of the Brotherhood of Boilermakers, although no demands upon the company had been made. The company, on November 24, informed its employees that they could withdraw from the Union or leave the employment of the company. It was claimed by the company's officials that the work done in their establishment did not come under the classification of boilermaking, and that, therefore, their employees were not eligible for membership in such a union. The men ceased work. After about two weeks of deadlock, the Industrial Relations Committee of the Chatham Chamber of Commerce succeeded in satisfactorily adjusting the dispute. The lockout of moulders at Brantford and the strikes of moulders at Sherbrooke and Toronto, and the strike of shipbuilders at Sorel, remained unterminated. After nearly a month's duration, the strike of moulders at Sydney, N.S., terminated on December 23. This strike was caused by the refusal of the officials of the Dominion Iron and Steel Company to accede to the wage demands of their moulders. The management of the company contended that it was not possible to grant the wage demands of the moulders without extending a similar increase to other classes in its employ. A successful settlement was effected through the mediation of Mr. J. C. Watters, and the company practically consented to a general increase to all its workers. Seven strikes, affecting 918 employees and totalling a time loss of 23,106 working days, was the approximation in this group for December.

**WOODWORKING.**—At the end of November, the strike of upholsterers at Kitchener had been reduced to where

it concerned only four shops. The latest report indicates that this strike ceased early in December.

**CLOTHING.**—Three strikes in this group remained active at the end of the month. These three were carried over from the previous month's report and include the garment workers and millinery workers in Montreal and the millinery workers at Marieville, Que. These strikes involved, approximately, 276 employees and a time loss of 7,176 working days.

**FOODS, LIQUORS AND TOBACCOS.**—A strike of bakers resulted at Kitchener, on December 8, when the demands of 22 members of the Bakers' Local were refused by the various employers in the city. After six days' duration, the strike was settled by negotiations. The wages, previous to the dispute, were from 31½ cents to 40 cents per hour with some shops working 70 hours per week. The employers have agreed to submit a revised schedule of increased wages and better working conditions.

**CHEMICALS AND EXPLOSIVES.**—The strike of the 12 operating engineers at the alkali plant of the Brunner Mond Canada, Company, at Amherstburg, no longer exists owing to the replacement of strikers by other workers, although nominally, it has been listed as a strike. It commenced on June 28.

**TRANSPORTATION.**—The strike of 800 freight handlers at St. John, which commenced on November 21, for a nine-hour day and a flat increase of 18 cents per hour, terminated on December 21. The men resumed work, pending the decision of a Board of Conciliation.

**MISCELLANEOUS.**—Sixty watch-makers in Toronto went on strike on December 1, for increased wages. Their demands were reported to be a flat rate of \$1 per hour, the former rate being 75 cents per hour. The union also objected to the piece-work system. After being on strike for two weeks, the men were reported as voting to return to work on condition



that negotiations toward an increased wage schedule would be resumed the next month.

**BUILDING AND CONSTRUCTION.** — A strike of iron workers and carpenters on the Government elevator at Port Colborne was the chief dispute in this group during the month. The strike was precipitated on December 15, when the men's demands for greatly increased wages were refused. The employees based their demands on the claim that the work was extra hazardous and exposed to the extreme rigour of the weather. Through the mediation of an officer

of the Department of Labour, negotiations were resumed, and a settlement was effected with the steel workers, who voted to return to work on December 18 at the former rate of 85c. per hour. The carpenters at first refused to return at their former rate of 70c. per hour and demanded \$1 per hour. By December 22, most of the carpenters had secured work elsewhere, and the Local raised the bann on preventing the return to work of the remainder on the elevator job. Three strikes, involving 170 employees and a time loss of 954 working days, was the approximation for December.

### STRIKES AND LOCKOUTS DURING DECEMBER, 1919

Industry or occupation	Particulars.	No. of employees affected	Time loss in working days
<b>Strikes commencing prior to December, 1919</b>			
<b>LUMBERING.</b> —			
Loggers, Chase, B.C. ....	Commenced September 18. Demand for the 8-hour day. Information received in the Department states strikers' places have been filled.	45	.....
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.</b> —			
Miners, Kimberley, B.C. ....	Commenced September 12. For increased wages. Unterminated. ....	200	5,200
Pottery workers, St. Johns, Que. ....	Commenced November, 1913. Against a reduction in wages. Unterminated.	43	1,118
<b>METALS, MACHINERY AND CONVEYANCES.</b> —			
Moulders, Brantford, Ont. ....	Locked out May 1. Demand for increased wages. Unterminated. ...	9	234
Moulders and coremakers, Sherbrooke, Que. .	Commenced September 23. For increased wages. Unterminated. ....	28	728
Moulders and coremakers, Sydney, N.S. ....	Commenced November 26. For increased wages and shorter hours. Work resumed December 23.	57	1,083
Moulders and patternmakers, Toronto, Ont. .	Commenced May 1. For increased wages and shorter hours. Unterminated.	150	3,900
Shipbuilders, Sorel, Que. ....	Commenced August 12. For increased wages and shorter hours. Unterminated.	650	16,900
Stationary engineers, St. John, N.B. ....	Commenced November 11. For increased wages and shorter hours. Strikers' places filled about December 4.	3	9
Steel workers, Chatham, Ont. ....	Locked out November 24. Company demanded that men resign from a boilermakers' union. Work resumed about December 15.	21	252

## STRIKES AND LOCKOUTS DURING DECEMBER, 1919—Continued.

Industry or occupation	Particulars.	No. of employees affected	Time loss in working days
<b>WOODWORKING.—</b>			
Upholsterers, Kitchener, Ont. ....	Commenced September 25. For increased wages, shorter hours and a minimum wage scale. Information received in the Department indicates this strike lapsed during November.	4	.....
<b>CLOTHING.—</b>			
Garment workers, Montreal, Que. ....	Commenced October 20. For recognition of the union. Untermiated.	20	520
Millinery workers, Marieville, Que. ....	Commenced October 25. For increased wages and shorter hours. Untermiated.	56	1,456
Millinery workers, Montreal, Que. ....	Commenced November 27. For increased wages. Untermiated....	200	5,200
<b>CHEMICALS AND EXPLOSIVES.—</b>			
Steam and operating engineers, Amherstburg, Ont. ....	Commenced June 28. For increased wages and union recognition. Information received in the Department indicates strikers' places have been filled.	12	.....
<b>TRANSPORTATION.—</b>			
Freight handlers, St. John, N.B. ....	Commenced November 21. For increased wages and shorter hours. Men returned to work at former rates pending the decision of a Board of Conciliation. Work resumed December 4.	800	2,400
<b>MISCELLANEOUS.—</b>			
Glass workers, Montreal, Que. ....	Commenced October 6. For increased wages and shorter hours. Information received in the Department indicates this strike was terminated the latter part of November.	60	.....
Glass workers, Thorold, Ont. ....	Commenced June 18. For increased wages and shorter hours. Untermiated.	80	2,080
Musicians, St. John, N.B. ....	Commenced November 4. Against employment of non-unionist. Untermiated.	9	234
<b>Strikes commencing during December, 1919</b>			
<b>LUMBERING.—</b>			
Lumber workers, Hylo, Alta. ....	Commenced December 1. Against a reduction in wages. Untermiated.	100	2,600
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Miners, South Minto, N.B. ....	Commenced December 6. For increased wages and improved working conditions. Untermiated.	150	3,300
<b>BUILDING AND CONSTRUCTION.—</b>			
Bricklayers, Calgary, Alta. ....	Commenced December 22. Question as to nature of work. Men returned to work pending the decision of the International Union Executive. Work resumed December 31.	7	56
Carpenters, Port Colborne, Ont. ....	Commenced December 15. For increased wages. Settled through mediation of the Department of Labour. Work resumed December 22.	83	498
Stonecutters, Toronto, Ont. ....	Commenced December 2. Against the use of a pneumatic hammer. Terminated about December 8.	80	400
<b>FOODS, LIQUORS AND TOBACCO.—</b>			
Bakers, Kitchener, Ont. ....	Commenced December 8. For increased wages and shorter hours. Settled by negotiations; demands were partially granted. Work resumed December 15.	22	132
<b>MISCELLANEOUS.—</b>			
Watchmakers, Toronto, Ont. ....	Commenced December 1. For increased wages. Settled by negotiations. Work resumed December 13.	60	660



## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING NOVEMBER, 1919

THE following details with regard to strikes and lockouts in the United Kingdom during November, 1919, based on returns from employers and workpeople, are taken from the December issue of the *British Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes beginning in November was 48, as compared with 53 in the previous month, and 43 in November, 1918. In these new disputes about 9,300 workpeople were directly and about 700 workpeople indirectly involved (*i.e.*, thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition over 83,000 workpeople (mainly in iron foundries) were involved, either directly or indirectly, in 65 disputes which began before November and were still in progress at the beginning of that month. The total number of disputes in progress in November was thus 113, involving over 93,000 workpeople, as compared with nearly 630,000 workpeople involved in disputes in progress in October, 1919, and 55,000 in November, 1918.

Of the 1,782,000 working days lost in November by all disputes in progress, about 66,000 were lost by disputes which began in that month. The total aggregate duration of all disputes in progress in October, 1919, was 4,535,000 days, and in November, 1918, was 252,000 days.

**CAUSES.**—Of the 48 new disputes, 23 directly involving about 2,700 workpeople, arose on demands for advances in wages; two, directly involving 600 workpeople, on other wages questions; four, directly involving 800 workpeople, on details of working arrangements; 12, directly involving 3,600 workpeople, on questions respecting the employment of particular classes or persons; four, directly involving 1,100 workpeople, on

questions of trade union principle; and three, directly involving 500 workpeople, on other questions.

The following table classifies these disputes by groups of trades and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned and the approximate time lost during November in all the disputes in progress:

Groups of Trades	Number of Disputes			Number of workpeople involved in all disputes	Aggregate duration in working days
	Started before 1st Nov-ember.	Started in Nov-ember.	Total		
Building.....	4	3	7	1,700	27,000
Mining & quarrying.....	6	6	12	12,000	39,000
Metal, engineering and ship-building.....	16	11	27	65,900	1,572,000
Textile & clothing.....	10	11	21	2,500	22,000
Other trades ...	29	17	46	11,600	122,000
Total.....	65	48	113	93,700	1,782,000

**RESULTS.**—During the month, settlements were effected in the case of 33 new disputes, directly involving about 7,400 workpeople, and 24 old disputes directly involving about 13,200 workpeople. Of these new and old disputes, 19, directly involving nearly 10,300 workpeople, were settled in favour of the workpeople; 15, directly involving about 3,900 workpeople, in favour of the employers; and 23, directly involving nearly 6,400 workpeople, were compromised. In the case of 12 other disputes, directly involving about 5,400 workpeople, work was resumed pending negotiations.

## COAL MINERS' WAGE DISPUTE IN THE UNITED STATES

### Termination of the Strike

**A**FTER some 40 days' duration, the strike of 400,000 miners in the bituminous coal fields of the United States terminated, officially, on December 10. Since its commencement on November 1, the course of this strike has been reviewed in recent issues of the *LABOUR GAZETTE*, and the present article will continue the record of developments since November 30.

The end of November saw the strike firmly established despite a Federal injunction to restrain it. Two proposals of settlement, one by Mr. W. B. Wilson, Secretary of Labour, and one by the Fuel Administrator, Dr. Garfield, had also been made. Mr. Wilson's proposal of a 31 per cent wage increase was acceptable to the miners, but was rejected by the operators. Dr. Garfield's proposal of a 14 per cent increase (to be borne by the operators and not by the public in increased coal prices), was reluctantly agreed to by the operators; but the miners expressed considerable dissatisfaction with it.

On December 2, the situation had become so acute that the Fuel Administration and the Railway Administration jointly adopted drastic measures to prevent a coal famine during the cold weather. Restrictions, even more severe than the war-time fuel regulations, were put into effect by which coal was cut off from all industries except those considered absolutely essential. Coal distribution was limited only to the "priority list" of the Fuel Administration, which included the railroad and transportation services; the departments of the Federal, State, County and Municipal governments and institutes, including hospitals; public utilities, including newsprint paper mills; retail dealers, under which

domestic consumers were supplied. There were no preferred factories or industries except those above specified, and those furnishing the necessities of life. Under this sweeping order, curtailment of production was in prospect for all industrial activity, with the further possibility of the closing of all churches, schools and places of amusement and a reduction in street lighting.

On December 5, a crisis appeared to be developing, and by another drastic order there was a reduction in railroad passenger service of one-third in "train miles" in the north, central and south-western railroad regions. This order, which affected 150 railroads, resulted in the saving of about 11,000 tons of coal per day.

At this time, the wage loss was estimated at more than \$2,000,000 daily, and more than one million workers, other than miners, were completely idle, or employed but part of the time. In Chicago, the loss to business seemed to be greater than elsewhere. The city was forced to adopt a 6½ hour business day and more than 400,000 persons were directly affected. In the northwest region, for a period, there were only 8,000 cars of coal for 30,000,000 people, an average of 27 pounds per capita. The Governor of Nebraska had to appeal for volunteers to go to the mines to dig coal. Students from the State University and 2,000 other citizens voluntarily enlisted for this service. The same situation prevailed in the States of Kansas and Wyoming.

The furnishing of bunker coal for foreign steamships in all United States ports was forbidden after 1.00 a.m. December 5, in compliance with an order from the Fuel Administration. Coal production at this period was estimated at 33½ per cent of normal, but the re-



serve stock had become almost entirely depleted.

Early in December, the Government, convinced that all efforts to bring about a resumption of coal mining had failed, and that the Federal injunction to restrain the strike had been violated, decided to institute Contempt of Court proceedings. The Government attorney's interpretation of this injunction was that it applied to individual miners, operators, or other persons, who in any way encouraged the strike or interfered with the production of coal. A Federal Grand Jury decided to extend the scope of its enquiry to investigate not only alleged violation by the miners of the Federal injunction and the Lever Act, but also alleged violation by the mine operators of the Sherman Anti-Trust Law.

While the Contempt of Court hearing was in progress at Indianapolis, President Wilson personally intervened in the strike on December 6, with a proposal somewhat similar to the Garfield decision. He prefaced his conditions of settlement with an appeal to the miners, in their own interests, not to prejudice the public against organized labour, and also on the grounds of national safety. The basic terms in this proposal were:—

(1) The miners to return immediately to work and to receive in the meantime a 14% rise in wages as suggested by Dr. Garfield.

(2) Appointment of a commission of three consisting of a delegate of the operators, a representative of the miners, and a third member chosen to represent the public.

This commission was empowered to investigate the conditions of the mining industry in detail and to award a new scale of wages in accordance with its investigations. It would further decide whether, in view of such awards, the price of coal should be increased. The report of this commission was to be made within sixty days; and in the meantime the cost of the increase in wages would be borne by the operators.

It was further understood by the miners' delegates that any award would be retroactive to the date of the men's return to the mines.

This proposal was not satisfactory to the mine operators, though they did not voice their objection at the time it was made. On December 10, telegrams were dispatched by the officials of the mine workers to the four thousand locals of the Union, instructing the men to return to work immediately. The operators then stated that though they had no part in the settlement and no knowledge of the terms, which were unacceptable to them, nevertheless, they were prepared to yield to the President on the condition that the entire industry be investigated thoroughly before any award was made by the Board of Three. This Board has since been appointed by President Wilson and is now in session.

Dr. Garfield, the Fuel Administrator, followed the announcement of President Wilson's award by resigning, because, as he stated before the Senate Interstate Commerce Committee, he considered that the rights of the public should not be subordinated to either the coal operators or the coal miners, a condition which he anticipated would result from the President's award. Dr. Garfield contended that the executive in creating a Board of Three was surrendering the public to a combination of the operators and miners who could sink their differences, and, by combining their votes at the Board, put any additional cost upon the nation.

The Federal Grand Jury, summoned to investigate alleged violations of the Lever Act and the Anti-Trust laws by coal operators and miners and charges of conspiracy by both, was impanelled on December 17, and is now in session. The judge instructed the jury to investigate charges that the mine owners had not only conspired among themselves to limit the production of coal, but that they had also conspired with the miners themselves against the Government and the public.

It is estimated that during the last week of this strike, over 5,000,000 work-people were deprived of their work. In money, this was estimated as representing to wage-earners a loss of \$20,000,000 per day.

Production was estimated on December 16, at 79.1 per cent of normal, with the railways transporting an increasing average of coal each week.

During this strike, the coal situation in Canada was disrupted to some extent. Railway passenger service was restricted by about 10 per cent, with the prospect of further reduction. The Fuel Administration resumed charge of the allocation of coal. Had the strike continued much longer many coke and coal using industries would have faced the immediate prospect of entirely closing down.

### HOURS OF LABOUR IN CANADA

IN view of the possibility of early legislation with respect to the hours of labour by those countries parties to the League of Nations, the Department of Labour in June last conducted an enquiry into the hours of labour at that time prevailing in Canada. Questionnaires were sent by the Department to about 8,500 firms and some 6,250 replies were received. These returns referred to the hours worked by approximately 612,000 workpeople, or about 50 per cent of the workers in the industries covered. Some occupations, because of their seasonal or intermittent character were omitted from the enquiry or covered only in part, as for instance that of 'longshore work, logging, fishing and canning.

From the following tables, which give in some detail the results of the enquiry, it is seen that at the beginning of June, 1919, there were 266,236 workers out of a total of 612,398, or 43.4 per cent, who were working on an 8-hour day. This number, however, includes an approximation of 100,000 steam railway employ-

ees who were working on a basic 8-hour day, which did not necessarily constitute an actual 8-hour day. Firms employing less than five workers are not included in the tabulation.

EMPLOYEES WORKING A SPECIFIED NUMBER OF HOURS PER DAY, JUNE, 1919.

Hours	Men	Women	Total	Percent- age.
4	26	.....	26	.....
5	119	146	265	.....
5.5	.....	2	2	.....
6	164	460	624	.....
6.5	89	190	279	.....
7	3,908	4,180	8,088	1.4
7.5	4,306	3,512	7,818	1.4
8	222,910	43,326	266,236	43.4
8.5	22,527	10,740	33,267	5.4
9	123,987	28,742	152,729	24.9
9.5	7,549	2,358	9,907	1.6
10	106,450	14,277	120,727	19.7
10.5	1,474	184	1,658	.2
11	3,654	71	3,725	.6
11.5	56	.....	56	.....
12	5,393	37	5,430	.8
12.5	145	.....	145	.....
13	966	26	992	.....
14	266	3	269	.....
15	5	.....	5	.....
17	150	.....	150	.....
	504,144	108,254	612,398	.....

\*Including 100,000 steam railway employees, as a proportionate number.



NUMBER OF EMPLOYEES WORKING A SPECIFIED NUMBER OF HOURS PER DAY. (a) BY INDUSTRIES  
(b) BY PROVINCES, JUNE, 1919.

(a) INDUSTRY GROUP.	Under 8 hours.	8 hours.	8½ hours.	9 hours.	9½ hours.	10 hours.	Over 10 hours.	Total.
Building and construction.	118	2,705	79	2,968	1,083	4,567	239	11,759
Commercial, mercantile & clerical.....	4,111	29,241	4,502	5,380	672	2,076	29	46,011
Lumbering and forestry...	84	1,705	151	10,060	234	26,352	724	39,310
Brick, cement and glass...	48	1,951	122	2,158	106	3,267	417	8,069
Chemicals, oils and rubber	639	6,126	941	9,767	279	3,145	441	21,338
Food, drink and tobacco.	1,747	11,724	6,675	12,026	1,214	13,041	1,313	47,740
Leather.....	430	1,465	891	7,438	312	4,251	1,080	15,867
Metal working.....	2,265	9,924	5,539	29,773	1,444	20,213	4,043	73,201
Wood pulp, paper, printing	1,668	15,792	3,932	9,553	512	4,419	1,894	37,770
Textiles.....	1,121	21,214	4,897	22,786	1,530	15,012	695	67,255
Vehicles.....	573	14,025	516	20,628	491	4,171	358	40,762
Woodworking.....	279	1,542	433	11,353	380	7,889	377	22,253
Mining and quarrying....	428	33,263	2,754	3,592	248	6,159	603	47,047
Railway operation.....	444	102,424	1,311	1,712	1,036	4,186	114	111,227
Not specified.....	3,147	13,135	524	3,535	366	1,979	103	22,739
<b>Total.....</b>	<b>17,102</b>	<b>266,236</b>	<b>33,267</b>	<b>152,729</b>	<b>9,907</b>	<b>120,727</b>	<b>12,430</b>	<b>612,398</b>
<b>(b) BY PROVINCES.</b>								
Prince Edward Island....	55	39	12	263	.....	231	20	620
Nova Scotia.....	828	15,386	2,914	4,445	288	9,262	1,095	34,218
New Brunswick.....	478	1,170	609	5,973	219	6,351	324	15,124
Quebec.....	5,324	28,240	6,415	40,291	3,691	50,533	4,552	139,046
Ontario.....	6,668	74,923	17,336	85,368	4,143	44,235	6,106	238,779
Manitoba.....	1,616	11,823	1,529	3,272	1,274	2,336	124	21,974
Saskatchewan.....	375	1,415	506	1,078	19	1,543	27	4,963
Alberta.....	678	7,340	1,221	2,428	57	713	24	12,461
British Columbia.....	1,080	25,900	2,725	9,611	216	5,523	158	45,213
<b>Total.....</b>	<b>17,102</b>	<b>166,236*</b>	<b>33,267</b>	<b>152,729</b>	<b>9,907</b>	<b>120,727</b>	<b>12,430</b>	<b>512,398</b>

\*Does not include the 100,000 railroad employees, who cannot be assigned to any particular province.

## BRITISH LABOUR AND THE LEAGUE OF NATIONS

### Manifesto Issued by Prominent Leaders of Organized Labour

**F**OLLOWING a resolution passed at the British Trades Union Congress, held in Glasgow in September last, to the effect that propaganda in favour of the League of Nations should be undertaken by the Congress in conjunction with the British Labour Party, many prominent leaders of organized labour in Great Britain have signed the following manifesto:

1. The late world-war has cost the combatant nations 7,000,000 in men killed, and 18,000,000 in men wounded or maimed, about £40,000,000,000 in money, has left Great Britain saddled with a vast debt of over £7,000,000,000, and has plunged Europe into industrial chaos. All this waste of life and wealth could have been avoided if there had only been a League of Nations before the war.
2. Peace has left many great questions unsettled in Eastern Europe and the Far East which may produce another and yet greater war, even perhaps in our lifetime, if it be not prevented.

3. The next war, if it comes, will be far more terrible and destructive even than the late war, for it will begin with all the aerial and submarine fleets with which the late war left off, only the destructive forces will be infinitely greater. Such a new war will mean the destruction of European civilization, of European industry, and of the white workingman's standard of life.
4. The prospect of another and still greater war is one we must either prepare for by vaster armaments than ever, or prevent. The first alternative is unthinkable. There remains only prevention. Prevention is possible by the League of Nations to enforce peace. There is no other way.
5. The war has left behind it a situation of the utmost difficulty as regards finance, industry, and food for the nations, which can only be successfully met by "pooling" the resources of all the nations for the industrial recovery of the world.
6. As the standard of life is the main factor in the cost of production, it is vain to raise it in one nation if it remains low in another. For this purpose international machinery amongst the Governments of the nations is absolutely necessary, and the League of Nations, with its International Labour Office, should supply this need.
7. The League of Nations will not supplant the Labour "Internationale," but will supplement it. It will help to do amongst the Governments what the "Internationale" is seeking to do in the industrial world. The more powerfully Labour supports and is represented in the League of Nations, the more can each help the other. We need both the League of Nations and the Labour "Internationale." They are not rivals, but friends working in co-ordinated endeavour towards the same goal—Peace.
8. The League of Nations is the greatest experiment ever tried upon the earth. In its success lies the future hope of humanity. It can only succeed if it be a real League of Peoples, not merely a League of Governments. To this end it is necessary that every individual shall take an instructed and active interest, till he can say, "This is my League, through which I bring my influence to bear on international politics to insure peace and to prevent war." It can only succeed if all sections of public opinion are firmly united behind it in the determination that it shall succeed.
9. The object of the League of Nations Union is thus to instruct and unite all sections of public opinion, both amongst manual workers and brain workers; and also to serve as a national channel for putting forward such amendments as time may prove necessary in the League of Nations constitution

and machinery. The League of Nations Union should therefore be supported by every man and woman who has at heart the ensuring of peace, the prevention of a new and greater war, the industrial recovery of Europe, the improvement of the standard of life, the continuation of our civilization, and the progress of humanity.

#### SIGNATORIES.

- WM. ADAMSON, P.C., M.P., Miners' Federation.  
 ARTHUR HENDERSON, P.C., M.P.  
 J. R. CLYNES, P.C., M.P., General Workers.  
 C. W. BOWERMAN, P.C., M.P.  
 J. H. THOMAS, P.C., M.P., Railwaymen.  
 G. H. STUART BUNNING, J.P., O.B.E., Postmen's Federation.  
 ROBERT SMILLIE, J.P., Miners' Federation.  
 FRANK HODGES, J.P., Miners' Federation.  
 HARRY GOSLING, M.P., J.P., Watermen, Lightermen, and Bargemen.  
 JOHN HILL, M.P., J.P., Boilermakers and Iron and Steel Shipbuilders.  
 J. T. BROWNIE, Amalgamated Engineers.  
 TOM MANN, Amalgamated Engineers.  
 JOHN HODGE, P.C., M.P., Iron and Steel Trades.  
 TOM GRIFFITHS, M.P., Iron and Steel Trades.  
 HENRY BOOTHMAN, Textiles, Operative Cotton Spinners.  
 WILLIAM C. ROBINSON, J.P., Textiles, Twisters and Drawers.  
 J. CROSS, J.P., Textiles, Weavers.  
 BEN TURNER, J.P., Textiles.  
 WILLIAM MULLIN, J.P., Textiles, Amalgamated Association Card and Blowing Room Operatives.  
 R. SPENCE, Union of Labour.  
 R. B. WALKER, National Agricultural and Rural Workers' Union.  
 E. L. POULTON, J.P., O.B.E., Boot and Shoe Operatives.  
 A. S. CAMERON, Carpenters, Cabinet makers, and Joiners.  
 J. YOUNG, United Garment Workers.  
 W. J. DAVIS, J.P., Brassworkers and Metal Mechanics.  
 S. G. NEWLAND, Printing and Paper Workers.  
 W. A. ROBINSON, C.C., Warehouse and General Workers.  
 AGNES LAUDER, President National Federation of Women Workers.  
 J. RAMSAY MACDONALD, Independent Labour Party.  
 PHILIP SNOWDEN, Independent Labour Party.  
 A. WHITEHEAD, General Secretary, Co-operative Union (Limited).  
 S. PERRY, J.P., the Co-operative Party.  
 B. T. HALL, Working Men's Club and Institute Union.  
 TOM SYKES, Secretary of the National Brotherhood Council.



## ANNUAL CONVENTION OF THE CANADIAN LEGISLATIVE BOARD OF THE INTERNATIONAL BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN

**T**HE Annual Convention of the Canadian Legislative Board of the International Brotherhood of Locomotive Firemen and Engineers took place at Ottawa during December 8-14. Mr. W. L. Best, the general chairman, stated in his introductory remarks, that the convention represented between 8,000 and 9,000 members, and that in the United States the International Brotherhood had a membership of 120,000. The organization had invested in Canadian banks \$150,000, in Canadian Victory bonds \$150,000, and in Canadian provincial and municipal bonds, \$679,000.

The Premier, Sir Robert Borden, then addressed the Convention. He referred to the fact that about one-half the total railway mileage in Canada was, or shortly would be, in the ownership of the State, and emphasized the importance of devising some means by which this great essential and national activity should not be interrupted by disputes between employers and employed. Referring to the administration of the government railways, he said:

The problem of administering about 22,000 miles of railways in this country is one of exceptional moment and difficulty. Upon its successful solution probably depends the success of state ownership, not only in Canada, but upon the whole North American continent. We must give earnest attention to some means by which the employees shall have just representation in the executive administration of this great system. I have given to this question some study in the consideration of the problem as a whole, and you may be assured that such a proposal will command my entire sympathy.

The Honourable N. W. Rowell, President of the Privy Council, who followed,

referred to the recent International Labour Congress at Washington, at which forty nations were represented. He said that although there were men there of different races and divergent views, yet all showed a great unanimity when discussing matters affecting the welfare of the toiler and the development of industry. As a result of this he was impressed with the practicability of bringing together men from all nations in the world to discuss industrial problems. A third impression he received was that the first international industrial conference had pointed the way, and would mark the opening of a new era in the industrial history of humanity.

The Honourable G. D. Robertson, Minister of Labour, pointed out that if the administration of the state-owned railways in Canada was to be successful, it would only be through the loyal co-operation of the men in the six great railway organizations. He referred to the admirable relations which had prevailed during the war between the railway organizations and the Canadian Railway War Board. He expressed the belief that Canada would come through the period of reconstruction as successfully as any of the warring nations, and stated that from March 8 to November 22, the last date for which the Department of Labour had reports, 226,000 persons had been placed in employment in Canada, of whom 38 per cent were returned soldiers. He said that at the present time applications for workers exceeded the demands for work. There was a labour surplus in Victoria, B.C., but in other Canadian centres there was a shortage. The Department of Labour had arranged with the Department of Railways for the transportation of workers from centres where there was a labour surplus to places where employment was more plentiful, and 21,687 such transfers had been made.

The Convention opposed the perpetuation of the Railway Board of Adjustment No. 1, on the ground that it would introduce the principle of compulsory arbitration against which the Organization had frequently declared itself.

Resolutions were passed at the Convention in favour of the enactment of legislation and rules for the following purposes: To prohibit railway companies from requiring employees engaged in the operation of trains to remain on duty an excessive number of hours; to require all locomotives to be equipped with automatic operating firebox doors, and all switch and transfer engines, as well as road engines, to be equipped with power headlights; to remove excessive gases and smoke in train operation through tunnels; to maintain equitable compensation for industrial accidents throughout the province where no suitable workmen's compensation laws exist; to provide more equitable payments to widows and dependent children of deceased workmen; to amend the Garnishee Act by providing that the party to be garnisheed must be notified by registered mail before the wages can be held; and to provide for a minimum wage for female employees in all provinces. The Board also declared itself in

favour of old age pensions, mothers' pensions, unemployment insurance, the restriction of the employment in the locomotive service of foreigners who lack a working knowledge of English or French; the establishment of an equitable uniform provident fund for all railway employees; Government ownership of all public utilities, the employment of a practical railway man from the ranks of the railway employees on the Board of Railway Commissioners and on the board of directors of the Canadian National railways.

The following officers were elected for the ensuing year:

Chairman and Canadian Legislative Representative, Wm. L. Best, Ottawa; secretary-treasurer, James Pratt, Toronto; chairman, board of directors, F. W. Hicks, Winnipeg; secretary, J. A. Killingsworth, St. Thomas, Ont.; board of directors, P. E. Island, P. A. Smith, Charlottetown; Nova Scotia, J. W. McLean, Truro; New Brunswick, F. W. Henderson, St. John; Quebec, H. J. Wark, Sherbrooke; Ontario, Wm. G. Graham, Lindsay; Manitoba, F. W. Hicks, Winnipeg; Saskatchewan, G. A. Hall, Moose Jaw; Alberta, Geo. W. Yeats, Field; British Columbia, T. L. Bloomer, Nelson.

#### REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE FOUR WEEKS' PERIOD, NOVEMBER 8—DECEMBER 6, 1919

**R**EPORTS from Employment Offices to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, show a further falling off in the number of placements during the four weeks from November 8 to December 6, the number of placements recorded being 23,981 as compared with 26,354 during the preceding four weeks.

The following table presents in summary form by provinces a record of placements from the beginning of March

to December 6. As has been indicated in previous issues of the LABOUR GAZETTE, regular placements refer only to those applicants for whom employment of more than one week's duration was found, while casual placements refer to those applicants for whom the employment found was likely to be of less than one week's duration. It will be observed that the number of regular placements from the beginning of the record until December 6 was 243,860 or at a rate of 6,096 per week, while the number of casual placements over the same



period was 33,481 or a weekly average of 837 persons. During the period under review the regular placements were distributed as follows:

Week ending November 15...	6,909
Week ending November 22...	5,923
Week ending November 29...	5,770
Week ending December 6....	5,379

## HISTORICAL SUMMARY OF PLACEMENTS

Week ended	REGULAR PLACEMENTS									Casual Place- ments  Canada	
	Maritime Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	CANADA			
								Men	Women	Total	
March 8.....	13	94	670	88	236	271	231	1,330	273	1,603	210
" 15.....	33	101	647	96	285	196	303	1,380	281	1,661	249
" 22.....	52	106	1,016	85	260	327	348	1,900	294	2,194	242
" 29.....	105	79	1,169	295	448	532	443	2,666	405	3,071	327
April 5.....	145	128	1,332	371	559	493	621	3,315	334	3,649	277
" 12.....	226	101	1,467	457	587	719	754	3,896	415	4,311	370
" 19.....	282	108	1,290	440	542	620	626	3,571	337	3,908	320
" 26.....	228	164	1,474	456	530	596	561	3,712	297	4,009	447
May 3.....	280	319	1,661	406	478	715	639	4,193	305	4,498	546
" 10.....	360	410	1,833	360	505	776	549	4,413	380	4,793	591
" 17.....	445	436	1,735	326	510	813	514	4,438	341	4,779	407
" 24.....	372	407	1,581	235	538	792	431	4,086	270	4,356	409
" 31.....	353	386	2,159	245	416	463	500	4,221	301	4,522	463
June 7.....	371	321	1,715	214	578	507	359	3,791	274	4,065	374
" 14.....	381	499	1,875	385	695	570	495	4,578	322	4,900	406
" 21.....	516	477	2,293	425	638	546	610	5,055	450	5,505	473
" 28.....	493	401	2,062	791	740	565	662	5,181	533	5,714	539
July 5.....	556	391	1,674	861	673	535	646	4,882	454	5,336	551
" 12.....	503	438	2,211	1,150	699	640	1,025	6,205	461	6,666	959
" 19.....	485	436	2,250	1,150	670	613	773	5,754	623	6,377	515
" 26.....	564	478	2,507	1,253	824	636	836	6,608	490	7,098	933
August 2.....	454	490	2,417	1,791	944	735	787	7,196	422	7,618	876
" 9.....	380	619	2,102	3,274	1,522	789	963	9,216	433	9,649	771
" 16.....	416	669	2,415	4,340	2,051	875	883	11,129	520	11,649	1,124
" 23.....	434	747	2,387	4,527	2,359	1,027	1,080	12,030	531	12,561	1,322
" 30.....	496	717	2,618	2,652	1,425	1,319	937	9,710	454	10,164	1,261
Sept. 6.....	396	542	2,144	1,971	1,693	784	730	7,913	347	8,260	1,141
" 13.....	425	633	2,072	1,806	1,247	784	1,004	7,647	324	7,971	1,274
" 20.....	447	729	2,299	1,983	1,023	910	1,156	8,098	449	8,547	1,238
" 27.....	411	710	2,469	2,576	1,111	911	812	8,639	361	9,000	1,246
Oct. 4.....	483	687	2,127	1,810	980	943	913	7,599	344	7,943	1,216
" 11.....	482	634	2,051	1,600	705	862	814	6,781	367	7,148	1,294
" 18.....	410	672	1,839	849	644	862	761	5,700	337	6,037	1,248
" 25.....	403	656	2,049	1,778	588	1,052	709	6,886	349	7,235	1,634
Nov. 1.....	541	513	2,104	752	764	1,017	634	5,940	385	6,325	1,485
" 8.....	546	673	2,177	1,010	772	785	794	6,358	399	6,757	1,425
" 15.....	503	663	1,986	1,623	454	685	995	6,476	433	6,909	1,247
" 22.....	474	588	1,942	755	508	819	837	5,482	441	5,923	1,450
" 29.....	517	538	1,791	681	684	679	880	5,343	427	5,770	1,310
Dec. 6.....	418	438	1,901	637	479	535	971	4,974	405	5,379	1,308
Total to date.....	15,399	18,198	75,511	46,504	31,364	28,298	28,586	228,292	15,568	243,860	33,481

The following table shows in detail the work of the various offices during the four weeks from November 8 to De-

cember 6. At the beginning of the period there were 7,005 unplaced applicants as compared with 6,910 unplaced

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED DECEMBER 6, 1919.

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Charlottetown.....	52	0	245	5	11	0	48	1	68	1	36	1
Prince Edward Island.....	52	0	245	5	11	0	48	1	68	1	36	1
	52		250		11		49		69		37	
Amherst.....	54	6	94	6	9	0	46	0	57	1	26	0
Halifax.....	249	27	445	80	71	49	214	98	357	52	237	38
New Glasgow.....	60	10	90	24	37	37	31	16	71	21	23	12
Sydney.....	6	0	250	0	493	0	139	0	189	0	176	0
Sydney Mines.....	28	5	13	6	54	0	1	6	24	5	1	1
Yarmouth.....	16	1	55	2	5	5	41	2	44	2	41	2
	413	9	947	118	674	91	472	122	742	81	504	53
Nova Scotia.....	462		1,065		765		594		823		557	
Bathurst.....	30	0	227	2	11	0	192	0	198	0	154	0
Campbellton.....	23	0	283	0	101	0	219	0	282	0	287	0
Fredericton.....	20	0	245	5	94	21	306	3	224	3	218	3
Moncton.....	66	14	569	17	106	6	482	16	509	17	465	17
Newcastle.....	24	0	123	0	36	0	88	0	96	0	93	0
St. John.....	127	3	333	12	17	2	104	17	109	10	77	4
	290	17	1,780	36	405	29	1,291	42	1,418	30	1,294	24
New Brunswick.....	307		1,816		434		1,433		1,448		1,318	
Hull.....	36	0	308	2	1,636	7	431	2	276	2	145	2
Lachine.....	16	0	61	0	58	0	306	52	47	0	33	0
Montreal-St. James St.	58	28	772	45	58	51	306	52	546	34	216	20
Montreal, P. & B. Sect.	129	0	83	0	4	0	98	0	105	0	33	0
Montreal, Windsor St.	689	0	1,699	0	0	0	0	1,734	0	1,227	0	
Quebec.....	132	0	248	2	291	25	99	0	126	0	66	0
Quebec, Merger Bldg.	69	0	256	0	0	0	0	190	0	161	0	
Sherbrooke.....	64	12	209	25	125	15	128	23	205	25	202	25
Three Rivers.....	97	14	166	17	26	23	103	18	163	19	90	8
	1,390	54	3,802	91	2,140	121	1,165	95	3,392	80	2,172	55
Quebec.....	1,444		3,893		2,261		1,260		3,472		2,227	
Arnprior.....	0	0	113	0	314	0	47	0	114	0	108	0
Belleville.....	6	0	103	3	29	0	198	3	100	3	93	3
Brantford.....	8	0	88	12	0	0	87	12	91	14	83	12
Brockville.....	2	0	60	1	117	0	29	1	53	1	25	0
Chatham.....	0	0	394	0	0	0	394	0	394	0	394	0
Cobalt.....	8	0	180	0	133	2	204	0	152	0	151	0
Cornwall.....	39	0	39	0	0	0	34	0	32	0	25	0
Fort William.....	41	2	343	2	113	2	912	6	217	1	238	0
Galt.....	0	0	54	0	20	16	70	0	54	0	54	0
Guelph.....	130	0	238	8	129	0	216	8	205	8	137	8
Hamilton.....	99	60	413	114	92	86	343	295	373	86	350	69
Kingston.....	27	0	192	0	24	0	127	0	142	0	93	0
Kitchener.....	0	0	113	0	2	0	135	50	113	0	113	0
Lindsay.....	1	0	43	0	2	0	40	0	43	0	40	0
London.....	20	17	156	100	74	119	169	225	115	56	99	40
Niagara Falls.....	2	0	49	0	0	0	78	41	48	0	46	0
North Bay.....	0	0	324	0	242	0	445	0	324	0	262	0
N. E. Ontario, P. & B.	48	0	61	0	0	0	51	0	58	0	51	0
Orillia.....	3	0	33	0	0	0	149	0	29	0	29	0
Oshawa.....	0	0	71	0	20	0	73	0	71	0	69	0
Ottawa, Dalhousie St.	9	0	543	0	1,866	0	156	0	544	0	198	0
Ottawa, Queen St.....	109	1	922	86	288	94	1,051	91	893	55	434	41
Owen Sound.....	2	1	68	3	48	1	54	4	64	3	56	3
Pembroke.....	9	3	202	2	211	2	46	0	201	0	165	0
Peterborough.....	19	4	180	4	6	5	149	9	151	4	145	2
Port Arthur.....	14	0	639	5	198	2	631	6	602	2	483	1
St. Catharines.....	9	0	171	26	8	0	161	32	162	26	155	26
St. Thomas.....	2	0	119	1	48	0	104	1	106	1	98	1
Sarnia.....	5	0	65	0	7	1	68	0	65	0	60	0
Sault Ste. Marie.....	1	0	343	3	155	0	352	4	300	3	354	3
Stratford.....	9	2	77	0	46	12	74	0	69	0	56	0
Sudbury.....	3	1	510	2	1,145	1	295	2	491	1	494	1
Timmins.....	0	0	300	3	55	0	270	3	300	3	300	0



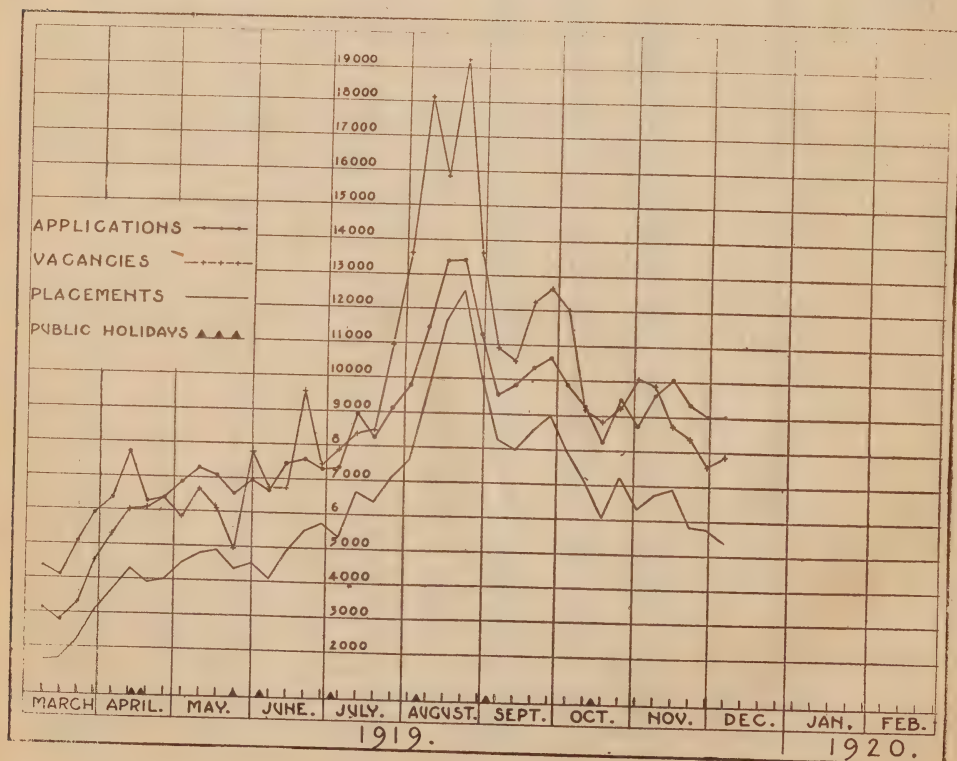
## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED DECEMBER 6, 1919.—Continued

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Toronto:—</b>												
45 King Street W...	693	223	2,073	661	978	1,192	1,974	1,536	1,182	444	582	328
" " P. & B. Sect	123	0	181	0	71	0	150	0	146	0	71	0
1254 Bloor St. W....	42	0	235	0	0	0	206	0	204	0	188	0
172 Front St. ....	10	0	737	0	96	0	581	0	380	0	297	0
287 Queen St. (Hand- icap).....	27	0	71	0	3	0	50	0	46	0	46	0
Welland.....	9	0	98	3	30	2	94	3	79	2	56	2
Windsor.....	11	3	438	10	36	6	450	17	371	10	371	10
	<b>1,501</b>	<b>357</b>	<b>11,019</b>	<b>1,049</b>	<b>6,606</b>	<b>1,543</b>	<b>10,667</b>	<b>2,350</b>	<b>9,984</b>	<b>723</b>	<b>7,067</b>	<b>553</b>
<b>Ontario.....</b>	<b>1,858</b>		<b>12,068</b>		<b>8,149</b>		<b>13,017</b>		<b>9,807</b>		<b>7,620</b>	
<b>Brandon.....</b>	53	2	326	26	132	14	243	41	274	24	191	19
Dauphin.....	1	0	47	9	0	0	59	6	45	6	46	6
Deloraine.....	0	0	18	0	5	0	16	0	18	0	18	0
Portage La Prairie...	14	5	231	27	46	9	163	53	225	31	192	28
Winnipeg:—												
311 Tribune B. P. & B.	214	20	250	83	25	7	53	125	115	106	56	42
Winnipeg, 4 offices....	195	397	3,875	369	2,701	663	5,230	530	3,985	384	2,822	276
	<b>477</b>	<b>424</b>	<b>4,744</b>	<b>514</b>	<b>2,909</b>	<b>693</b>	<b>5,764</b>	<b>755</b>	<b>4,651</b>	<b>551</b>	<b>3,325</b>	<b>371</b>
<b>Manitoba.....</b>	<b>901</b>		<b>5,258</b>		<b>3,602</b>		<b>6,519</b>		<b>5,202</b>		<b>3,696</b>	
<b>Estevan.....</b>	6	4	61	10	36	11	41	7	68	13	53	12
Moose Jaw.....	85	6	420	16	58	7	212	23	297	19	131	8
North Battleford.....	16	0	55	0	16	0	0	0	46	0	21	0
Prince Albert.....	24	3	653	5	141	0	513	6	422	2	578	1
Regina.....	124	2	581	119	133	28	354	140	514	73	355	71
Saskatoon.....	192	8	1,299	83	137	13	791	127	1,213	74	699	74
Swift Current.....	35	1	243	14	7	2	28	11	241	16	22	9
Weyburn.....	4	0	43	0	5	1	48	5	42	0	35	0
Yorkton.....	0	0	63	9	4	0	55	7	61	7	49	7
	<b>486</b>	<b>24</b>	<b>3,423</b>	<b>256</b>	<b>537</b>	<b>62</b>	<b>2,087</b>	<b>326</b>	<b>2,904</b>	<b>204</b>	<b>1,943</b>	<b>182</b>
<b>Saskatchewan...</b>	<b>510</b>		<b>3,679</b>		<b>599</b>		<b>2,413</b>		<b>3,108</b>		<b>2,125</b>	
<b>Calgary.....</b>	111	53	1,084	129	41	25	766	84	865	87	741	43
Drumheller.....	29	0	181	3	10	0	196	3	172	3	172	3
Edmonton.....	94	11	2,388	226	36	20	1,406	205	1,336	206	1,254	157
Lethbridge.....	7	3	157	5	41	0	130	3	124	3	149	3
Medicine Hat.....	15	0	146	14	7	0	114	14	133	14	117	14
Red Deer.....	0	0	69	1	99	0	35	1	37	1	64	1
	<b>256</b>	<b>67</b>	<b>4,025</b>	<b>378</b>	<b>234</b>	<b>45</b>	<b>2,647</b>	<b>310</b>	<b>2,667</b>	<b>314</b>	<b>2,497</b>	<b>221</b>
<b>Alberta.....</b>	<b>323</b>		<b>4,403</b>		<b>279</b>		<b>2,957</b>		<b>2,981</b>		<b>2,718</b>	
<b>Cranbrook.....</b>	31	1	225	0	64	2	256	0	244	0	136	0
Fernie.....	2	0	76	0	248	0	54	0	77	0	75	0
Kamloops.....	44	0	480	10	139	0	548	15	495	10	398	10
Kelowna.....	1	0	20	0	0	0	17	0	17	0	17	0
Nanaimo.....	31	0	60	2	1	0	71	3	28	2	28	2
Nelson.....	34	3	142	7	39	1	118	7	119	6	118	6
New Westminster.....	76	0	194	0	7	0	98	0	112	0	96	0
Penticton.....			28	0			28	0	28	0	28	0
Prince Rupert.....	62	0	165	0	7	0	115	0	109	0	109	0
Vancouver:—												
Homer & Dunsmuir	399	41	1,479	373	0	9	758	214	967	224	758	172
" " "P & B			158	0			51	0	51	0	47	0
Powell Ave.....	160	0	1,888	0	224	0	1,624	0	1,467	0	1,393	0
Vernon.....	0	0	168	0	3	0	110	0	97	0	97	0
Victoria.....	244	19	388	86	7	17	140	119	150	56	137	56
	<b>1,084</b>	<b>64</b>	<b>5,471</b>	<b>478</b>	<b>739</b>	<b>29</b>	<b>3,988</b>	<b>358</b>	<b>3,961</b>	<b>298</b>	<b>3,437</b>	<b>246</b>
<b>British Columbia</b>	<b>1,148</b>		<b>6,949</b>		<b>768</b>		<b>4,346</b>		<b>4,259</b>		<b>3,683</b>	
	<b>5,949</b>	<b>1,056</b>	<b>35,456</b>	<b>2,925</b>	<b>14,265</b>	<b>2,513</b>	<b>28,229</b>	<b>4,359</b>	<b>28,887</b>	<b>2,282</b>	<b>22,275</b>	<b>1,706</b>
<b>Totals for Canada</b>	<b>7,005</b>		<b>38,381</b>		<b>16,868</b>		<b>32,588</b>		<b>31,169</b>		<b>23,951</b>	

applicants at the beginning of the preceding four weeks, while at the same time there were 16,868 vacancies unfilled as compared with 23,537 vacancies unfilled at the beginning of the preceding period. This indicates that while the number of unplaced applicants remained about the same, these applicants were in a less favourable position regarding opportunities for employment than they were at the beginning of the preceding period due to the number of vacancies having decreased materially. During the four weeks 38,381 new applications and re-applications were registered, while during the same period 32,585 vacancies were notified—an excess of applicants over vacancies of 5,796. The corresponding figures for the preceding

four weeks' period were 36,811 and 37,991, or an excess of vacancies over applicants of 1,180, indicating that the demand for labour fell off slightly more than the volume of labour available. The situation as reflected by the returns for the present period is the usual situation at this season of the year. Since the first of June there has been with one or two exceptions an excess of vacancies over applications. With the curtailing of outdoor construction activity has come a slackening in the demand for labour. It is probable that the situation will continue to exist to a greater or lesser degree until the revival of outdoor construction activities in the Spring.

The accompanying chart shows graphically the number of applications and vacancies registered as well as the number





of placements made over the period of the record. The chart indicates a fairly constant number of applicants to have been registered over the period, the number registered being higher than during the preceding four weeks. The number of vacancies referred to the Employment Service, on the other hand, de-

creased to a point where applications exceeded the number of vacancies reported, the number of applicants for work exceeding the number of vacancies reported for each week under review. The number of placements made, as shown by the foregoing summary, decreased during the period.

### EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD NOVEMBER 15—DECEMBER 13, AS REPORTED BY EMPLOYERS

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from November 15 to December 13, show that on the whole a decline in the volume of employment was registered, increases being reported during the first two weeks of the period under review followed by noteworthy decreases during the latter two weeks.

During the four weeks reports were received regularly from 4,900 firms, the number reporting for the week ending December 13 being 4,980, which firms had 699,509 persons on payroll.

The following chart shows weekly the percentage increase or decrease in the volume of employment for the full period of the record—March 22 to December 13. As formerly, the chart presents a series of percentages, which percentage records the increases in the volume of employment during that week as compared with the preceding week. As the number of firms reporting changes from week to week no attempt should be made to read the chart as a cumulative total. The chart indicates that while a consid-

erable increase in the volume of employment was registered during the first two weeks of the period, decreases were reported in the weeks December 6 and 13. The changes recorded were:

Week ending November 22nd—an increase of .6 per cent.

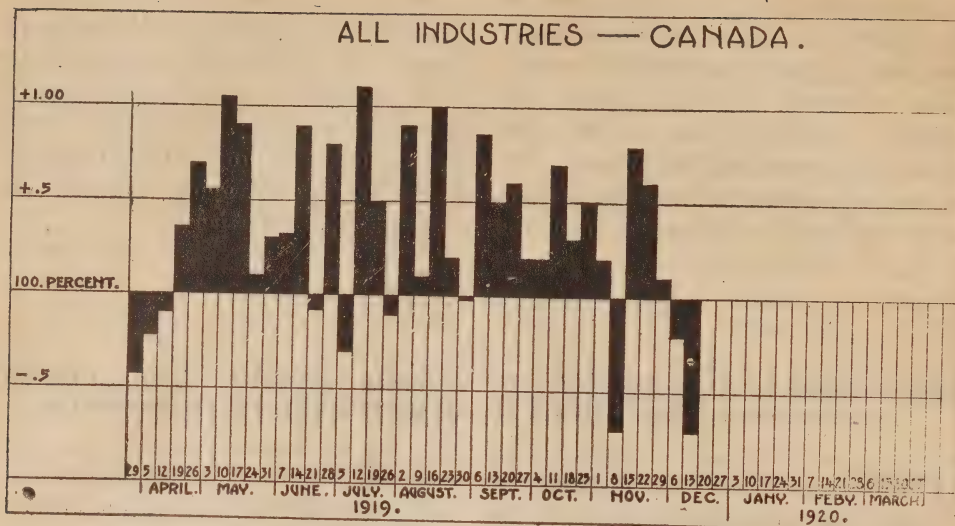
Week ending November 29th—an increase of .1 per cent.

Week ending December 6th—a decrease of .2 per cent.

Week ending December 13th—A decrease of .7 per cent.

The decreases registered were substantial ones, offsetting the increases reported for the first half of the period.

The reports indicate that conditions in the different districts varied somewhat during the four weeks. The Maritime Provinces reported a decrease during the full period with the exception of the week ending December 6, when a small increase took place. Quebec showed increases during the first two weeks and decreases during the third and fourth weeks. The declines in these weeks were substantial and much more than offset the increases reported in the first part of the period. British Colum-



bia recorded an increase in the first week only, the decreases in the last two weeks especially being greater than the increase recorded the first week. In Ontario gains were shown in the first three weeks and a loss during the fourth week, the loss, however, being a nominal one. Prairie Provinces registered an increase in the first and last weeks and declines on November 29 and December 6, the losses, however, being offset by the gains shown in the weeks ending November 22 and December 13.

Summarizing the returns by industrial groups, Commercial and Mercantile, Chemicals, Leather and Leather Goods, Metals, Pulp, Paper and Printing, and Textiles registered increases during the full period, while Lumbering, Clay, Glass and Stone Products, Vehicles, Woodworking, Quarrying and Mining and Railway Operation showed

increases during the period as a whole, although declines were registered during individual weeks. In considering all the groups which showed plus tendencies during the period, Commercial and Mercantile made by far the greatest gains, which gains were accounted for by the increases in the number of persons taken on for the holiday season. Vehicles, Metals, Lumbering and Textiles registered substantial gains as well, while the other groups showed less appreciable increases. The groups which recorded declines during the whole period were Building and Construction and Miscellaneous. Of these groups Railway Construction registered very noticeable increases during the last three weeks of the period. Food, Drink and Tobacco, Railway Operation and Building and Construction also showed considerable increases.



**UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF NOVEMBER, 1919**

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of November, 1919, and is based on returns received from 1,460 labour organizations with a total membership of 193,204. For all occupations represented 3.58 per cent of the members were unemployed as compared with 2.71\* per cent in October, 1919. Unemployment as used in this report has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades, or who are idle because of sickness or as the direct result of strikes or lockouts, are not considered as unemployed. That the percentage out of work is larger than in the previous month is due to there having been less employment for workers in all the groups of occupations, particularly in manufacturing and transportation.

Unemployment in the manufacturing and mechanical industries as reported by 389 unions having a combined membership of 58,047 was more prevalent than in the preceding month, 3.16 per cent of the members being idle as compared with 2.27 per cent in October. There was less activity in metals, machinery and conveyances, pulp, paper and fibre, food, tobacco and liquors, woodworking and furniture, leather, boots, shoes and rubbers, and glass bottle blowing. The slackness was particularly noteworthy in the metals trades, which continued to be affected by conditions in the ship-building industries. Workers in the clothing, and printing, publishing and paper goods groups were more fully employed, while the percentage of unemployment among the textile workers re-

mained the same. There was considerable short time reported by workers in metals, machinery, conveyances, and printing, publishing and paper goods.

Reports from 586 organizations of transportation workers having a total membership of 74,764, indicated that 3.87 per cent were unemployed as compared with 2.61 in October. There was more unemployment among steam railway employees (whose returns constitute nearly 70 per cent of the entire group membership reporting) than in the preceding month, due partly to the usual laying off of maintenance of way employees for the winter, and partly to the shortage of coal caused by the strike of miners in the United States. Navigation workers reported their usual seasonal slackness, the summer ports being partly closed and the winter ports not then fully opened. Teamsters and chauffeurs also showed more unemployment, but street and electric railway employees recorded fewer members out of work.

In the mining, quarrying, and refining of ores group, reports were received from 39 unions with an aggregate membership of 11,582, and show that 1.14 per cent were unemployed as compared with .91 per cent in October. Employment for miners and mill and smeltermen was not as active as in October.

The percentage out of work in the building and construction group as reported by 226 organizations having a combined membership of 26,201, was 5.82 as compared with 5.42 in October, 1919. Bricklayers, masons and plasterers, granite and stone cutters, plumbers and steamfitters, tile layers, lathers and roofers, bridge and structural workers and hod carriers and building labourers reported more unemployment than at the end of October. Carpenters and joiners, electrical workers, painters, decorators and paperhangers, and steam shovel and dredgemen, however, were more fully engaged. Conditions in British Columbia, where most of the unem-

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\*Revised figures.

ployment in this group was reported, continued to reflect the inactivity in shipbuilding. There was some short time reported by bricklayers, masons and plasterers, carpenters and joiners and plumbers and steamfitters.

In the public employment group, as reported by 78 unions having a total membership of 8,377, the percentage out of work was .47 as compared with .06 in October, 1919.

Unemployment in the group of miscellaneous trades as indicated by returns received from 140 unions with 13,992

members was more prevalent than in the preceding month, 3.24 per cent of the members being idle as compared with 2.95 per cent in October. Slight increases in the percentages of unemployment are recorded by barbers, musicians and theatre employees, and stationary engineers and firemen. Retail clerks, hotel and restaurant employees and unclassified workers, however, showed less unemployment. The percentages reported idle in the different groups of occupations are indicated in the following table:

TABLE 1

Occupation.	Nov., 1919	Oct., 1919.	Sept., 1919.	Aug., 1919.	July, 1919.	June, 1919.	May, 1919.	April, 1919.	Mar., 1919.	Feb., 1919.	Jan., 1919.	Dec., 1918.	Sept., 1918.	June, 1918.	Mar., 1918.	Dec., 1917.	Sept., 1917.	June, 1917.	Mar., 1917.	Dec., 1916.
<b>Manufacturing &amp; Mechanical Industries.</b>	<b>3.16</b>	<b>2.27</b>	<b>2.57</b>	<b>3.33</b>	<b>2.95</b>	<b>3.16</b>	<b>4.05</b>	<b>3.17</b>	<b>4.18</b>	<b>4.29</b>	<b>3.32</b>	<b>2.89</b>	<b>.96</b>	<b>.42</b>	<b>.91</b>	<b>2.77</b>	<b>4.05</b>	<b>1.79</b>	<b>1.22</b>	<b>2.3</b>
Metals, machinery & conveyances.....	5.73	4.60	4.60	5.39	4.84	4.69	7.27	4.26	5.51	5.54	3.21	3.53	1.24	.14	.28	.76	.15	.11	.29	.71
Food, tobacco and liquors.....	1.58	1.29	.80	5.42	1.83	1.90	3.82	4.06	6.79	8.90	8.24	8.63	1.47	1.78	.85	3.29	2.12	1.50	1.75	1.2
Textiles, carpets and cordage.....	.05	.05	1.08	.87	.60	1.54	.32	2.04	3.99	12.99	11.50	1.41	0	.05	.05	0	0	0	0	0
Clothing.....	.44	.85	.05	.55	0	.32	.73	0	2.27	.26	3.22	3.42	0	.18	3.40	11.21	11.13	4.95	5.46	6.48
Pulp, paper & fibre.	2.23	.21	.30	1.07	.34	1.61	1.17	.76	3.29	.96	2.23	.43	.75	0	0	.34	0	0	0	0
Printing, publishing and paper goods.	1.05	1.13	1.71	1.45	1.86	1.64	.46	.59	.59	.70	.69	.86	.83	.72	.78	.67	2.05	.79	.52	.34
Woodwork and furniture.....	.50	.14	.13	.59	0	4.08	0	1.07	2.21	2.78	10.57	0	.63	2.20	4.60	3.00	.89	.62	.69	.6
Leather, boots shoes and rubbers.....	.47	.20	.15	.37	.06	.19	.13	8.63	4.22	4.00	1.19	1.33	0	0	7.83	2.92	30.70	6.28	4.18	4.33
Glass bottle blowing	2.71	1.61	1.18	64.33	0	9.89	5.96	7.93	10.03	9.44	0	.32	1.49	0	2.23	4.48	13.84	3.56	1.92	0
Jewelry workers....	0	0	0	0	0	0	0	0	.48	.74	.27	0	0	0	0	0	0	0	0	0
Oil refiners.....	0	0	0	0	0	0	0	0	0	4.61	5.88	0	0	0	0	0	0	0	0	0
<b>Transportation..</b>	<b>3.87</b>	<b>2.61</b>	<b>2.08</b>	<b>2.02</b>	<b>2.05</b>	<b>1.84</b>	<b>2.21</b>	<b>3.48</b>	<b>4.75</b>	<b>4.56</b>	<b>2.02</b>	<b>1.48</b>	<b>.38</b>	<b>.42</b>	<b>1.22</b>	<b>.70</b>	<b>.55</b>	<b>.51</b>	<b>1.26</b>	<b>1.62</b>
Steam railways....	1.17	.76	.99	1.42	1.83	1.98	1.62	2.40	2.87	2.74	1.78	.35	.16	.21	.29	.76	.25	.35	1.12	.62
Street and electric railways.....	.24	2.19	.13	1.39	.14	.53	.15	2.20	.38	3.42	.33	.06	0	0	.38	.17	.44	.18	.09	.20
Navigation.....	17.49	10.88	8.62	5.05	3.99	2.93	10.29	9.60	17.73	18.17	6.73	7.80	1.76	2.12	8.80	.64	2.38	1.79	3.79	10.57
Teaming & driving.	3.43	1.36	.36	2.26	1.25	2.28	.82	4.66	2.63	3.69	2.98	2.57	.27	.05	.08	0	0	0	0	0
Mining, quarrying, & refining of ores.....	1.14	.91	1.11	.45	.47	.58	2.84	2.69	1.87	3.79	1.42	1.24	.35	.18	.40	2.09	.22	.32	.80	.65
<b>Building &amp; construction.</b>	<b>5.82</b>	<b>5.42</b>	<b>2.91</b>	<b>2.86</b>	<b>3.88</b>	<b>4.71</b>	<b>8.68</b>	<b>12.05</b>	<b>16.45</b>	<b>16.44</b>	<b>16.29</b>	<b>8.68</b>	<b>1.31</b>	<b>1.57</b>	<b>7.63</b>	<b>9.58</b>	<b>2.26</b>	<b>3.21</b>	<b>7.47</b>	<b>5.24</b>
<b>Public employment.</b>	<b>.47</b>	<b>.06</b>	<b>.11</b>	<b>.17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>.01</b>	<b>.07</b>	<b>.48</b>	<b>.33</b>	<b>.47</b>	<b>1.54</b>	<b>.02</b>	<b>0</b>	<b>.17</b>	<b>.04</b>	<b>.04</b>	<b>.47</b>	<b>.11</b>
<b>Fishing.....</b>	<b>20.75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.10</b>	<b>0</b>	<b>0</b>	<b>17.54</b>	<b>50.50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Miscellaneous...</b>	<b>3.24</b>	<b>2.95</b>	<b>2.97</b>	<b>1.58</b>	<b>2.79</b>	<b>3.99</b>	<b>7.26</b>	<b>4.80</b>	<b>4.74</b>	<b>4.07</b>	<b>2.84</b>	<b>2.29</b>	<b>1.40</b>	<b>.49</b>	<b>1.25</b>	<b>1.56</b>	<b>.80</b>	<b>.99</b>	<b>2.11</b>	<b>1.3</b>
<b>All occupations..</b>	<b>3.58</b>	<b>*2.71</b>	<b>2.19</b>	<b>2.33</b>	<b>2.40</b>	<b>2.57</b>	<b>3.83</b>	<b>4.88</b>	<b>5.62</b>	<b>5.61</b>	<b>3.94</b>	<b>2.76</b>	<b>.72</b>	<b>.50</b>	<b>1.68</b>	<b>2.42</b>	<b>1.71</b>	<b>1.25</b>	<b>2.16</b>	<b>2.17</b>

\*Revised figures.



The following table summarizes the returns by provinces. As compared with October, 1919, Quebec, Ontario, Manitoba, Saskatchewan and British Columbia recorded larger percentages of unemployment. In Nova Scotia, New Brunswick and Alberta, however, there was less unemployment reported:

TABLE II

Province	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916
Nova Scotia & Prince Edward Island...	1.21	3.19	1.53	5.44	4.11	2.68	4.66	2.41	2.41	5.68	1.25	2.01	.03	.16	.03	2.64	.11	.25	2.72	.74
New Brunswick....	1.53	11.06	1.22	1.69	1.15	2.43	3.38	2.46	2.93	2.58	.84	.42	.32	.27	.24	3.07	.11	.20	1.78	1.66
Quebec....	2.93	2.39	2.12	2.52	2.51	3.79	5.15	4.21	6.93	6.70	4.07	3.46	1.41	.44	3.90	2.96	4.66	2.23	2.95	3.62
Ontario....	2.02	.81	1.41	1.25	1.52	1.87	2.60	4.25	6.65	5.48	4.64	2.95	.22	.37	1.75	2.44	.99	.94	1.53	1.55
Manitoba...	2.07	1.28	.73	.81	.92	1.19	1.47	1.65	1.20	2.82	3.62	1.31	.45	.29	.78	1.07	.86	.58	2.81	1.01
Saskatchewan....	1.20	.59	1.29	1.95	2.77	2.51	2.86	3.95	5.31	4.47	5.73	2.15	.28	.18	1.72	2.41	.46	.25	1.77	1.63
Alberta....	.52	.93	.94	1.09	1.90	1.68	1.43	2.26	3.56	4.16	1.97	2.07	.89	.39	1.08	1.55	.17	.84	1.09	1.70
British Columbia....	16.18	11.58	8.03	5.81	5.82	3.32	6.52	9.65	8.05	7.97	5.20	3.81	1.95	1.70	1.59	3.05	2.05	2.50	3.00	3.86
Canada..	3.58	*2.71	2.19	2.33	2.40	2.57	3.83	4.38	5.62	5.61	3.94	2.76	.72	.50	1.68	2.42	1.71	1.25	2.16	2.17

\*Revised figures.

The percentages reported idle in some of the larger industrial centres are indicated in the table that follows:

TABLE III

City	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916
Halifax....	2.74	2.14	1.65	1.12	6.13	3.56	1.90	2.69	7.36	4.10	4.40	1.31	.12	.27	.14	.34	.42	1.03	.98	.24
St. John...	2.29	24.29	1.27	2.14	.80	4.95	6.48	2.01	2.04	2.62	1.94	.64	.70	1.18	.57	5.69	.16	.43	2.94	.47
Montreal...	3.11	2.88	2.35	1.93	2.97	3.10	6.30	4.95	6.77	10.31	6.21	2.77	.58	.60	6.35	3.73	4.48	2.95	4.17	4.61
Toronto....	2.90	.87	2.55	.84	1.78	1.61	1.88	6.34	8.96	6.74	6.36	4.61	.11	.13	.81	3.81	1.68	1.74	1.06	1.32
Winnipeg...	.82	.91	.76	1.09	.17	1.35	.95	1.75	1.08	2.32	3.55	.88	.53	.25	.76	1.07	1.02	.72	2.53	.98
Regina....	2.36	.19	1.63	2.76	2.79	.93	3.17	5.28	11.13	5.41	8.66	4.10	0	.10	2.64	5.63	0	0	2.73	1.75
Edmonton...	1.19	1.10	.86	.56	.97	1.90	2.80	3.20	4.99	5.20	2.57	1.54	.67	.23	.51	2.41	.55	1.68	1.11	3.32
Vancouver...	7.81	11.13	3.48	5.30	5.54	3.35	4.65	6.01	8.73	6.31	5.59	3.65	1.42	1.05	1.94	3.28	2.99	2.67	4.75	5.94

\*Revised figures.

The tabular statement on the following pages presents the returns in some detail:

UNEMPLOYMENT ON NOVEMBER 30, 1919\*

OCCUPATIONS	Nova Scotia & Prince Ed. Island.				New Brunswick				Quebec				Ontario			
	No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed	
	Unions	Members-ship	Members	Per cent	Unions	Members-ship	Members	Per cent	Unions	Members-ship	Members	Per cent	Unions	Members-ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.</b>	<b>11</b>	<b>1068</b>	<b>85</b>	<b>7.96</b>	<b>13</b>	<b>1189</b>	<b>5</b>	<b>.42</b>	<b>69</b>	<b>16145</b>	<b>465</b>	<b>2.88</b>	<b>207</b>	<b>29044</b>	<b>985</b>	<b>3.39</b>
2-(a) METALS, MACHINERY & CONVEYANCES.	7	818	85	10.39	9	941	1	.11	23	4995	327	6.55	101	14180	856	6.04
3- Moulders.	2	102	0		2	68	0		2	828	50		20	2132	45	
4- Blacksmiths.					2	191	0		2	305	6		10	633	12	
5- Boilermakers & iron shipbuilders.					2	145	0		2	438	0		12	2920	696	
6- Patternmakers.									1	194	26		7	259	1	
7- Metal polishers, buffers & platers.					2	512							6	204	0	
8- Machinists.	3	369	60		2	25	0		13	2869	245		40	7211	91	
9- Sheet metal workers & tinsmiths.	2	347	25		1	16	0	0	2	316	0	0	6	821	11	
10-(b) FOOD, LIQUORS AND TOBACCO.													15	1867	7	.37
11- Flour and cereal mill employees.													2	343	0	
12- Meat cutters and butchers.													6	656	3	
13- Bakers and confectioners.									1	69	0		5	768	1	
14- Cigar and tobacco makers.					1	16	0		1	58	0		2	100	3	
15- Brewery workers.									1	1496	0	0	2	342	1	.29
16-(c) TEXTILES, CARPETS AND CORDAGE.	1	194	0	0					5	3214	0	0	26	2973	29	.98
17-(d) CLOTHING AND LAUNDERING.													9	337	1	
18- Tailors.									4	3162	0		13	1955	27	
19- Garment workers.									1	52	0		4	681	1	
20- Hat, glove and fur workers.									18	2743	92	3.35	10	1969	28	1.42
21-(e) PULP, PAPER AND FIBRE.					1	112	0	0	11	1912	16	.84	33	4669	64	1.37
22-(f) PRINTING, PUBLISHING & PAPER GOODS.	3	56	0	0	2	120	4	3.33	5	988	2		14	2220	35	
23- Compositors.	2	41	0		1	92	4		2	420	2		6	1201	11	
24- Pressmen and assistants.	1	15	0		1	28	0		1	319	8		2	532	10	
25- Bookbinders.									1	46	0		4	131	1	
26- Stereotypers and electrotypers.									2	139	4		6	518	7	
27- Engravers and lithographers.													1	67	0	
28- Others.									2	281	7	2.49	6	1051	0	0
29-(g) WOODWORK AND FURNITURE.									4	1149	10	.87	10	1282	0	0
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.									2	148	13	8.78	3	311	0	0
31-(i) GLASS BOTTLE BLOWING.									1	80	0		1	400	0	0
32-(j) JEWELRY WORKERS.																
33-(k) OIL REFINING.																
<b>34-Transportation.</b>	<b>39</b>	<b>3525</b>	<b>20</b>	<b>.57</b>	<b>25</b>	<b>2612</b>	<b>49</b>	<b>1.88</b>	<b>81</b>	<b>16245</b>	<b>485</b>	<b>2.99</b>	<b>253</b>	<b>29372</b>	<b>352</b>	<b>1.20</b>
35-(a) STEAM RAILWAYS.	36	2762	20	.72	22	2235	45	2.01	70	10349	206	1.99	222	21736	142	.65
36- Conductors.	1	41	0		1	75	0		5	329	1		25	1074	0	
37- Locomotive engineers.	6	205	0		3	255	1		12	798	4		30	2153	0	
38- Locomotive firemen.	5	309	1		1	73	15		8	681	36		26	2498	28	
39- Carmen.	3	168	0		2	530	0		9	4304	0		30	8431	20	
40- Trainmen.	6	744	5		4	528	3		5	978	6		27	4730	66	
41- Telegraphers (local unions).	2	102	1						1	21	0		2	106	0	
42- Telegraphers*.																
43- Road maintenance men.	7	694	0		7	492	15		18	2175	158		39	4762	27	
44- Railway employees (N.E.S.).	6	499	13		4	232	11		12	1063	1		43	2982	0	
45-(b) STREET & ELECTRIC RAILWAY EMPLOYEES.									2	446	0	0	12	4248	0	0
46-(c) NAVIGATION.	2	118	0	0	2	217	3	1.38	7	4547	179	3.94	12	1947	205	10.53
47- Marine engineers.	2	118	0		1	77	3		3	197	4		5	200	5	
48- Longshoremen.					1	140	0		4	4350	175		5	487	0	
49- Others.													2	1260	200	
50-(d) TEAMSTERS AND CHAUFFEURS.	1	645	0	0	1	160	1	.63	2	903	100	11.07	7	1440	5	.35
<b>51-Mining, Quarrying &amp; Refining of Ores.</b>	<b>17</b>	<b>6347</b>	<b>34</b>	<b>.54</b>	<b>1</b>	<b>316</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>707</b>	<b>4</b>	<b>.57</b>	<b>3</b>	<b>1281</b>	<b>63</b>	<b>4.92</b>
52- Miners.	16	6097	34		1	316	0		2	707	4		1	460	41	
53- Quarry workers.	1	250	0													
54- Mill and smeltermen.													2	821	22	
<b>55-Building and Construction.</b>	<b>8</b>	<b>983</b>	<b>6</b>	<b>.61</b>	<b>8</b>	<b>286</b>	<b>16</b>	<b>5.59</b>	<b>33</b>	<b>5838</b>	<b>331</b>	<b>5.67</b>	<b>127</b>	<b>15238</b>	<b>147</b>	<b>.96</b>
56- Bricklayers, masons and plasterers.	3	337	6		1	77	10		1	525	0		28	2555	68	
57- Carpenters and joiners.	1	226	0		1	62	0		21	3429	300		43	6632	30	
58- Electrical workers.	2	180	0		1	16	0		3	592	14		10	969	1	
59- Granite and stone cutters.									1	104	10		6	325	5	
60- Painters, decorators & paperhangers.	1	226	0		2	58	6		1	167	2		12	1180	20	
61- Plumbers and steamfitters.	1	14	0		3	73	0		1	273	0		19	1201	12	
62- Tile layers, lathers and roofers.													4	149	4	
63- Bridge & structural iron workers.													2	194	0	
64- Steam shovel and dredgemen.									1	700	0		1	190	7	
65- Hod carriers and building labourers.									1	48	5		2	1843	0	
<b>66-Public Employment.</b>	<b>2</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2834</b>	<b>13</b>	<b>.46</b>	<b>30</b>	<b>2987</b>	<b>20</b>	<b>.68</b>
67- Civic employment.					3	131	0		8	2705	13		10	2353	20	
68- Letter carriers and postal employees.	2	81	0		2	52	0		3	129	0		20	584	0	
<b>69-Fishing.</b>																
<b>70-Miscellaneous.</b>									<b>21</b>	<b>5004</b>	<b>72</b>	<b>1.44</b>	<b>80</b>	<b>4961</b>	<b>111</b>	<b>2.24</b>
71- Retail clerks.									3	1007	0		1	182	0	
72- Hotel and restaurant employees.									1	44	3		4	716	25	
73- Barbers.									3	289	0		19	785	1	
74- Musicians and theatre employees.									3	778	60		22	1330	44	
75- Stationary engineers and firemen.									4	699	2		23	1229	41	
76- Others.									7	2187	7		11	719	0	
<b>All occupations.</b>	<b>77</b>	<b>12004</b>	<b>145</b>	<b>1.21</b>	<b>52</b>	<b>4586</b>	<b>70</b>	<b>1.53</b>	<b>217</b>	<b>46773</b>	<b>1370</b>	<b>2.93</b>	<b>701</b>	<b>82874</b>	<b>1678</b>	<b>2.02</b>

\*Commercial and Railway—organised in interprovincial divisions.

†Revised figures.





# EMPLOYMENT FOR CIVIC EMPLOYEES IN FIFTEEN CITIES, DECEMBER, 1919

**R**EPORTS from fifteen cities showing the number of workers temporarily engaged and the wages paid these employees during the first two weeks in December, showed decreases of nearly 15 per cent in the number of workers and of slightly over 15 per cent in the wages paid as compared with the preceding month. In December, 7,918 persons were temporarily employed during the two weeks and the pay-rolls amounted to \$316,604.96 as compared with 9,301 employees and an aggregate pay-roll of \$375,101.79 in November. In comparison with the same period in 1918, increases of nearly 21 per cent in the number of workers and of over 30 per cent in the wages paid are indicated, there having been 6,558 employees with a total pay-roll of \$243,352.70 in the first two weeks in December, 1918.

Edmonton reported an increase in the number of employees both as compared with the preceding period and with the same fortnight in 1918. Ottawa, Toronto, Hamilton, London, Winnipeg, Regina, Moose Jaw, Saskatoon, Calgary, Vancouver and Victoria showed decreases as compared with November, 1919, and increases as compared with December, 1918, while St. John, Montreal and Brandon recorded declines in both comparisons.

As to wages, Moose Jaw, Saskatoon and Edmonton showed increases both as compared with November, 1919, and with December, 1918. Ottawa, Toronto, Hamilton, London, Winnipeg, Brandon, Regina, Calgary, Vancouver and Victoria reported declines in comparison with the preceding period and increases in comparison with the same period in 1918, while St. John and Montreal recorded decreases in both cases.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY CITY CORPORATIONS, DECEMBER, 1919, COMPARED WITH NOVEMBER, 1919, AND WITH DECEMBER, 1918.

City.	Number of employees temporarily employed in first fortnight in:—			Amount of wages paid employees temporarily employed in first fortnight in:—		
	November, 1919	December, 1919	December, 1918	November, 1919	December, 1919	December, 1918
St. John.....	298	187	231	\$ 9,776.58	\$ 5,689.48	\$ 7,972.21
Montreal.....	2,434	1,959	2,173	79,091.71	57,816.32	69,922.55
Ottawa.....	713	641	528	22,601.96	21,075.43	17,239.58
Toronto.....	1,802	1,517	990	78,251.03	64,562.38	36,559.11
Hamilton.....	585	458	307	26,453.72	18,469.98	11,354.26
London.....	400	339	176	20,102.68	14,715.62	6,119.63
Winnipeg.....	746	608	460	30,777.95	29,907.24	17,818.00
Brandon.....	42	26	40	1,359.48	1,496.61	1,119.85
Regina.....	339	315	275	16,323.79	15,633.30	12,453.98
Moose Jaw.....	113	108	96	5,815.40	5,836.25	4,288.80
Saskatoon.....	271	249	219	13,538.83	13,814.63	9,582.01
Calgary.....	346	326	292	16,904.15	15,061.05	10,052.40
Edmonton.....	491	513	290	22,231.49	23,168.75	13,077.95
Vancouver.....	512	495	336	22,004.03	21,155.53	18,422.72
Victoria.....	209	177	145	8,358.99	8,202.30	7,369.65
<b>Total.....</b>	<b>9,301</b>	<b>7,918</b>	<b>6,558</b>	<b>\$375,101.79</b>	<b>\$316,604.96</b>	<b>\$243,352.70</b>



# EMPLOYMENT IN THE BUILDING TRADES DURING NOVEMBER, 1919, AS INDICATED BY BUILDING PERMITS

**E**MPLOYMENT in the building trades as indicated by the value of building permits in 35 cities showed a decrease during November as compared with the preceding month, the total value of building permits falling from \$9,469,567 in October to \$6,936,438 in November, a decrease of \$2,533,129 or 26.8 per cent. New Brunswick and British

Columbia were the only provinces to record considerable increases in this comparison.

As compared with the corresponding month in 1918, there was an increase of 190.6 per cent, the value for November, 1918, being \$2,387,045. In this comparison all the provinces, except Nova Scotia, recorded substantial increases. A substantial increase in employment

ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS ISSUED IN THIRTY-FIVE CITIES.

City	October, 1919	November, 1919	November, 1918	November, 1919, compared with October, 1919.		November, 1919, compared with November, 1918.	
				Increase (+) Amount	Decrease (—) Per cent	Increase (+) Amount	Decrease (—) Per cent
<b>Nova Scotia.....</b>	<b>\$1,518,703</b>	<b>\$244,795</b>	<b>\$345,597</b>	<b>—\$1,273,908</b>	<b>— 83.88</b>	<b>— \$100,802</b>	<b>— 29.17</b>
Halifax.....	1,445,935	224,210	326,907	— 1,221,725	— 84.49	— 102,697	— 31.41
Sydney.....	72,768	20,585	18,690	— 52,183	— 71.71	+ 1,895	+ 10.14
<b>New Brunswick.....</b>	<b>130,365</b>	<b>278,930</b>	<b>25,050</b>	<b>+ 148,565</b>	<b>+ 113.96</b>	<b>+ 253,880</b>	<b>+ 1,013.49</b>
Moncton.....	45,825	52,430	22,550	+ 6,605	+ 14.41	+ 29,880	+ 132.51
St. John.....	84,540	226,500	2,500	+ 141,960	+ 167.92	+ 224,000	+ 8,960.00
<b>Quebec.....</b>	<b>2,612,109</b>	<b>1,218,407</b>	<b>635,375</b>	<b>— 1,393,702</b>	<b>— 53.36</b>	<b>+ 583,032</b>	<b>+ 91.76</b>
Montreal-Maisonneuve.....	1,519,992	890,864	339,475	— 629,128	— 41.39	+ 551,389	+ 162.42
Quebec.....	518,747	171,378	69,050	— 347,369	— 66.96	+ 102,328	+ 148.19
Sherbrooke.....	90,500	5,000	10,000	— 85,500	— 94.48	— 5,000	— 50.00
Three Rivers.....	292,605	124,875	1,209,600	— 167,730	— 57.32	— 84,725	— 40.42
Westmount.....	190,265	26,290	7,250	— 163,975	— 86.18	+ 19,040	+ 262.62
<b>Ontario.....</b>	<b>4,100,484</b>	<b>4,123,791</b>	<b>1,132,664</b>	<b>+ 23,307</b>	<b>+ .57</b>	<b>+ 2,991,127</b>	<b>+ 264.08</b>
Brantford.....	43,880	194,945	129,945	+ 151,065	+ 344.27	+ 65,000	+ 50.02
Fort William.....	14,475	4,700	525	— 9,775	— 68.91	+ 4,175	+ 795.24
Guelph.....	80,492	20,325	5,830	— 60,167	— 74.75	+ 14,495	+ 248.63
Hamilton.....	251,485	525,140	356,000	+ 273,655	+ 108.82	+ 169,140	+ 47.51
Kingston.....	31,085	12,793	18,355	— 18,292	— 58.85	+ 5,562	+ 30.30
Kitchener.....	26,695	86,690	1,265	+ 59,995	+ 224.74	+ 85,425	+ 6,752.96
London.....	178,145	109,960	110,680	— 68,185	— 38.28	+ 730	+ .66
Ottawa.....	282,470	264,550	41,600	— 17,920	— 6.34	+ 222,950	+ 535.94
Peterborough.....	99,309	4,940	2,532	— 94,369	— 95.03	+ 2,408	+ 95.10
Port Arthur.....	33,465	10,968	3,240	— 22,497	— 67.23	+ 7,728	+ 238.52
Stratford.....	7,636	10,805	1,153	+ 3,169	+ 41.50	+ 9,652	+ 837.12
St. Catharines.....	112,236	44,035	13,319	— 68,201	— 60.77	+ 30,716	+ 236.62
St. Thomas.....	22,425	6,610	9,025	— 15,815	— 70.52	+ 2,415	+ 26.76
Toronto.....	2,490,936	2,536,045	396,385	+ 45,109	+ 1.81	+ 2,139,660	+ 539.79
Windsor.....	425,750	291,285	42,800	— 134,465	— 31.58	+ 248,485	+ 580.57
<b>Manitoba.....</b>	<b>379,550</b>	<b>316,400</b>	<b>60,096</b>	<b>— 63,150</b>	<b>— 16.64</b>	<b>+ 256,304</b>	<b>+ 426.49</b>
Brandon.....	6,300	7,000	17,046	+ 700	+ 11.11	— 10,046	— 58.93
Winnipeg.....	373,250	309,400	43,050	— 63,850	— 17.11	+ 266,350	+ 618.70
<b>Saskatchewan.....</b>	<b>252,170</b>	<b>201,995</b>	<b>41,400</b>	<b>— 50,175</b>	<b>— 19.90</b>	<b>+ 160,595</b>	<b>+ 387.91</b>
Moose Jaw.....	69,700	8,200	3,200	— 61,500	— 88.24	+ 5,000	+ 156.25
Regina.....	141,200	173,350	29,850	+ 32,150	+ 22.77	+ 143,500	+ 480.74
Saskatoon.....	41,270	20,445	8,350	— 20,825	— 50.46	+ 12,095	+ 144.85
<b>Alberta.....</b>	<b>259,741</b>	<b>139,205</b>	<b>61,100</b>	<b>— 120,536</b>	<b>— 46.41</b>	<b>+ 78,105</b>	<b>+ 127.83</b>
Calgary.....	179,200	56,000	42,500	— 123,200	— 68.75	+ 13,500	+ 31.76
Edmonton.....	80,541	83,205	18,600	+ 2,664	+ 3.31	+ 64,605	+ 347.34
<b>British Columbia.....</b>	<b>216,445</b>	<b>412,915</b>	<b>85,763</b>	<b>+ 196,470</b>	<b>+ 90.77</b>	<b>+ 327,152</b>	<b>+ 381.46</b>
New Westminster.....	16,100	10,200	3,800	— 5,900	— 36.65	+ 6,400	+ 168.42
Vancouver.....	164,080	387,530	70,798	+ 223,450	+ 136.18	+ 316,732	+ 447.37
Victoria.....	36,265	15,185	11,165	— 21,080	— 58.13	+ 4,020	+ 36.01
<b>Total—(35 Cities).....</b>	<b>\$9,469,567</b>	<b>\$6,936,438</b>	<b>\$2,387,045</b>	<b>—\$2,533,129</b>	<b>— 26.75</b>	<b>+ \$4,549,393</b>	<b>+ 190.59</b>

in the building trades during 1919 as compared with 1918 is indicated by the large increase in the value of the building permits issued, the preliminary figures for eleven months in 1919 being \$71,757,564 as against \$35,192,012 in 1918.

Of the large cities, Toronto, Edmonton and Vancouver recorded increases in November, both as compared with

October, 1919, and with November, 1918. Montreal and Winnipeg showed declines in comparison with October of 1919 and increases over November, 1918.

Of the smaller centres, Moncton, St. John, Brantford, Hamilton, Kitchener, Stratford and Regina all showed gains both as compared with October, 1919, and with November, 1918.

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Building and Construction

OTTAWA, ONT.—BRICKLAYERS' UNION, No. 7, STONE MASONS' UNION, No. 14, AND THE ASSOCIATION OF CANADIAN BUILDING AND CONSTRUCTION INDUSTRIES. Agreement in effect from May 1, 1919, to April 30, 1920.

Eight hours shall constitute a day's work, 8 a.m. to noon, and 1 p.m. to 5 p.m., five days of the week, and four hours on Saturday, 8 a.m. to noon.

The wages of bricklayers and masons shall be 75 cents per hour, and foremen shall receive not less than 10 cents per hour over the regular rate paid.

Except in cases of emergency, no work shall be done between 5 p.m. and 8 a.m. from May 1, 1919, to April 30, 1920. Work on Sundays and holidays shall be paid for at double time.

TORONTO, ONT.—THE GRANITE CUTTERS' INTERNATIONAL ASSOCIATION, AND VARIOUS EMPLOYERS. Agreement in effect from April 1, 1919, to April 1,

1922, shall include granite cutters, letterers, carvers, sand blast and surface machine operators, lathe and plane operators, sawyers, tool sharpeners and polishers.

Eight hours shall constitute a day's work, 8 a.m. to 5 p.m., five days in the week, and four hours on Saturday, 8 a.m. to noon. One full hour shall be allowed for dinner.

The minimum rate of wages shall be as follows: Per hour—April 1, 1919, to August 1, 1919, 70 cents; August 1, 1919, to April 1, 1920, 75 cents; April 1, 1920, to April 1, 1921, 80 cents; April 1, 1921, to April 1, 1922, 85 cents.

No overtime shall be worked except in case of emergency, such as from the spoiling or breaking of a stone, or delay in quarrying large sizes, or when an accident has happened, and then overtime pay shall apply at the rate of time and one-half, holidays double time.

Surface machines shall be operated with a dust-proof partition, or, if operated without a partition, the machine must be fifty feet away from the cutting shed.

Special agreement for tool sharpeners—Eleven to fourteen men to constitute a tool sharpener's gang; over fourteen to be paid at the rate of: Per day—First year, 35 cents per man; second year, 37½ cents; third year, 40 cents. If a tool sharpener has less than a gang he may have an agreement, but in no case is the rate per man to be less than



55 cents per day for the first year; 57½ cents per day for the second year, and 60 cents per day for the third year, or if cutting part of the time the minimum rate of wages shall be paid.

HAMILTON, ONT. — INTERNATIONAL ASSOCIATION STEAM AND OPERATING ENGINEERS, LOCAL NO. 700, AND THE HAMILTON CITY HOSPITAL BOARD. Agreement in effect from August 1, 1919, to April 1, 1920, and thereafter unless thirty days' notice terminating it is given by one party or the other, provides that eight hours shall constitute a shift. Fourteen days' holidays shall be allowed in each year with pay. The following minimum wage scale shall be paid: Per month—Chief engineer, \$150 with house; Per hour—Assistant chief engineer, 65 cents; shift engineer and relief engineer, 62½ cents.

WELLAND, ONT.—INTERNATIONAL ASSOCIATION OF PLUMBERS AND STEAM-FITTERS, LOCAL NO. 595; AND THE MASTER PLUMBERS. Agreement entered into September 1, 1919, and to remain in force until three months after notice desiring a change is given by either party.

Eight hours shall constitute a day's work, 8 a.m. to noon, and 1 p.m. to 5 p.m., the first five days of the week, and 8 a.m. to noon on Saturday.

The minimum rate of pay for journeymen shall be 75 cents per hour. Overtime at the rate of time and one-half shall be paid for work the first three hours after quitting time, and double time from then till eight in the morning and for any work on holidays.

LONDON, ONT.—INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL NO. 120, AND THE PUBLIC UTILITIES COMMISSION. Agreement made May 1, 1919, amended December 1, 1919, effective till May 1, 1920, provides a new rate of wages as follows: Per hour—Foreman, 70 cents; class A men, 64 cents; class B men, 57 cents; class C men, 52 cents.

FORT WILLIAM, ONT.—UNITED BROTHERHOOD OF CARPENTERS AND JOINERS, LOCAL NO. 2610, AND THE TWIN CITIES

DISTRICT COUNCIL OF CARPENTERS AND JOINERS. Agreement in effect from August 15, 1919, to May 31, 1920.

Eight hours shall constitute a day's work, 8 a.m. to noon, and 1 p.m. to 5 p.m., for five days of the week, and four hours on Saturday, 8 a.m. till noon. Overtime at the rate of time and one-half shall be paid for work after quitting time and double time on Sundays and holidays. No member shall be allowed to work overtime while other members are out of work.

Wages shall be 75 cents per hour.

VANCOUVER, B.C.—PILE DRIVERS' AND WOODEN BRIDGEMEN'S, DERRICKMEN'S AND RIGGERS' UNION, LOCAL NO. 156, AND VARIOUS EMPLOYERS. Agreement in effect for 1919 provides that eight hours shall constitute a day's work, from 8 a.m. to 5 p.m. Overtime at the rate of time and one-half shall be paid for work from 5 p.m. to midnight and double time after midnight and on holidays.

Two or more shifts may be employed at regular scale, but seven and one-half hours shall constitute a day's work, and no shift shall receive less than eight hours' pay. The hours of the shifts may be arranged between the employer and the steward on the job. If the second and third shift work less than seven and a half hours, then double time shall be paid for the time worked. Double time shall be paid for any one working in more than one shift. When more than one shift is employed they will be allowed to work four hours each on Saturday.

Any member who is ordered to report for work and is not to work shall be paid at least two hours' time. Men shipping on jobs must have transportation paid both ways, including meals and berth, provided they work two weeks. Men quitting job in less than two weeks shall forfeit transportation. Men shipping on jobs of less than one week's duration shall have travelling time both ways; eight hours in each twenty-four hours.

Wage scale: Per hour—Pile driving,

foremen, \$1.12½; boom men, 93¾ cents; firemen and crew, 87½ cents; wooden bridgemen, foremen, \$1.12½; framers and erectors, 87½ cents; derrickmen, foremen, \$1.06¼; crew, 81¼ cents; riggers, foremen, \$1.06¼; on work over 50 feet high, \$1.18¾; crew, 81¼ cents; on work over 50 feet high, 93¾ cents.

**Domestic and Personal (including Amusements).**

TORONTO, ONT.—THE MOVING PICTURE OPERATORS' UNION AND LOCAL EMPLOYERS. Agreement entered into August 25, 1919, to remain in effect until notice given in writing by either party that change is desired.

Theatres giving afternoon and evening performances shall recognize as their regular hours: 2 p.m. to 5 p.m. and 7 p.m. to 11 p.m. Eleven hours shall be recognized as the minimum working time charge per day for theatres running a continuous performance, 9.30 a.m. to 11 p.m. Operators employed in theatres giving afternoon and evening performances will be allowed two hours for supper.

The wage scale shall be 90 cents per hour for all regular working hours, for relief during supper hours, for operators of spot lamps or electrical effects other than in the booth, and for extra matinees. Changing films shall be charged for at the rate of \$1 per change. Screening pictures, taking down or putting up posters, etc., if done during any other time than contained in the regular hours, shall be classed as overtime and shall be paid for at the rate of time and one-half, payable in half-hour periods.

**Food, Liquors and Tobacco.**

LONDON, ONT.—THE BAKERS' UNION, LOCAL NO. 270, AND THE BREAD MANUFACTURERS. Agreement entered into July 26, 1919, and to continue in force for one year and thereafter from year to year unless thirty days' notice of a desired change be given by either party.

Fifty hours or less shall constitute a week's work of six days. All time worked over fifty hours shall be considered overtime and shall be paid as follows: For all time worked up to fifty-four hours, regular hourly rate, for time over fifty-four hours, time and one-half.

Day work shall not commence before 5 a.m. nor later than 9 a.m.

Wage scale: Per week—Shops employing four men or over: foremen, day work, \$28, night work, \$30; oven men and dough mixers, day work, \$26, night work, \$28; bench hands, day work, \$24, night work, \$26; other help, day work, \$22, night work, \$24. Shops employing three men or less, foremen, day work, \$25, night work, \$27; other help, day work, \$23, night work, \$24. Shippers, per week—head shipper, day work, \$22, night work, \$24; other help, day work, \$20, night work, \$22.

**Printing and Publishing**

OTTAWA, ONT.—INTERNATIONAL PRINTING PRESSMEN AND ASSISTANTS' UNION, No. 5, AND THE EMPLOYING PRINTERS OF OTTAWA. Agreement which expired June 30, 1919, revised and in force till May 31, 1921.

The hours of work remain the same as in the previous agreement, forty-eight hours per week, between the hours of 7 a.m. and 6 p.m. each day, except Saturday when work shall cease at 12 o'clock noon. Overtime at the rate of time and one-half shall be paid for work done during the first three hours after quitting time, after three hours and on Sundays and holidays, double time.

The scale of wages for night staffs shall be paid for at the rate of 20 per cent over the day rate, and forty-five hours shall constitute a week's work. Overtime for night staff shall be time and one-third of day rate for the first three hours after completing nine hours, after these hours double day rate.

Scale of wages: Per week—Cylinder pressmen, pressmen on one cylinder and two platens, \$32; pressmen on two ponies



or four platens, \$28; pressmen on one platen, \$17, on two platens, \$19.75, on three platens, \$22.50; cylinder feeders, \$22; pony feeders, \$16; platen feeders, first six months, \$5, second six months, \$6, third six months, \$7, fourth six months, \$9, fifth six months, \$11.

THOROLD, ONT.—INTERNATIONAL BROTHERHOOD OF PAPERMAKERS AND THE ONTARIO PAPER COMPANY, LTD. Agreement dates from May 11, 1919, to May 11, 1920, to remain in force for another year if 30 days' notice of desired change not given.

Operation of paper mill shall be six days per week from 7 a.m. Monday to 7 a.m. Sunday, and no employee shall be required or permitted to work on paper machines between 7 a.m. Sunday and 7 a.m. Monday except for washing screens, oiling dryer bones and for repair work as done by mechanics.

The schedule for hours for tour workers and hours on which tours shall change shall be Monday at 7 a.m. to 4 p.m., 4 p.m. to midnight, midnight to 8 a.m. Tuesday, Wednesday, Thursday and Friday, at 8 a.m. to 4 p.m., 4 p.m. to midnight, midnight to 8 a.m. Saturday at 8 a.m. to 4 p.m., 4 p.m. to midnight, midnight to 7 a.m. Any tour workers required to work between 7 a.m. Sunday and 7 a.m. Monday shall be paid at the rate of time and one-half.

Dominion Day (32 hours), Labour Day (24 hours), and Christmas Day (40 hours) shall be holidays, with a fourth day to be determined by the company. Any work done on these days shall be paid for at the rate of time and one-half.

Boss machine tenders of paper mill shall work 8 hours per day and receive a minimum wage of \$1.40 per hour, and shall alternate tours each week.

Rates of pay: Per hour—Machine tenders, No. 1 and No. 2 paper machines, \$1.10, No. 3 and No. 4 paper machines, 99 cents, back tenders, No. 1 and No. 2 paper machines, 99 cents, No. 3 and No. 4 paper machines, 81 cents; spare hand, 78 cents; 3rd hands, No. 1

and No. 2 paper machines, 68 cents, No. 3 and No. 4 paper machines, 61 cents, 4th hand, Nos. 1, 2, 3 and 4 paper machines, 54 cents, 5th hand, Nos. 1, 2, 3 and 4 paper machines, 51 cents; oilers, 47 cents; cleaners, 44 cents; wrapper machine tender, 60 cents, helper, 51 cents; beater or mixer room, head beater man, 75 cents; Supercalender, operator, 65 cents, helper, 46 cents; winderman, 58 cents, helper, 46 cents.

LONDON, ONT.—INTERNATIONAL TYPOGRAPHICAL UNION, No. 133, AND VARIOUS EMPLOYEES. Agreement entered into June 7, 1919.

A week's work shall consist of five days of eight consecutive hours each (exclusive of lunch period) between 7 a.m. and 6 p.m., and one day of four hours with work begun not later than 8.30 a.m., or six nights of seven consecutive hours (exclusive of lunch), 7 p.m. to 6 a.m. On legal holidays four hours shall constitute a night's work, time of starting not earlier than 11 p.m., except when said holiday falls on Thursday or Friday, when seven hours shall be worked.

Regular overtime shall be paid for at the rate of time and one-half. No employee shall be allowed to work more than three hours' overtime in any one day or night, but any employee called back to work overtime shall be paid for five hours' work at full overtime rate. Work done on Sundays and holidays shall be paid for at double time.

Scale of wages: Newspapers, Per week—Foremen, machinists, operators, bankmen, headingmen, admen, makeupmen, proofreaders, assistant proofreaders, day work, not less than \$30, night work, not less than \$32. Job printing establishments: Per week—Foremen, machinists, machinist-operators, castermen, operators, book and job printers (hand), proofreaders, assistant proofreaders, day work, not less than \$30, night work, not less than \$32.

Apprentices. Wage scale: Per week—First year, \$7; second year, \$8.50; third year, first six months, \$10, second six months, \$12.50; fourth year, first six

months, \$14, second six months, \$17.50; fifth year, \$20.

PORT ARTHUR, ONT.—INTERNATIONAL TYPOGRAPHICAL UNION, No. 575, AND VARIOUS EMPLOYERS. Agreement in effect from November 1, 1919, to November 1, 1920.

Forty-eight hours shall constitute a week's work, for day work, eight hours per day between 6 a.m. and 6 p.m., and forty-two hours a week's work, for night work, seven hours per night between 6 p.m. and 6 a.m. All work over these hours shall be paid for at the rate of time and one-half for the first three hours, after that double time until relieved. Work done on Sundays and holidays shall be paid for at time and one-half, except Labour Day, which shall be paid at double rate.

Scale of wages: Per week—Admen, stone and job men, linotype and monoline operators, day work, not less than \$35, night work, not less than \$38; apprentices, first two years, at the option of the office; third year, \$15; fourth year, \$20; fifth year, \$25.

FORT FRANCIS, ONT.—THE INTERNATIONAL BROTHERHOOD OF PAPERMAKERS AND THE INTERNATIONAL BROTHERHOOD OF PULP, SULPHITE AND PAPER MILL WORKERS AND THE MINNESOTA AND ONTARIO PAPER COMPANY. Agreement in effect from May 23, 1919, to May 1, 1920.

Hours of employment for day workers shall be eight hours per day, six days per week, and work done in excess of this shall be paid for at the rate of time and one-half; no employee shall receive less than four hours' pay at overtime rate.

Schedule of hours for tour workers and hours when tours shall change shall be 8 a.m. to 4 p.m., 4 p.m. to midnight, midnight to 8 a.m. Tour workers required to work between 8 a.m. Sunday and 8 a.m. Monday, or overtime at any other than tour work, shall be paid at time and one-half rate. Operation of ground wood and sulphite mill shall be six days per week and six and one-half

days per week when pulp is needed or when it is necessary to save water from being wasted.

Scale of wages: Per hour—Wood Room—Foremen, 53 cents; oilers, 45 cents; pulp unloaders, 44 cents; sawyers, 45 cents, helpers, 44 cents; American drum barker, cleaner, conveyor men, 44 cents. Ground Wood Room—Head grindersmen, 55 cents; grindersmen, 48 cents; block handlers, 47 cents; ground wood screens, 48 cents; oilers, 46 cents. Boiler Room—Head firemen, 57 cents; firemen, 50 cents; hog fuel, 45 cents; steam engineers, 58 cents. Beater and Mixing Room—Broke beaters, 46 cents. Finishing and Loading Room—Head finisher, paid monthly rate; checker, 48 cents; roll finishers, loaders, 48 cents; new men, 45 cents. Yard Crew—Foreman, paid monthly rate; common labourers, 44 cents. Mechanics, 60 cents with advance over existing rates as follows: men receiving 50 to 59 cents, 5 cents; men receiving 60 to 69 cents, 4 cents; men receiving 70 cents and over, 3 cents; core men, 47 cents.

EDMONTON, ALTA. — INTERNATIONAL TYPOGRAPHICAL UNION, No. 604, AND THE CAXTON CLUB. Agreement in effect from November 15, 1919, to October 31, 1920.

Eight hours shall constitute a day's work between 7 a.m. and 5 p.m., six days a week, and seven and one-half hours a night's work between 7 p.m. and 5 p.m., six nights a week.

Wage scale: Day work: Per hour—Book and job printers, stonemen, make-ups, proofreaders, journeymen engaged in hand composition and distribution, operators of typesetting machines, November 15, 1919, to April 30, 1920, 82 cents; May 1, 1920 to October 31, 1920, 86 cents; machinist operators and castermen, foremen, November 15, 1919, to April 30, 1920, 86½ cents; May 1, 1920, to October 31, 1920, 90½ cents; machine tenders, November 15, 1919, to April 30, 1920, 82 cents; May 1, 1920, to October 31, 1920, 86 cents; night work, \$2 per week in excess of day scale of prices; split shift, night scale of prices; apprentices, day work, first six



months, \$10; second six months, \$11.50; third six months, \$13; fourth six months, \$14.50; fifth six months, \$16; sixth six months, \$17.50; seventh six months, one-half journeyman's scale; eighth six months, two-thirds journeyman's scale; night work, \$2 per week in excess of day scale.

### Textiles, Cloths and Cottons

TORONTO, ONT.—THE AMALGAMATED CLOTHING WORKERS OF AMERICA AND THE ASSOCIATED CLOTHING MANUFACTURERS. Agreement in effect from August 21, 1919, to June 1, 1920, and thereafter unless 30 days' notice given by either party desiring a change.

Forty-four hours shall constitute a week's work in the shops of the members of the associated clothing manufacturers with the exception of the House of Hobberlin, where forty hours shall constitute a week's work.

Overtime shall be dispensed with as far as possible, but when necessary shall be paid for at the rate of time and one-half. Double time shall be paid for work done on holidays.

When new workers are employed, two weeks shall be considered a probationary period if the new workers are regularly employed in the trade. In case of apprentices or workers taken from other trades, the probationary period shall be four weeks. A manufacturer shall have the right to take into his employ as many returned soldiers as his business can absorb, and shall have the privilege of developing workers through the apprenticeship system on a basis to be determined by the representatives of the manufacturers and the union.

### Vehicles for Land and Water Transportation

MONTREAL, QUE. — THE MARINE TRADES AND LABOUR FEDERATION AND THE AMALGAMATED SOCIETY OF ENGINEERS AND THE CANADIAN VICKERS, LIMITED. Agreement in effect from July 14, 1919, to April 1, 1920.

Forty-seven hours shall constitute a week's work on day shift, to be worked

as follows: eight and a half hours per day for the first five days of the week to be worked between the hours of 7.30 a.m. and noon, and 1 p.m. to 5 p.m., and four and a half hours on Saturday from 7.30 to noon. Time and a half shall be paid for all overtime on new work and plant repairs, and double time for repair work on ships and work on Sundays and holidays. Night shift shall be worked from 7.30 p.m. till midnight, and 1 a.m. to 6 a.m., and shall be paid at the rate of time and one-quarter, Monday till Friday. For all time worked outside of these nights overtime rates shall apply.

When employees on the day or night shift are required to change from one to the other, and are required to work two shifts or parts of two shifts in any twenty-four hours, the second shift shall be paid for at overtime rates. When employees are called out to work after the close of the regular work day they shall be paid not less than five hours unless they be notified to return to work before leaving the premises. In such cases their time shall start not later than one hour after the close of the regular work day.

Men sent to outside points shall receive first-class transportation while travelling, not less than \$2 per day for board, wages while travelling, and an allowance for expenses while working or waiting.

Leading hands and charge hands shall receive not less than 10 per cent over the men whom they have in charge.

Apprentices shall serve four years' apprenticeship, and on its completion shall receive 20 per cent less than the mechanics' rate for three months, 10 per cent less for the next three months, and then full pay.

Helpers will work under the direction of mechanics and when required to prepare for furnaces before the regular starting time, they will be paid not less than thirty minutes extra per day.

The rates shall be as follows: Per hour — Welders, machinists, plumbers, steam-

fitters, blacksmiths, pipe fitters, copper-smiths, sheet metal workers, 75 cents; carpenters, joiners, electricians, 70 cents; locomotive crane drivers, 65 cents; pneumatic drillers, painters, ship riggers, 60 cents; machine drillers, 57 cents; motor attendants, overhead crane drivers, air compressor attendants, gas producer men, 55 cents; dock firemen, light men, jib crane drivers, 52½ cents; red leaders, 52 cents; locomotive crane drivers' helpers, 47½ cents; yard labourers, 45 cents.

#### Railway Operation

VANCOUVER, B.C.—THE AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES AND THE BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LTD. Agreement effected through the medium of an arbitration board, the report of which was published on page 1394 of the December issue of the LABOUR GAZETTE.

#### Shipping and 'Longshore Work

ST. JOHN, N.B.—THE INTERNATIONAL 'LONGSHOREMEN'S ASSOCIATION, LOCAL No. 1039, AND VARIOUS STEAMSHIP COMPANIES TRADING INTO THE PORT OF ST. JOHN. Agreement in effect from December 1, 1919, to November 30, 1920, and from year to year unless 30 days' notice given by either party prior to the expiration of any one year.

Nine hours shall constitute a day's or night's work. For day work the working hours shall be 7 a.m. to noon and 1 p.m. to 5 p.m., at the rate of 60 cents per hour. For night work the working hours shall be 7 p.m. to midnight and 1 a.m. to 5 a.m., at the rate of 90 cents per hour.

Double time shall be paid for day work on Sundays and holidays, and double time and one-half for night work on the same days. When required to work at repairing oil or water tanks on board vessels which have no hatch and must be entered by way of a manhole, double time shall be paid. If men are required to work during dinner hour,

from noon till 1 p.m., they shall receive double time for that hour and until relieved.

ST. JOHN, N.B.—THE INTERNATIONAL 'LONGSHOREMEN'S ASSOCIATION, COAL HANDLERS' UNION, LOCAL No. 810, AND VARIOUS STEAMSHIP COMPANIES. Agreement in effect from December 1, 1919, and thereafter unless notice given thirty days prior to the first of December of any subsequent year.

The day shift will work from 7 a.m. to 5 p.m., meal hour from noon to 1 p.m., and the night shift from 7 p.m. to 5 a.m., meal hour from midnight to 1 a.m. When men start to work for the night shift they shall receive three hours' pay if the work ceases at or before 10 p.m. If the work continues after 10 p.m. they shall be paid for the half night. If work commences at 1 a.m. or after that time and ceases before 5 a.m., full time shall be paid from 1 a.m. until 5 a.m. except when work is discontinued through stress of weather. All work performed during the hours between noon and 1 p.m., 5 p.m. and 7 p.m., midnight and 1 a.m., 5 a.m. and 7 a.m., shall be paid for at double time. Work done on Sundays and holidays shall be paid for at double time. Waiting time shall be paid for at full rate for the first hour, and half rate for succeeding hours. All work performed under steam shall call for six men or more.

The rate of pay shall be 80 cents per hour for day and night work.

PORT ARTHUR, ONT.—THE EMPLOYEES OF THE COAL DOCK AND THE CANADIAN NATIONAL RAILWAYS. Agreement in effect from June 26, 1919, to June 26, 1920.

Eight hours shall constitute a day's work. Men working less than a day shall be paid a minimum of five hours. Time and a half will be allowed for overtime over eight hours and double time Sundays and holidays.

Rates of pay: Per hour—Engineers and locomotive cranemen, 66¼ cents; hoisters, first year, 63¾ cents, over one year, 66¼ cents; cable splicers, 61¼ cents; repair men, 52¼ to 61¼ cents;



foremen, H. C. Shed Nos. 1, 2 and 3, 60 cents, foreman (gang), 58 $\frac{3}{4}$  cents; car-loader operator, 57 $\frac{1}{2}$  cents; engineers' helpers and firemen, 56 $\frac{1}{4}$  cents; scraper operators, 55 cents; cableroad men, 53 $\frac{3}{4}$  cents; labourers, day watchmen, 50 cents.

VANCOUVER, B.C. — THE SAILORS' UNION OF THE B. C. COAST AND THE B. C. COAST STEAMSHIP CO. OF THE C. P. R. AND THE COASTWISE STEAMSHIP AND BARGE COMPANY, LTD. Agreement in effect from November 1, 1919, to October 31, 1920.

Eight hours shall constitute a day's work in home port; ten hours while vessel is on her route, or 48 hours per week, excepting work necessary for the safety of the ship, or mooring and un-mooring ship. All overtime shall be paid at the rate of 60 cents per hour.

Members of the crews working on watch and watch basis will be paid overtime when called out on their watch below.

Wage scale: Per month—Winchmen, quartermasters, night watchmen, \$85; look-outs, quarterdeck men, stevedores, \$80; deckhands, \$75.

#### Miscellaneous Occupations

QUEBEC, QUE.—AGREEMENT GOVERNING THE TELEGRAPHERS OF THE MONTMORENCY DIVISION OF THE QUEBEC RAILWAY, LIGHT AND POWER COMPANY, in effect from February 1, 1919, to October 1, 1920, and from year to year unless ninety days' notice given by either party desiring a change.

Eight consecutive hours, exclusive of the meal hour, shall constitute a day's work, except that where two or more shifts are worked, eight consecutive hours with no allowance for meals shall constitute a day's work.

Overtime shall be paid for at the rate of time and one-half. Even hours shall be paid at the end of each pay period, fractions thereof will be carried forward. When notified or called to work outside of established hours, telegraphers will be paid a minimum of two hours

at overtime rate. Telegraphers will not be required to suspend work during regular hours to absorb overtime. At offices where only one telegrapher is employed, sixty consecutive minutes will be allowed for a meal between 11.30 a.m. and 1.30 p.m., or he shall receive in lieu thereof one hour at overtime rate.

The agent or assistant agent and yard master at Quebec, when necessary, will work ten hours without being paid overtime. When required to work on Sunday they will be paid extra *pro rata*. Work over ten hours shall be paid for at an overtime rate, computed on schedule rate, eight hours per day, twenty-six days per month.

If telegraphers are required to attend switch, semaphore or yard limit lamps, they will receive two dollars per month for two or less such lamps, and sixty-five cents per month for each additional lamp.

Wage scale: Per month—Quebec agent, \$155; assistant agent and yard master, \$125; Per hour—Chief train-despatcher, 86 cents; train-despatcher, 81 cents; relieving train-despatcher, 73 $\frac{3}{4}$  cents; Beauport Jet. agent and operator, 53 cents, assistant, 48 cents; St. Gregoire agent and operator, 48 cents; Montmorency Falls agent and operator, 53 cents, assistant, 48 cents; L'Ange Gardien agent and operator, 48 cents; Chateau Richer agent and operator, 48 cents; Ste. Anne Church agent and operator, 49 $\frac{1}{2}$  cents; Ste. Anne Station agent and operator, 53 cents, assistant, 48 cents; Beaupré agent and operator, 48 cents; St. Joachim agent and operator, 56 $\frac{1}{2}$  cents, assistant, 48 cents.

EDMONTON, ALTA. — THE AMALGAMATED ASSOCIATION OF STREET AND ELECTRICAL EMPLOYEES, LOCAL DIVISION No. 569, AND THE ALLIANCE POWER COMPANY. Agreement accepted by resolution of the city council November 24, 1919, as a result of the findings of a conciliation board, the report of which was published on pages 1277-80 of the November issue of the LABOUR GAZETTE.

## TEMPORARY WAGE AGREEMENT BETWEEN THE UNITED MINE WORKERS OF AMERICA, DISTRICT 18, AND THE WESTERN COAL OPERATORS' ASSOCIATION

**E**ARLY in December last conferences were held in Calgary between international representatives of the United Mine Workers of America, sent from the headquarters of the organization at Indianapolis to look after the interests of District 18, and the coal operators within that region. The miners were seeking a new wage agreement to replace the two-year agreement which expired last April, with a new wage scale to conform to the fourteen per cent wage increase recently granted to coal miners in the United States. Special interest was attached to these conferences, owing to the fact that the One Big Union was advancing its claims for recognition by the operators, with a view also to negotiating an agreement on behalf of the miners of the district. The representatives of the United Mine Workers of America advanced the proposition that all the mines throughout the district should adopt the "closed shop" principle, on the understanding that if this were done the organization would then do all in its power to discourage the organization campaign that was then being carried on by the officials of the One Big Union.

There was evidences of considerable unrest in the district, and on December 16, the Hon. G. D. Robertson, Minister of Labour, arrived in Calgary to inquire into the causes of the unrest among the miners, and the possibility of a strike resulting. Following the arrival of the Minister, further conferences were held between the operators and the representatives of the United Mine Workers, at which the Minister and Mr. W. H. Armstrong, Director of Coal Operations in the district, were present. On December 18, a settlement was reached in connection with the proposed wage increase. The fourteen per cent increase sought by the miners was agreed to by the operators, and embodied in an order

issued by the Director of Coal Operations. The agreement further provides that only members of the United Mine Workers of America may be employed in the mines of District 18. With respect to this provision the Minister of Labour, in reply to a letter from the president of the One Big Union, stated that in view of the probability of increasing agitation and unrest in the near future in the Alberta mining industry, and consequent hardship and suffering that would be inflicted on the public of the three western provinces who were almost entirely dependent upon Alberta for their coal supplies, it was deemed necessary to take this unusual step to meet the situation before any interruption of output should occur. With respect to the exclusion of members of the One Big Union from participation in the agreement, the Minister stated that it was obviously impossible to recognize two organizations as having jurisdiction to negotiate wage agreements for the same workers; and that the United Mine Workers of America, in contrast to the One Big Union, had a well established reputation for respecting and fulfilling its agreements.

The text of the temporary agreement made between the Western Coal Operators' Association and the United Mine Workers of America, and approved by the Director of Coal Operations for Alberta and eastern British Columbia in Order No. 141, is as follows:

December 18th, 1919.

Subject to the approval of the Director of Coal Operations, by order, we, the undersigned, agree to the following temporary agreement entered into between the Western Coal Operators' Association of Canada and the United Mine Workers of America, through their representatives,

(1) It is hereby agreed that, commencing December 1st, all members of the United Mine Workers of America or those who hereafter



become members of that organization and who are employed in or around the mines by members of the Western Coal Operators' Association shall be paid an increase of fourteen per cent, same to apply on prices and bonuses now paid to all classes of labour in such mines. This increase to temporarily remain in effect pending the investigation and negotiations which are now being conducted relative to mining conditions and wages in the competitive field of the United States.

(2) It is agreed that when negotiations are concluded in the competitive fields of the United States, that representatives of the Western Coal Operators' Association and the United Mine Workers of America shall be selected by each organization to meet in Calgary to formulate and negotiate an agreement to govern for a period of time which may be agreed upon by the representatives of the two associations and sanctioned by the Director of Coal Operations. The results of the investigation and negotiations in the United States to be taken into consideration in reaching a basis of agreement.

(3) It is further agreed this contract is made and entered into for the sole use of the members of the United Mine Workers of America and the members of the Western Coal Operators' Association of Canada. All men who work in and around the mines who are eligible to become members of the United Mine Workers of America must join that organization and agree to sign check-off for all dues, assessments and fines, and the management of the mines agree to forward deductions made to the Acting Secretary of the District or such other persons as that official may designate.

NOTE.—The foregoing clause to become effective whenever the officials of the United Mine Workers of America appear on the ground in

each locality and co-operate with the operators in arranging details.

(4) It is agreed that no man will be employed or be permitted to remain in the employ of the Company unless he agrees to comply with the foregoing conditions.

(5) Retroactive pay due miners under this agreement for the first period in December is to be paid in two equal instalments on the two pay-days in January.

(6) Nothing in this agreement shall prevent either side from taking up any matter for readjustment that may seem to them unjust when the conference referred to in Clause No. 2 convenes.

Signed on behalf of the Western Coal Operators' Association:

N. C. PITCHER,  
Vice-President.

W. F. MCNEILL,  
Secretary-Treasurer.

Signed on behalf of the United Mine Workers of America, District No. 18:

SAM. BALLANTYNE.  
WM. DALRYMPLE.  
R. LIVETT.

NOTE.—The representatives of the United Mine Workers of America urge that a clause be inserted providing for the acceptance of the United States settlement as a basis of negotiation in a new agreement. An agreement on this point being found impossible, this question is referred to the Coal Director for a decision when the new agreement comes up for consideration.

## FURTHER REGULATIONS AFFECTING WESTERN COAL MINES

SEVEN new orders have been received from the Director of Coal Operations for Alberta and Eastern British Columbia.\* Order No. 132 relates to the rates of wages in machine mining at the Monarch Mine of the North American Collieries. Order No. 133 has reference to the application of the cost of living bonus of 92 cents a day. Order No. 134 deals with a wage dispute affecting men at a power plant of the West Canadian Collieries, Ltd. Order No. 137 has reference to a wage dispute affecting tippie engineers of the

International Coal and Coke Company. Orders Nos. 139 and 141 relate to a general increase in wages in District 18. Order No. 140 regulates the prices of coal consequent upon the increase in wages.

ORDER No. 132.—The following wages and conditions affecting machine mining were declared to be in force at the Monarch Mine of the North American Collieries, Ltd., at Drumheller, Alberta:

Loaders.—The machine mining rates as at present according to Order No. 90 shall apply.

Machine men.—Per ton: Undercutting, entries, and entry cross-cuts ten feet wide or less, 40 cents; rooms and

\*For details of previous orders see LABOUR GAZETTE, November, 1919, p' 1,342, and various preceding issues.

pillars, 27 cents; fifteen foot room necks not over ten feet wide, the first fifteen feet from the entry to be paid entry price, the balance room price; room cross cuts not over ten feet wide, 27 cents; places not over ten feet wide driven to develop coal, 40 cents; places over ten feet wide driven to develop coal, 27 cents. In wet places, as defined in the Tentative Agreement, machine men shall be paid extra at the rate of 80 cents per 8 hours. Where the coal thins out so that there is less than forty-eight inches of coal in the place, the machine man shall be paid  $2\frac{1}{2}$  cents per ton extra for each inch that the coal is less than forty-eight inches. The minimum height of entries shall be five feet by eight inches from the bottom of the cut to the roof.

Scrapers.—Per ton: Scraping entries and entry cross cuts, ten feet wide or less, 30 cents; rooms and pillars, 20 cents, but the first 15 feet from the entry of room necks not over ten feet wide are to be paid entry price; room cross cuts, not over ten feet wide,  $25\frac{1}{2}$  cents; room cross cuts over ten feet wide, 20 cents; places not over ten feet wide driven to develop coal, 30 cents; places over ten feet wide driven to develop coal, 20 cents. While cutting in wet places the scraper shall be paid extra at the rate of 80 cents per 8 hours. Where the coal thins out so that there is less than 48 inches of coal in the place, the scraper shall be paid  $2\frac{1}{2}$  cents per ton extra for each inch that the coal is less than 48 inches. The minimum height of entries shall be five feet by eight inches from the bottom of the cut to the roof. These terms are based upon the screened coal basis with the present screening facilities.

ORDER No. 133.—Upon the request of the Commissioner of the Western Coal Operators' Association, asking for an interpretation of the application of the cost of living bonus of 92 cents per day, Order No. 50 was amended by a provision that where the outside employees worked nine hours prior to the issuance of Order No. 124, the cost of living bo-

nus should apply to eight hours' work, and that shorter time and overtime should be paid in proportion.

ORDER No. 134.—A dispute arose at the Mines of the West Canadian Collieries, at Blairmore, Alta., with regard to the rate of wages paid to employees engaged in firing the boilers at the power plant in No. 3 tunnel. These men claimed that they should be paid engineers' rates as they had obtained certificates under the Boilers Inspection Act of Alberta. It was declared by the Director that this Act required all employees firing boilers to have a certificate within a specified time, and that as the duties being performed were those of firemen, the rates specified for that class of work in the Tentative Agreement should apply.

ORDER No. 137.—A dispute arose at the Mines of the International Coal and Coke Company, at Coleman, Alta., regarding the rates of wages paid to tipple engineers. The men claimed that the nine-hour rates in the agreement should apply for eight hours' work. It was declared by the Director that Order No. 124 distinctly set out in the first clause that "the present rates as outlined in the agreement for an eight-hour work day shall remain as at present." This was interpreted by him to mean that where the Tentative Agreement specified an eight-hour rate, that rate should continue in force for the particular classifications to which it referred, until the agreement expired.

ORDER No. 139.—An application was made by the international representatives of the United Mine Workers of America for an increase in wages to their members in District 18, in accordance with recent advances made to coal miners in the United States. It was therefore ordered on December 1, that all miners of this organization employed in or about the mines of District 18 should be paid an advance of 14 per cent of their gross earnings, which include the increased cost of living bonuses. This increase should remain in effect pending



the negotiations being conducted relative to mining conditions and wages in the United States. In the event of these negotiations not being concluded within four months, the cost of living commission, as provided in Order No. 1 should be re-established, upon application.

ORDER No. 140.—Owing to the increase in wages granted by Order No. 139, the following advances in the selling prices of coal, f.o.b. the mines of the Province of Alberta and Southeastern British Columbia were authorized: Bituminous coal—Mines east and west of Crow's Nest Pass, and west of Edmonton, Brazeau and Canmore, were authorized to increase the price of their product by thirty-four cents per ton. Lignite coal—In the Drumheller area an increase of forty cents per ton was

authorized, and in the Lethbridge area an increase of fifty-two cents per ton. An increase of eighty-eight cents per ton was authorized in the price of anthracite coal, and an increase of forty-seven cents per ton in the price of coke.

ORDER No. 141.—This order ratifies an agreement entered into between the Western Coal Operators' Association and the United Mine Workers of America, in conformity with Order No. 139 referred to above. It provides for an increase in wages for members of the United Mine Workers of America and requires that all eligible men working in and around the mine operated by members of the Association must join the United Mine Workers' organization. The agreement is given in full on pages 72-73 of this issue.

#### FAIR WAGE CONTRACTS, DECEMBER, 1919

**D**URING December the Department of Labour received for insertion in the LABOUR GAZETTE the following information relative to 22 fair wage contracts, 5 of which were awarded by the Department of Public Works, and 17 by the Department of Railways and Canals. All but two of these contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed. The other two contracts contained fair wage schedules.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

#### DEPARTMENT OF PUBLIC WORKS.

Repairs to breakwater, Petit Rocher, N.B. Name of contractor, Thos. P. Charleson, Ottawa, Ont. Date of contract, December 2, 1919. Amount of contract; schedule of prices.

Alterations and additions to Post Office, Brandon, Man. Name of contractor, Frank C. Lissaman, Brandon, Man. Date of contract, December 3, 1919. Amount of contract, \$5,781.75.

Construction of bridge abutments on River St. Louis, St. Louis de Gonzague, Que. Name of contractor, Onésime Poliquin, Portneuf, Que. Date of contract, December 9, 1919. Amount of contract, \$1,900.

Repairs to wharf, St. Jean D'Orléans, Que. Name of contractors, E. Méthot & J. E. Thibault, Montmagny, Que. Date of contract, November 26, 1919. Amount of contract: schedule of prices.

Trade or Class of Labour.	Rates of wages: Not less than the following:			
Foreman carpenter.....	55	cents per hour,	9	hours per day.
Carpenters.....	50	" " "	9	" "
Blacksmith.....	45	" " "	9	" "
Blacksmith's helpers.....	35	" " "	9	" "
Ordinary labourers.....	30	" " "	9	" "
Driver, with 1 horse and cart....	40	" " "	9	" "
Driver with 2 horses and wagon..	55	" " "	9	" "

Reconstruction of corner in concrete and other repairs to wharf, Sorel, Que. Name of contractor, Onésime Poliquin, Portneuf, Que. Date of contract, December 9, 1919. Amount of contract: schedule of prices.

Trade or Class of Labour	Rates of Wages: Not less than the following rate:			
Foreman carpenter.....	50	cents per hour,	10	hours per day.
Foreman mixing concrete.....	45	" " "	10	" "
Foreman laying concrete.....	45	" " "	10	" "
Foreman stone crusher.....	45	" " "	10	" "
Carpenters.....	45	" " "	10	" "
Blacksmith.....	45	" " "	10	" "
Blacksmith's helpers.....	35	" " "	10	" "
Ordinary labourers.....	30	" " "	10	" "
Driver with 1 horse and cart....	40	" " "	10	" "
Driver with 2 horses and wagon..	55	" " "	10	" "

#### DEPARTMENT OF RAILWAYS AND CANALS.

Construction, erection and completion of a Standard No. 1 Section House, with privy, near Grog Brook, and at Sirois, N.B., Canadian National Railways. Name of contractors, Hamilton & Collier, Campbellton, N.B. Date of contract, December 3, 1919. Amount of contract, \$3,650, near Grog Brook; \$3,725 at Sirois.

Fabrication and erection of steel superstructure for railway bridge at each of the following mileages, Chaudière Sub-division, namely, 2.2, 106.1 and 112.9, Canadian National Railways.

Name of contractors, Dominion Bridge Company, Limited, Lachine, Que. Date of contract, December 3, 1919. Amount of contract: schedule rates.

Construction, erection and completion of a stores building, trucking platform and stage bins, at Sydney, N.S. Canadian National Railways. Name of contractors, Chappell Brothers & Company, Limited, Sydney, N.S. Date of contract, December 3, 1919. Amount of contract, \$17,400.

Construction, erection and completion of a Standard No. 1 Section House, with privy, at Lapointe, Picard, Bretagne & Lefebvre, Que. Canadian National Railways. Name of contractor, A. J. Morin, Garthby, Que. Date of contract, December 3, 1919. Amount of contract, \$3,479 for Lapointe; \$3,800 for Picard; \$3,800 for Bretagne; \$3,749 for Lefebvre.

Fabrication and erection of steel superstructure for railway bridge at Mileage 1.8, St. John Sub-division, and at Mileage 62.9, Truro Sub-division, Canadian National Railways. Name of contractors, The Hamilton Bridge Works Company, Limited, Hamilton, Ont. Date of contract, December 3, 1919. Amount of contract: schedule of prices.

Construction, erection and completion of an express building, Moncton, N.B. Canadian National Railways. Name of contractors, Engineers and Contractors, Limited, St. John, N.B. Date of contract, December 3, 1919. Amount of contract, \$16,950.

Fabrication and erection of steel superstructure for railway bridge over Tantramar River at Mileage 85.6, Truro Sub-division, and removal of steel superstructure of railway bridge at present in place. Canadian National Railways. Name of contractors, The Canadian Bridge Company, Limited, Walkerville, Ont. Date of contract, December 3, 1919. Amount of contract: schedule of prices.



Construction, erection and completion of a freight shed and office building at Moncton, N.B. Canadian National Railways. Name of contractors, Engineers and Contractors, Limited, St. John, N.B. Date of contract, December 3, 1919. Amount of contract, \$43,100 for freight shed; \$22,900 for office building.

Grading for double track between Truro and Belmont, N.S. Canadian National Railways. Name of contractors, The Bate, McMahon Company, Ottawa, Ont. Date of contract, December 11, 1919. Amount of contract: schedule of prices.

Construction, erection and completion of a car repair shop with lean-to, at Edmundston, N.B. Canadian National Railways. Name of contractors, Joseph Gosselin, Limited, Levis, Que. Date of contract, December 12, 1919. Amount of contract, \$21,473.05.

Grading for double track between Springhill Junction and Macaan, Canadian National Railways. Name of contractors, Dominion Construction Company, Limited, and Wheaton, Toronto, Ont. Date of contract, December 12, 1919. Amount of contract: schedule of prices.

Grading for double track at Moncton, N.B. Canadian National Railways. Name of contractors, Dominion Construction Company, Limited, and Wheaton, Toronto, Ont. Amount of contract: schedule of prices.

Grading for double track between Ste. Rosalie and Charlotte, Que. Canadian National Railways. Name of contractors, Frank Walters and H. A. Doheny, Montreal, Que. Date of contract, December 12, 1919. Amount of contract: schedule of prices.

Construction, erection and completion of a 250-ton mechanical coaling plant and of a sand house, at Sydney, N.S. Canadian National Railways. Name of contractors, Williams & Wilson, Limited, Montreal, Que. Date of contract,

December 12, 1919. Amount of contract, \$25,355 for coal plant; \$3,875 for sand house.

Driving of close tongued and grooved piling below dam, across Grand River, Dunville, Ont., Welland Canal. Name of contractor, F. Conradi, St. Catharines, Ont. Date of contract, December 3, 1919. Amount of contract: schedule rates.

Construction of Bobcaygeon Section of Trent Canal. Name of contractors, The Randolph MacDonald Company, Limited, Toronto, Ont. Date of contract, December 12, 1919. Amount of contract: schedule rates.

Improving of upper entrance to Lock No. 18, Cornwall Canal. Name of contractors, D. D. Maguire, St. Catharines, Ont., and N. K. Dameron, Middlesex, Ont. Date of contract, December 24, 1919. Amount of contract: schedule rates.

#### POST OFFICE DEPARTMENT.

The following is a statement of payments made in December for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of Orders	Amount of orders
Making metal dating stamps and type and making hand stamps and brass crown seals.....	\$1,752.22
Making rubber stamps.....	171.34
Supplying stamping materials, pads and ink.....	665.00
Supplying mail bag fittings.....	8,602.10
Re-urging motors.....	9.50
Repairing scales.....	19.20
Making up and supplying letter carriers' uniforms....	30,404.02
New mail bags supplied.....	533.89
Mail bagging.....	156,260.39
Letter box locks and keys.....	1,570.00
Mail clerks' boxes repaired.....	49.85

**PRICES RETAIL AND WHOLESALE IN CANADA, DECEMBER, 1919**

**T**HE chief features of the prices movement during the month were considerable increases in eggs, butter and potatoes and a general upward movement in materials which was very pronounced in lumber and in iron. Raw furs also advanced steeply.

In retail prices, the average cost of a family budget of staple foods in some sixty cities was \$14.70 as compared with \$14.27 in November, \$13.65 in December, 1918, and \$7.95 in December, 1914. The chief increases for the month were in eggs, butter and potatoes, with slight increases in several other lines. Meats advanced in the eastern provinces. Coal, wood and coal oil advanced slightly.

In wholesale prices the index number stood at 322.7 as compared with 307.7 for November, 288.8 for December, 1918, 290.9 for November, 1918. The chief increases for the month were in dairy products, iron and lumber, but there were also substantial increases in grains, fodder, some livestock and meats, fish, potatoes, textiles, fuel, building materials, and in raw furs. Decreases appeared in hogs, hog products, fresh fruits, and in hides.

The weekly budget for a family of five, including staple foods, laundry starch, coal, wood and coal oil, and rent, is based upon the estimated importance of the various commodities included, these being slight modifications of those employed in similar calculations by various official bodies. For some articles comparatively large quantities are included, owing to the omission of other important foods of the same class. For instance, the only fruits are evaporated apples and prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained.

In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It is estimated that these calculations represent from 60 to 80 per cent of the expenditure of an ordinary family, according to the total income.

The index number of wholesale prices is based upon the quotations of 271 commodities, one having been dropped in 1915, and is the simple average of the percentages which the current prices of the several commodities bear to their average prices for the base period, 1890-1899, these being therefore made equal to 100.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in the previous year. The table of retail prices shows the prices of some 30 foods at the middle of the month in 60 localities in Canada having a population of 10,000 or over. Quotations are obtained by the correspondents of the *LABOUR GAZETTE* from dealers doing a considerable trade with workingmen. All prices are for delivered goods. The rates for rent are for six-roomed houses in districts occupied by workingmen.

**Retail Prices**

In meats, prices averaged slightly lower, except in the case of sirloin steak and salt pork, which were practically unchanged. In the province of Quebec and in the Maritime provinces several lines averaged higher, while in Ontario and in the Western provinces some lines were slightly higher and some slightly lower.

In bread, flour, rolled oats, rice and tapioca, there were only slight changes.



COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA

Commodities.	Quantity	*1900	*1905	1910	1911	1912	1913	1917	Dec. 1914	Dec. 1915	Dec. 1916	Dec. 1917	Dec. 1918	Nov. 1919	Dec. 1919
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.8	39.8	41.6	44.4	60.2	47.4	46.6	51.6	62.4	73.4	69.2	69.4
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	41.3	33.4	32.2	33.8	43.4	50.8	46.6	45.6
Veal, roast, forequarter..	1 "	10.0	11.3	12.8	14.0	14.4	15.7	22.7	17.6	17.5	19.3	24.7	27.5	26.5	25.5
Mutton, roast, hindq'r....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	28.1	20.7	20.8	24.2	30.4	34.2	33.0	32.3
Pork, fresh, roast, ham....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	23.6	19.3	19.7	23.7	32.7	36.7	36.6	35.7
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	53.5	36.8	36.0	41.2	62.4	69.6	70.6	70.6
Bacon, breakfast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	38.5	25.5	26.3	30.9	44.6	51.3	53.7	51.8
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	59.4	36.2	36.2	46.7	65.8	73.8	79.2	77.8
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	48.9	45.1	45.4	56.7	60.8	71.3	74.7	82.4
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	28.1	42.4	34.5	35.4	44.9	50.7	59.7	65.0	68.5
Milk.....	6 qts.	36.6	39.6	43.0	49.2	49.8	51.6	62.2	52.8	52.2	59.4	70.8	82.2	87.0	88.8
Butter, dairy, solid.....	2 lbs.	44.2	49.4	62.0	63.0	58.4	53.0	86.4	60.0	65.4	84.2	94.8	104.4	122.4	132.4
Butter, creamery, prints	1 "	25.5	27.7	31.9	31.5	31.7	33.9	48.0	34.9	37.4	49.0	51.3	58.1	67.3	72.6
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	33.0	22.1	24.3	29.9	33.2	34.8	40.0	40.9
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	30.4	20.3	22.0	28.2	30.3	32.8	37.0	37.6
Bread, plain, white.....	15 "	55.5	58.5	68.0	64.5	60.0	61.5	104.4	67.5	66.0	91.5	112.5	118.5	118.5	118.5
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	64.2	37.0	35.0	54.0	65.0	69.0	66.0	67.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	30.5	24.5	23.5	27.0	33.5	40.5	38.5	39.5
Rice, good, medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	16.2	13.2	12.2	13.6	19.2	25.2	28.8	29.0
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	29.8	13.4	16.6	23.8	32.6	32.0	22.4	23.0
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	15.6	12.2	12.2	13.8	17.5	22.8	26.7	26.6
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	15.4	12.8	12.7	13.3	16.6	19.4	24.4	25.2
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	39.9	31.2	30.8	37.2	43.2	49.6	51.2	53.2
Sugar, yellow.....	2 "	10.0	9.8	10.8	11.0	12.0	11.0	18.5	14.4	14.2	17.6	20.0	22.6	23.8	25.2
Tea, black, medium.....	$\frac{1}{2}$ "	8.2	8.3	8.7	8.9	8.8	8.9	11.5	9.7	9.7	9.9	12.5	13.1	15.5	15.9
Tea, green, medium.....	$\frac{1}{2}$ "	8.7	8.7	9.1	9.4	9.5	9.3	11.3	9.7	10.0	9.7	11.9	15.1	16.2	16.5
Coffee, medium.....	$\frac{1}{2}$ "	8.6	8.8	8.9	9.2	9.3	9.4	10.1	9.9	9.8	9.9	10.1	11.6	14.0	14.3
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	89.2	32.0	42.0	64.0	70.7	62.0	71.3	86.7
Vinegar, white wine.....	$\frac{1}{8}$ pt.	.7	.7	.7	.7	.8	.8	.8	.8	.7	.8	.8	.9	.9	.9
All foods.....		\$5.48	\$5.95	\$6.95	\$7.14	\$7.34	\$7.34	\$11.42	\$7.96	\$8.13	\$10.10	\$12.24	\$13.65	\$14.27	\$14.73
Starch, laundry.....	$\frac{3}{8}$ lb.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
		2.9	3.0	3.1	3.1	3.2	3.2	4.0	3.2	3.2	3.4	4.5	4.8	4.7	4.8
Coal, anthracite.....	$\frac{1}{8}$ ton	39.5	45.2	48.1	48.8	51.9	55.0	67.0	54.1	53.0	63.1	77.9	81.8	82.9	83.1
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	52.7	37.2	37.0	47.3	53.6	63.6	63.3	64.0
Wood, hard.....	" cord	32.5	35.3	38.8	41.4	41.4	42.5	52.9	42.2	41.5	44.5	60.8	79.8	78.5	80.0
Wood, soft.....	" "	22.8	25.5	29.4	30.0	30.0	30.6	38.9	31.1	30.2	32.2	44.0	57.7	59.9	60.0
Coal oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	25.0	23.4	23.0	23.1	25.6	27.8	28.6	29.6
Fuel and lighting.....		\$1.50	\$1.83	\$1.76	\$1.78	\$1.82	\$1.91	\$2.37	\$1.88	\$1.85	\$2.10	\$2.64	\$3.11	\$3.13	\$ 3.17
Rent.....		\$2.37	\$2.89	\$4.05	\$4.05	\$4.80	\$4.75	\$4.32	\$4.39	\$3.97	\$4.09	\$4.45	\$4.83	\$5.54	\$5.54
Grand total.....		\$9.87	\$10.50	\$12.79	\$13.00	\$13.79	\$14.02	\$18.15	\$14.25	\$13.98	\$16.33	\$19.38	\$21.64	\$22.99	\$23.49

AVERAGE COST OF STAPLE FOODS BY PROVINCES

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$11.39	\$7.81	\$8.24	\$9.98	\$12.36	\$13.92	\$14.62	\$14.77
Prince Edward Island.....	4.81	6.26	5.81	5.80	6.11	6.34	9.79	6.89	6.95	8.29	10.81	12.00	12.67	12.42
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	11.22	7.76	8.11	9.87	12.24	13.53	14.35	14.32
Quebec.....	5.15	5.64	6.33	6.46	6.97	6.87	11.15	7.31	7.76	9.74	11.83	13.07	13.66	13.95
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	11.60	7.74	8.11	10.27	12.39	13.62	14.30	14.75
Manitoba.....	5.85	6.19	7.46	7.41	7.88	7.87	10.73	8.27	8.43	9.93	11.67	13.29	13.91	15.20
Saskatchewan.....	6.66	6.92	7.86	8.08	8.16	8.25	11.11	8.81	8.32	10.34	12.05	13.86	14.51	15.16
Alberta.....	6.02	6.50	8.09	8.08	8.15	8.33	11.55	8.47	8.36	10.35	12.25	13.80	14.65	15.16
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.13	11.83	8.80	8.65	10.66	12.67	14.54	15.40	15.64

\*December only.

## RETAIL PRICES OF STAPLE ARTICLES OF CONSUMPTION

Commodity	Per	Nova Scotia						P. E. I.	New Brunswick						Quebec			
		Sydney	Westville	Amherst	Halifax	Truro	Average	Charlottetown	Moncton	St. John	Fredericton	Bathurst	Average	Quebec	Three Rivers	Sherbrooke	Sorel	
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
1-Beef, sirloin steak. . .	lb	40	30-35	35	40	40	37.5	22-25	35-40	45	35	25	35.6	28-30	35	25	28	
2-Beef, round steak. . .	"	35	30-33	32	35	37	34.1	22-25	30-35	35	30	25	30.6	28-30	35	25	28	
3-Beef, rib roast prime. .	"	38	22-25	25	35	35	31.3	22-25	28	35	25	18-20	26.8	23-24	30	25	25	
4-Beef, shoulder roast. .	"	30-35	20-22	22	3	32	28.1	18-20	24	24	20	15-18	21.1	16-19	25	20	20	
5-Veal, roast, forequarter	"	..	25	22	25	20	23.5	14-16	..	22	16	..	19.0	20-25	15	18	30	
6-Mutton, leg roast, h'q.	"	25-35	..	30	35	..	31.7	25	30-35	35	25	15-18	27.3	25-28	30	..	30	
7-Pork, fresh, roast, ham	"	45	25-30	35	35	33	35.1	30	35	35	30	25	31.3	30-32	35	32	28	
8-Pork, fresh chops. . .	"	45	30-35	35	35	35	36.5	30	35	35	35	25-28	32.9	28-30	35	32	28	
9-Pork, salt, mess. . . .	"	40	30-35	35	35	35	35.5	25	35	35	34	35	34.8	30-32	35	32	32	
10-Bacon, br'fast, not ali'd	"	60	45-50	55	50	45	51.5	45	50	46	45	45	46.5	48	50	52	65	
11-Fish, fresh, g. quality. "	"	8-30	15-32	5-35	14-15	15-18	..	12-35	12-35	15-35	12-35	8-30	..	12-15	15-35	15-35	13-35	
12-Fish, salt, herrings. . .	dos	75	45-50	50	50	60	..	50	60	60	70	40	..	75	75	..	80	
13-Salmon, canned, med. lb	..	..	..	30	30	..	..	40	..	35	..	..	..	35	40	40	40	
14-Lard, pure leaf, best. .	"	45	35-42	45	35	40	40.7	38	38	35	35	40	37.0	38	40	35	40	
15-Eggs, new laid. . . . .	doz	75	65-70	75	85	80	76.5	60	75	100	75	75	81.3	80	90	80	70	
16-Eggs, storage. . . . .	"	..	..	70	..	..	70.0	40	..	70	70	..	70.0	65	70	..	..	
17-Milk, delivered. . . . .	qt	14-16	14	13	15	14	14.2	11-12	14-15	15	15	12	14.1	16	15	14.3	14	
18-Butter, dairy solids. lb	..	..	55-65	65	68	70	65.8	57	65	65-68	60	50-60	61.6	60-63	70	..	65	
19- " creamery prints. . .	"	80	60-70	70	75	80	74.0	65	70	75	70	..	71.7	65-68	70	75	70	
20-Cheese, old. . . . .	"	40	40	35	..	..	38.3	35	..	..	40	..	40.0	38-40	40	40	50*	
21-Cheese, new. . . . .	"	..	..	..	35	40	37.5	35	35	35	38	38	36.5	34-36	38	..	35	
22-Bread, plain white. . .	"	8.7	8.7	8.7	8	8.7	8.6	7.3	8.7-9.3	8.7-9.3	8	10.4	9.1	7.5	7.3	7.3	6.7	
23-Flour, family. . . . .	"	7.5-7.7	8.1	6.9	7.3	7.5	7.5	6.7	6.9	6.7	6.7	6.5	6.8	7	7.3	6.9	7.1	
24-Rolled oats, standard. "	"	8	8	8	8	8	8.9	7	8	8	8	10	8.5	7	8	9.2	10	
25-Rice, medium. . . . .	"	14	..	..	15	15	14.7	15	..	15	14	..	14.5	..	15	1.25	15	
26-Rice, Patna, etc. . . .	"	..	12-15	..	..	15	14.3	..	..	18-20	..	18	18.5	13	18	15	18	
27-Tapioca, medium pearl "	"	22-25	15-20	25	20	20	21.2	20	20	20	18	15	18.3	16	20	20	20	
28-Tomatoes, canned 3's. can	"	25	20-25	22	25	25	23.9	20	22	20	20	25	21.8	20	25	20	17	
29-Peas, canned 2's. . . .	"	25	15-22	18	25	20	21.3	15	20	20	18	25	20.8	18	20	20	23	
30-Corn, canned 2's. . . .	"	25	25	22	20	20	22.4	20	24	18	18	22	20.5	26	25	20	23	
31-Beans, common, dry. . lb	"	14	12	12	15	12	17.9	11	13	10	12	12	11.8	9	12.5	15	13	
32-Apples, evaporated. . .	"	25	..	..	..	30	27.5	..	20	25	27	..	24.0	20	25	..	30	
33-Prunes, medium. . . . .	"	25-30	20	..	25	23	23.9	24	22	25	26	25	24.5	..	25	25	25	
34-Sugar, granulated. . .	"	14	13-14	13.3	13	14	13.6	12.9	12.5	13	12.5	12.9	12.7	13.5	14	13.3	12.5	
35-Sugar, yellow. . . . .	"	12.5	12-13	11.8	12	12.5	12.3	12.5	11.8	12	11.1	12.5	11.9	12.5	13	11.8	11.8	
36-Tea, black, medium. . .	"	60-75	55-70	60	60-65	60	62.5	60-65	55	55-60	55-60	60	58.1	65-70	60-70	55-70	70	
37-Tea, green, medium. . .	"	..	..	60	75-80	..	68.8	..	..	55-60	75	..	66.3	65-70	60-70	55-70	70	
38-Coffee, medium. . . . .	"	60	40-50	..	60	60	56.3	55	65	65	55	60	61.3	55-60	45-50	55	60	
39-Potatoes, local, per bag of 1½ bu., 90 lbs. . . . .	"	\$ 2.18	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
40-Vinegar, white wine, XXX, per quart. . . . .	"	2.00	2.25	2.40	2.50	2.10	2.24	1.80	2.25	2.70	2.40	1.50	2.21	1.60	1.50	2.10	1.90	
41-Starch, laundry, per pound. . . . .	"	.13	.10	.10	.15	.13	.122	.15	.12	.13	.10	.13	.120	18.22	15	.13	.13	
42-Coal, anthracite, stove size, per ton, 2,000 lbs. . . . .	"	.15	.12	.13	.15	.15	.143	.15	.15	.16	.14	.15	.150	.14	.15	.15	.15	
43-Coal, bituminous, domestic, per ton, 2,000 lbs. . . . .	"	7.75	8.25	..	16 25	14.25	12.83	16.00	..	16.00	14.50	16.00	15.50	13.00	12.50	12.50	12.00	
44-Wood, hard, best, per long cord (128 cu. ft.). . . . .	"	6.65	8.00	9.00	8.75	9.50	8.24	9.75	10.50	13.25	10.00	9.50	10.32	11.75	10.00	10.50	10.00	
45-Wood, soft, best per long cord (128 cu. ft.). . . . .	"	5.00	8.00	10.00	15.00	9.00	9.40	11.00	10.00	15.00	13.00	8.00	11.50	14.67	12.00	12.00	12.00	
46-Coal oil, prime white, per gallon. . . . .	"	4.00	8.00	6.00	10.00	5.00	6.60	9.00	7.00	8.00	5.00	7.00	6.75	12.67	9.00	10.00	9.00	
47-Rent, house, 6 roomed, san. conveniences, mon. . . . .	"	.30	.30	.28	.32	.32	.30.4	.28	.28	.24	.24	.30	26.5	22	.25	..	.30	
48-Rent, house, 6-roomed, no san. con., per month. . . . .	"	14.00	18.00	..	..	18.00	..	25.00	..	..	..	..	..	17.00	..	..	..	
	"	18.00	25.00	18.00	30.00	20.00	20.90	15.00	35.00	15.00	18.00	20.00	20.75	20.00	15.00	16.00	14.00	
	"	8.00	12.00	..	20.00	12.00	..	18.00	..	..	..	..	..	..	..	..	..	
	"	12.00	18.00	10.00	25.00	15.00	13.90	11.00	24.00	12.00	14.00	18.00	16.25	..	10.00	14.00	7.00	



## IN CANADA, AT THE MIDDLE OF DECEMBER, 1919

Quebec (Continued)							Ontario																
St. Hyacinthe	St. John's	Thetford Mines	Montreal	Hull	Average	Ottawa	Brockville	Kingston	Bellefleur	Peterborough	Orillia	Toronto	Niagara Falls	St. Catharines	Hamilton	Brantford	Galt	Guelph	Kitchener				
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
20	33	28	20	30	27.6	35	25-30	38-42	33	40	33-35	27-40	40	30	26	40	38	40	30	1			
20	33	28	20	30	27.6	30	25	35-38	28	35	28-30	25-30	38	28	24	35	35	35	25	2			
12	35	.....	18	25	24.2	25	20-25	30-35	28	25	25-30	25-30	30	25-27	25	32	30	31-33	25	3			
15	23	20	12.5	28	20.1	20-22	18-22	25-28	25	23	23-25	20	25	22	20	25	25	28-30	20	4			
20	25	.....	15	25	21.3	25	20	22	25	30	32-33	20-25	30	25-28	20-23	33	28	30-32	35	5			
18	35	25	25	30	27.4	35	28-30	35	30	35	25	25-30	35	30-32	25	35	35	35	.....	6			
28	30	30	30	30	30.4	30-35	30	35-40	32	40	30-32	32-35	38	32-35	35	40	38	38	35	7			
28	30	32	38	32	31.6	35	32	35-40	33	40	32	40-45	45	38-40	33	48	43	45	38	8			
30	35	35	35	.....	33.1	.....	35	35	.....	30	.....	35-40	35	32	35	40	40	33	35	9			
55	60	40	45	45	51.1	45	50-54	50	53	50	58	45-50	50	42	43-50	50	48	50	45	10			
20	15-28	12-18	11-28	.....	20.4	.....	15-30	10-30	13-28	15-27	8-15	12-30	15-28	22-25	15-30	18-30	15-33	12.5-30	15-25	11			
.....	60	.....	90	.....	76	.....	50	50	.....	65	60	.....	100	75	.....	.....	.....	75	12				
.....	40	.....	30	.....	37.5	.....	45	38	45	45	40	45	45	40	40	40	40	40	40	13			
32	40	30	35	36	36.2	45	35	38	35	37	38	.....	36	35	34	38	35	38	35	14			
85	75	75	80	1.00	81.7	100-75	75	90	85	90	75	.....	85	80	85	1.00	85	95	90	15			
65	65	.....	7.00	.....	67.0	.....	60	65	70	70	65	65	72	68	.....	67	70	65	75	16			
14	12.5	13	.....	14	14.1	14	11-13	14-16	11	13.6	14	15.4	16	15	15	14-15	12.5	14	14.3	17			
.....	68	70	65	66	66.5	.....	65	60-65	65	68	65	.....	70	72	75	68	69	67	18				
75	70	.....	70	72	71.1	75	68-73	65-68	72	73	70	75	72	70	74	75	70	72	70	19			
.....	45	58	38	38	43.5	45	39	42	.....	44	40	38	37	.....	45	40	45	40	20				
35	35	.....	32	38	35.4	32	.....	40	38	40	35	.....	35	38	34	40	30	40	21				
6	6.7	7.3	8.7	8	7.3	7.3	6.7-7.3	6.3	7.3	7.3	7.3	7.3	8	7.2	7.3	7.3	7.3	.....	7.3	22			
6.7	6.7	6.9	6.7	6.9	6.9	7.3	6.3-6.7	6.3	7.3	6.3	6.5	6.9	6.9	6.5	6.6	6.5	6.7	6.3	5.9	23			
8	10	.....	7.5	7.5	8.4	8	7	7	8.5	8	7	6.7	8	7.1	6.3	8	8.3	8.3	8	24			
15	13	.....	15	.....	14.3	.....	15	12.5	.....	15	15	15	15	13	15	15	15	15	25				
18	18	15	22	.....	17.1	.....	15	18	.....	18	.....	.....	15-16	15	18	20	15	.....	26				
18	20	25	20	18	19.7	20	20	18	20	18	20	18	20	15	17	18	20	18	20	27			
20	22	20	20	20	20.4	20	20	18	20	20	20	20	20	18	18	25	20	22	20	28			
20	20	20	20	18	19.9	20	20	14	20	20	20	20	20	18	18	20	20	20	18	29			
20	22	25	18	20	21.4	25	22	20	25	22	20	20	20	18	20	23	20	20	30				
10	8	12	12	10	11.3	12.5	10-12.5	7	10	12.5	10	10	10	12.5	10	13	8.5	12.5	10	31			
.....	22	35	23	25	25.7	25	25	25	.....	25	25	.....	.....	.....	.....	25	.....	.....	32				
18	22	25	25	20	23.1	30	25	20	30	25	25	30	30	.....	15	25	20-30	25	35	33			
12.5	13.3	14	13.5	12.5	13.2	13.5	13.3	11.1	13.6	12.9	14.3	12.5	13.3	12.9	12	14.3	14.3	12.5	14.2	34			
11.8	12.5	13	12.5	12	12.3	12.5	13.3	10	13	12.9	13.3	11.1	12.5	12.1	11.5	13.3	14.3	11.1	14.3	35			
60	60-70	70	55-70	60-70	65.3	70	60-70	45-55	60-70	70	50-70	60-70	70	75	60-70	60-70	60	60-65	60-70	36			
60	60-70	65	55-70	50-70	64.2	70	60	45-50	.....	70-75	50-70	60-70	70	55-70	60-70	70	60	60-65	60-70	37			
60	70	65	55	50	57.8	60	.....	45	45	60	50	55	65	60-70	60	60	65	55	50	38			
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				
1.95	2.00	2.25	2.75	2.60	2.07	2.75	3.00	3.25	2.50	2.75	2.50	2.90	2.90	2.85	2.60	3.25	2.75	2.75	3.00	39			
.14	.16	y.125	.13	.10	.141	.10	.15	.125	.12	.15	.15	.12	.14	.13	.10	.12	.13	.15	.12	40			
.....	.13	8	.13	.13	.131	.15	.125	.13	.12	.14	.15	.13	.13	.13	.12	.15	.15	.13	.15	41			
13.00	12.50	13.70	12.50	12.65	12.71	12.65	12.00	12.50	12.50	13.50	14.00	12.25	12.00	12.50	12.50	13.00	13.50	13.50	13.50	42			
.....	9.00	.....	10.00	.....	10.21	.....	.....	10.00	11.00	.....	9.00	10.00	8.75	.....	14.00	9.50	13.50	10.00	10.50	43			
fA	16.00	14.00	.....	13.00	13.00	12.50	15.00-16.50	14.00	14.00	10.50	11.00	16.00	d	.....	12.00-14.00	16.00	16.00	16.00	14.00	44			
fi	13.33	9.00	8.00	10.00	10.17	8.00	.....	10.00	11.00	6.50	8.00	14.00	d	.....	.....	14.00	12.00	12.50	11.00	45			
.28	.25	.23	.28	.28	26.8	.28	.28	.25	.22	.28	.30	.....	.28	.27	.23	.25	.27	.25	.30	46			
10.00	12.00	16.00	18.00	.....	14.56	28.00-15.00	28.00	18.00	25.00	22.00	25.00	16.00	35.00	25.00	25.00	30.00	18.00	22.00	35.00	47			
7.00	10.00	12.00	13.00	.....	10.87	20.00	25.00	20.00	20.00	18.00	13.00	25.00	20.00	20.00	20.00	15.00	14.00	14.00	20.00	48			

\$Including New Glasgow and district. \*Strong. aDairy prints.

†Including Newcastle district. y50c. a gallon. bCalculated per bag from price per peck.

## RETAIL PRICES OF STAPLE ARTICLES OF CONSUMPTION

Commodity.	Ontario (Continued)											Manitoba		
	Woodstock	Stratford	London	St. Thomas	Chatham	Windsor	Owen Sound	Collalt	Sault Ste. Marie	Port Arthur and Port William	Average	Winnipeg	Brandon	Average
1-Beef, sirloin steak..... lb	35-38	38	35	32-38	38	40	35	40	40	35-40	35.9	38	30	34.0
2-Beef, round steak..... "	32-35	35	30	30	35	38	32	30	35	30-35	31.8	28	25	26.5
3-Beef, rib, roast, prime..... "	30	34	32	25	28	30-38	30	32	30	30	28.9	25	25	25.0
4-Beef, shoulder roast..... "	25	30	25	20	23	30	25-28	22-28	22	25-28	24.1	20	22	21.0
5-Veal, roast, forequarter..... "	28	28	30	28	30	35	28-30	35	35	25-30	28.6	22	30-35	27.3
6-Mutton, leg roast, hind q'ter..... "	25	35	.....	35	35	38	35	.....	30	35-42	32.5	35	40	37.5
7-Pork, fresh, roast, ham..... "	40-45	42	34	35	40	42	35-38	35	35	40-45	36.6	32	38	35.0
8-Pork, fresh, chops..... "	45	42	42	40	45	54	38	35	35	45	40.2	42	40	41.0
9-Pork, salt, mess..... "	.....	30	.....	35	30	.....	.....	.....	.....	40-42	34.9	.....	.....	.....
10-Bacon, breakfast, not sliced..... "	50	45	45	50	50	60	50	50-58	45	48-58	49.5	56	50	53.0
11-Fish, fresh, and frozen..... "	12.5-30	12.5-30	12.5-25	10-30	15-35	15-25	18	20-30	22-30	18-30	21.4	15-25	18-30	.....
12-Fish, salt, herrings..... doz	60	60	.....	40	.....	.....	70	60	.....	.....	63.8	.....	.....	.....
13-Salmon, canned, medium..... lb	35	50	36	30	42	40	35	40	40	40-45	40.6	45	40	.....
14-Lard, pure leaf, best..... "	37	38	36	40	38	45	40	40	35	40-45	37.8	40	45	42.5
15-Eggs, new laid..... doz	90	90	80	70	65	72	75	70	75	85-90	82.5	70-115	75	83.8
16-Eggs, storage..... "	70	85	68	.....	65	.....	.....	.....	.....	70-75	69.0	.....	.....	.....
17-Milk, delivered..... qt	12	11	14	13.3	14-15	16-20	14.3	20	16	.....	14.3	16	17	16.5
18-Butter, dairy, solids..... lb	470	65	67	70	65	75	70	.....	65	65-75	68.2	.....	70	70.0
19-Butter, creamery prints..... "	72	70	70	75	68	75	40	75	72	72.5-80	70.8	80	75	77.5
20-Cheese, old..... "	40	42	38	43	40	45	.....	40	.....	40	41.2	.....	40	40.0
21-Cheese, new..... "	40	.....	36	40	35	45	38	40	40	40	37.8	40	.....	40.0
22-Bread, plain, white..... "	7.3	7.3	7.3-8	7.3	7.3	8	7.3	9.3	8	8.3	7.5	7.2	7.2	7.2
23-Flour, family..... "	6.3	6.3	6.7	6.7	6.7	6	6-6.3	6.9	7.1	6.7-6.9	6.6	6.7	6.5	6.6
24-Rolled oats, standard..... "	7.1	8	8	7	7.5	7	8	8	7	7.5-8	7.6	10	7	8.5
25-Rice, medium..... "	15	12.5	.....	15	15	15	17	20	12.5	12.5	14.8	.....	13	13.0
26-Rice, Patna, etc..... "	20	.....	.....	15-18	16	.....	20	.....	15	15	16.9	20	15	17.5
27-Tapicos, medium pearl..... "	20	18	18	18	18	18-20	18	20	18	17.5-20	18.7	18	18	18.0
28-Tomatoes, canned 3's..... can	20	20	20	20	25	25	20	25	20	20-25	20.8	25	23	24.0
29-Peas, canned 2's..... "	20	20	20	15	20	25	20	24	18	20-25	19.7	20	20	20.0
30-Corn, canned 2's..... "	20	20	18	20	25	25	20	25	25	20-25	21.5	25	23	24.0
31-Beans, common, dry..... lb	8.3	12.5	12.5	10	12	18	10	15	12	10-12.5	11.3	15	13	14.0
32-Apples, evaporated..... "	20	.....	.....	.....	.....	35	.....	25	25	.....	25.5	25	25	25.0
33-Prunes, medium..... "	25	15	30	28-30	20	25	20	25	25	20-25	25.1	27	25	26.0
34-Sugar, granulated..... "	14.3	13.8	13.3	12.5	12.5	12.5	14.3	14	12.5	13.8-14.3	13.3	15	14.3	14.7
35-Sugar, yellow..... "	13.3	10.8	12.5	11.1	12.5	11.1	12.5	13.1	12.5	13.3-14.3	12.9	14	14.3	14.2
36-Tea, black, medium..... "	60-70	60-70	65-68	60-70	70-80	50-80	60-70	65-70	65-70	60-75	65.6	65-70	65-70	67.5
37-Tea, green, medium..... "	70	60-70	65-68	60-70	60-70	50-80	60-70	70	65-70	60-70	65.0	60	65	62.5
38-Coffee, medium..... "	60	55	60	60	40-50	50-65	65	60	45	55-60	58.5	60	55	57.5
39-Potatoes, local, per bag of 1½ bushels, 90 lbs..... "	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$2.40	\$	\$	\$	\$
40-Vinegar, white wine, XXX, per quart..... "	3.00	2.50	3.00	2.50	2.50	2.70	2.35	3.25	3.00	2.75	2.78	3.00	1.90	2.45
41-Starch, laundry, per pound..... "	.13	.14	.15	.125	.13	.10	.125	.13	.15	.20	.132	.15	.15	.15
42-Coal, anthracite, stove size, per ton of 2,000 lbs..... "	.125	.125	.13	.125	.14	.125	.125	.15	.15	.125	.135	.15	.15	.15
43-Coal, bituminous, domestic, per ton of 2,000 lbs..... "	14.00	13.00	13.50	13.00	14.50	14.50	13.50	16.00	13.50	.....	13.27	16.25	18.00	17.13
44-Wood, hard, best, per long cord (128 cu. ft.)..... "	10.00	13.50	12.00	10.00	10.00	10.00	9.00	.....	11.00	.....	10.65	12.50	12.00	12.25
45-Wood, soft, best, per long cord (128 cu. ft.)..... "	12.50	16.00	18.00	13.00	.....	.....	15.00	12.00	11.00	.....	13.99	.....	.....	.....
46-Coal oil, prime white, per gallon..... "	.30	.30	.23	.28	.25	.22	.30	.30	.25	.30	26.9	.....	.27	27.0
47-Rent, house, 6 rooms, san. conveniences, per month..... "	15.00	20.00-25.00	20.00-30.00	18.00-25.00	18.00-20.00	13.00-30.00	13.00-16.00	13.00-22.00	13.00-35.00	.....	22.96	25.00-35.00	20.00-25.00	26.25
48-Rent, house, 6-roomed, no san. conveniences, per month..... "	10.00	13.00-15.00	14.00-20.00	12.00-17.00	12.00-15.00	10.00-22.00	10.00-13.00	10.00-14.00	10.00-20.00	.....	16.37	17.50-25.00	15.00-18.00	18.88



## N CANADA, AT THE MIDDLE OF DECEMBER, 1919—Concluded

Saskatchewan				Alberta					British Columbia									
Regina	Saskatoon	Moose Jaw	Average	Medicine Hat	Edmonton	Calgary	Lethbridge	Average	Fernie	Nelson	Trail	New Westminster	Vancouver	Victoria	Nanaimo	Average	Dominion Average (all cities)	
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
40	35-40	40	39.2	35	30	35	35	33.8	38	35	35	40	38	38	40	37.7	34.1	1
30	25-30	35	30.8	30	20	30	30	27.5	32	32	32	30	30	34	35	32.1	30.6	2
28	25-33	27	28.0	30	25	32	25	28.0	30	28	28	26	40	25	30	29.6	28.0	3
25	15-27	25	23.7	22	18	20	20	20.0	25	18-20	18-20	20-25	20	20	25	21.5	22.8	4
25	15-25	27	24.0	20	18	20	20	19.5	25	25	25	30	28	32	30	27.9	25.5	5
35	35-40	35	35.8	35	30	38	35	34.5	42	38	38	40	35	30	40	37.6	32.3	6
35	30-38	35	34.7	38	45	40	35	39.5	42	42	42	30-40	45	38	45	41.3	35.7	7
40	40-45	40	40.8	40	45	50	40	45.8	45	45	45	45	40-55	45	50	46.1	38.9	8
32	40	.....	36.0	35	35	40	35	36.3	35	40	40	40	45	40	.....	40.0	35.3	9
60	60	60	60.0	65	50	50	65	57.5	55	65	65	60	50	50	60	57.9	51.8	10
15-30	18-28	12-30	22.2	15-35	12.5-30	15-30	12.5-28	.....	15-30	15-28	15-28	10-30	9-30	5-28	15	19.5	21.1	11
100	.....	75	87.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64.9	12
40	35-45	40	40.0	40	40	40	40	.....	50	38	38	.....	35	.....	45	41.4	39.7	13
45	30-40	40	40.0	38.5	40	45	45	42.1	45	45	45	45	32	40	45	42.4	38.9	14
75	70-75	75	74.2	75-90	80	.....	75	79.2	75	100	100	85	95-100	100	150	95.4	82.4	15
.....	.....	70	76.0	.....	65	80	.....	72.5	.....	70	70	75	70-90	63	.....	71.6	68.5	16
15	17	18	16.7	17	15.4	15	14.3	15.4	16.7	20	20	.....	15	15.4	16	17.2	14.8	17
65	65	65	65.0	.....	.....	.....	70	70.0	.....	55	55	.....	60	75	.....	61.3	66.2	18
75	80	70	75.0	80	75	80	80	78.8	80	70	70	70-80	74	85	75	75.6	72.6	19
.....	.....	45	45.0	.....	35	45	.....	40.0	.....	34	34	.....	38	45	40	38.2	40.9	20
40	.....	.....	40.0	40	35	40	40	38.8	40	.....	.....	40	35	39	40	38.8	37.6	21
8.9	7.4	7.3	7.9	7	8	8	8	7.8	7.5	8.9	8.9	10	8.9	8.9	8.9	8.9	7.7	22
6.3	6.3	6.5	6.4	6.3	6	6.3	6.7	6.3	6.9	6.3	6.3	6.7	6.5	6.3	6.3	6.5	6.7	23
8.5	10	8	8.8	7	6	7.5	9.2	7.4	8.1	9	10	6.5	7	8	9	8.2	7.9	24
12.5	12.5	12.5	12.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	.....	17.0	14.5	25
20	15	.....	17.5	.....	.....	.....	12	12.0	.....	25	.....	.....	.....	.....	.....	25.0	17.0	26
20	17.5	20	19.2	22.5	17.5	18	15	18.3	17.5	20	16	17.5	18	14	17	17.1	18.8	27
25	25	25	25.0	25	.....	22	.....	23.5	20	25	20	22.5	20	23	20	21.5	21.6	28
20	23	25	22.7	25	.....	20	22	22.3	22.5	20	20	20	20	23	20	20.8	20.3	29
25	25	25	25.0	25	20	25	25	23.8	25	25	25	22.5	20	20	25	23.2	22.1	30
12.5	12.5	10	11.7	12.5	10	11	10	10.9	10	12.5	12.5	10	10	10	12.5	11.1	11.5	31
25	30	25	26.7	30	35	35	30	32.5	25	.....	.....	30	32	25	25	27.4	26.6	32
25	25	25	25.0	35	25	30	25	28.8	25	.....	25	25	32	32	.....	27.8	25.2	33
15	13.3	12.5	13.6	14.3	.....	13	12.8	13.4	.....	15	15	12	12	12.5	14.3	13.5	13.3	34
12.5	13.3	11.1	12.3	12.5	12.5	13.5	12.5	12.6	.....	15	.....	11.5	11.1	11.8	12.5	12.4	12.6	35
65-75	55-65	65	65.0	55-65	55-65	65-70	60-65	62.5	60-65	51-60	50-60	65-70	55-60	50	.....	57.9	63.6	36
65-75	65	.....	67.5	65	65	80	60-65	68.1	85	70	50	75	70-75	70-75	.....	70.8	65.9	37
65	50	65	60.0	55	50	60	68	58.3	55	60	46-50	55	55	55	60	55.4	57.2	38
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
2.25	2.40	3.75	2.80	3.75	3.00	3.00	3.25	3.25	4.00	2.50	2.10	2.48	2.95	2.93	2.70	2.81	2.60	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.20	.30	.15	21.6	.15	.15	.15	.10	.138	.15	.....	.22	.15	.30	.30	.20	.22	.146	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.20	.18	.0	19.3	.175	.15	.15	.15	.156	.15	.15	.16	.125	.125	.15	.15	.14.4	14.3	41
19.00	.....	.....	19.00	d	.....	7.50	.....	7.50	6.35	.....	.....	.....	13.00	12.50	.....	10.02	13.29	42
11.25	11.00	11.00	11.08	d	6.50	8.75	6.75	7.33	.....	11.50	11.75	12.50	13.00	.....	17.70	11.29	10.23	34
.....	.....	.....	.....	d	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.80	44
All.00-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.50	.....	.....	.....	.....	.....	.....	
12.00	11.00	12.00	11.50	d	.....	13.00	.....	13.00	12.00	10.00	8.00	65.25	18.00	7.50	.....	8.42	9.60	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.35	.30	.35	33.3	.35	.35	.....	.35	.35	.40	.55	.40	.30	.35	.45	.30	.333	.296	46
35.00	30.00	30.00	33.33	25.00	35.00	30.00	25.00	28.80	20.00	15.00	30.00	16.00	20.00	18.00	15.00	21.07	22.14	47
15.00	40.00	30.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	24.00	30.00	22.00	.....	.....	.....	
20.00	15.00	20.00	17.50	15.00	20.00	20.00	14.00	17.25	18.00	.....	20.00	15.00	24.00	.....	15.00	17.20	15.51	48

cCalculated per bag from price per 100 lbs. fCalculated per cord from price quoted. kIncluding \$1.00 for delivery. dNatural gas. gSlabs and mill wood. hStove lengths. lLignite.

Beans averaged slightly lower and prunes higher. Sugar was one-half cent higher. Tea and coffee were upward. Potatoes showed a considerable advance, the increase being greatest in Nova Scotia, Quebec, Ontario, Sas'atchewan, Alberta and British Columbia.

Anthracite coal averaged two cents higher at \$13.39 per ton. Bituminous averaged ten cents higher at \$10.23 per ton. Wood was higher, especially hard wood, and coal oil advanced slightly.

### Wholesale Prices

**GRAINS AND FODDER.**—Wheat was unchanged at the prices fixed in August until the end of the month when the opening of the export market to the United States was followed by an increase of 50c. per bushel for spring wheat, No. 1 Northern Manitoba being advanced by the Wheat Board by 50c. per bushel to millers, making the price \$2.80 at Port Arthur and Fort William. Ontario winter wheat was unchanged. Western barley advanced from \$1.52 per bushel to \$1.65 at Winnipeg and Ontario barley from \$1.53 to \$1.65 at Toronto. Western oats advanced to 93c at Winnipeg, and Ontario oats advanced to 98c at Toronto. American corn fell to \$1.60 but rose to \$1.79 at Toronto. Flax seed had risen to \$4.99 at Winnipeg, later reaching \$5.18 and then falling to \$4.80. Ontario peas rose to \$2.75 and rye to \$1.71. Hay was slightly higher at Montreal and Toronto and baled straw advanced steeply.

**ANIMALS AND MEATS.**—Western cattle were one-half cent per pound higher at Winnipeg having risen to \$9.50-\$12.00 per hundred pounds. Cattle at Toronto rose slightly in the early part of the month, but eased off later to \$12.00-\$13.00. Dressed beef, hind-quarters, had fallen to 16.20c per pound at the end of November, but rose to 22-28c at the end of December. Fore-quarters rose from 13-15c to 15-18c. Hogs, live, at country points in Ontario rose from \$15.25 to \$17.25 per hundred pounds. Dressed hogs fell 2c per pound early in the month. Bacon fell to 42c.

at the beginning of the month, later to 40c and finally to 38c. Barrelled pork rose from \$51.00 to \$53.00 per barrel. Sheep and dressed lamb were higher. Fowl reached 29c toward the end of the month, and turkeys rose to 54c.

**DAIRY PRODUCTS.**—Finest creamery butter at Montreal rose to 69c at the beginning of the month, but eased off the next week and later fell to 66c. Creamery solids at Toronto advanced from 64c to 66c. Dairy prints were slightly higher. Cheese rose from 27c to 30c per pound at Montreal. Fresh eggs advanced at Montreal from 90c per dozen to \$1.10. Storage eggs were unchanged at 60-61c.

**FISH.**—Dried cod and haddock were 1c higher at 10c and 8c respectively. Halibut rose to 22c. per pound on the Atlantic coast. Mackerel advanced from 8c per pound to 10c. Lake trout rose to 17c-18c per pound at Toronto.

**FRUITS AND VEGETABLES.**—Potatoes rose from \$2.35 to \$2.60 per bag at Toronto. Beans advanced to \$6.00 per bushel. Onions were easier at \$5.00-\$6.00 per bag. Canned corn was easier at \$1.75 per dozen and canned tomatoes at \$1.95-\$2.00.

**MISCELLANEOUS FOODS.**—Sugar rose \$1.05 per hundred, reaching \$12.51 at Toronto. Glucose and honey were slightly higher.

**TEXTILES.**—Raw cotton was slightly easier at 38c. Manufactured cottons averaged higher. Raw silk, Japan, was higher at \$13.60 per pound. Silk thread, machine, rose to \$18.35 per hundred pounds. Jute was slightly easier, but hessian was slightly higher. Flax fibre, tow, and sewing twine were higher.

**HIDES, LEATHER, BOOTS, AND SHOES.**—No. 1 beef hides fell to 25c per pound. Calfskins were lower at 60c per pound. Horse hides were down to \$8.00-\$9.00 each. Sole leather eased off.

**METALS AND IMPLEMENTS.**—Pig iron advanced \$10.00 per ton, reaching \$49.50. Black sheets, galvanized sheets, tin plates, boiler plates, scrap iron, and



# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR DECEMBER 1919, NOVEMBER, 1919, AND DECEMBER, 1918, 1917, 1916, 1915, 1914 & 1913.

(Average price 1890-1899=100.)

	Number of commodities	INDEX NUMBERS								
		*Dec. 1919	*Nov. 1919	*Dec. 1918	Dec. 1917	Dec. 1916	Dec. 1915	Dec. 1914	Dec. 1913	
<b>I.—GRAINS AND FODDERS—</b>										
Grains, Ontario.....	6	354.6	340.1	307.0	388.3	276.0	184.2	189.6	142.7	
Grains, Western.....	4	383.9	369.0	292.8	312.8	241.1	165.0	162.3	116.0	
Fodder.....	5	300.5	282.8	247.6	221.3	191.3	166.9	178.1	169.1	
All.....	15	344.4	328.7	283.4	312.5	238.4	173.3	178.5	141.0	
<b>II.—ANIMALS AND MEATS—</b>										
Cattle and beef.....	6	337.9	322.3	354.8	301.2	229.7	203.6	213.3	219.1	
Hogs and hog products.....	6	333.9	345.4	363.6	338.6	236.1	175.2	154.1	174.4	
Sheep and mutton.....	3	226.6	211.2	250.5	270.9	220.2	172.1	147.3	150.2	
Poultry.....	2	419.2	363.2	387.2	325.8	264.2	206.3	158.1	195.1	
All.....	17	326.4	315.6	343.3	312.0	234.5	188.3	174.2	188.4	
<b>III.—DAIRY PRODUCTS.....</b>										
	9	355.2	340.3	293.0	254.7	245.7	189.6	180.1	185.5	
<b>IV.—FISH—</b>										
Prepared fish.....	6	227.2	211.1	264.9	241.6	180.6	151.8	160.7	151.7	
Fresh fish.....	3	272.6	252.3	274.9	234.0	178.7	162.0	158.7	168.1	
All.....	9	242.4	224.8	268.3	239.1	180.0	155.2	160.0	167.2	
<b>V.—OTHER FOODS—</b>										
<b>(a) Fruits and Vegetables—</b>										
Fresh fruits, native.....	1	229.7	234.4	239.0	254.0	220.6	169.3	103.5	141.1	
Fresh fruits, foreign.....	3	200.2	215.6	180.2	156.3	114.5	100.7	93.7	100.5	
Dried fruits.....	4	270.7	278.2	248.7	256.0	203.6	163.6	115.9	116.9	
Fresh vegetables.....	5	409.5	395.1	297.1	334.0	357.6	211.1	135.1	179.0	
Canned vegetables.....	3	208.3	204.9	244.4	264.6	181.6	108.1	101.2	95.9	
All.....	16	286.6	286.5	249.6	263.2	230.1	156.6	114.2	130.8	
<b>(b) Miscellaneous groceries—</b>										
Breadstuffs.....	10	272.2	272.2	264.4	255.1	194.9	140.2	146.5	122.8	
Tea, coffee, etc.....	4	216.1	216.1	193.9	150.2	133.9	121.9	123.5	110.3	
Sugar, etc.....	6	327.6	317.1	310.5	240.0	181.6	147.5	128.0	107.7	
Condiments.....	5	225.9	227.9	253.4	197.2	155.3	132.3	118.3	96.4	
All.....	25	267.3	265.2	262.0	223.1	174.1	137.4	132.2	111.9	
<b>VI.—TEXTILES—</b>										
Woolens.....	5	395.8	395.8	430.1	369.2	236.7	200.7	151.1	138.6	
Cottons.....	4	370.2	369.2	357.4	279.3	191.0	141.9	119.1	147.9	
Silks.....	3	234.5	220.3	145.9	120.6	120.9	96.1	85.2	96.3	
Jutes.....	2	643.3	639.2	609.5	615.9	381.4	250.9	147.8	243.5	
Flax products.....	4	497.1	462.6	469.0	388.4	243.3	166.9	126.7	115.5	
Oilcloths.....	2	277.8	277.8	238.7	173.7	139.8	118.7	110.1	104.7	
All.....	20	399.7	390.0	379.5	322.9	216.3	163.3	124.6	136.6	
<b>VII.—HIDES, LEATHER, BOOTS &amp; SHOES—</b>										
Hides and tallow.....	4	472.7	562.0	338.7	307.9	416.0	207.4	202.2	139.0	
Leather.....	4	311.5	318.5	265.0	268.1	268.5	174.3	161.8	151.4	
Boots and shoes.....	3	339.7	339.7	224.2	232.9	220.3	162.4	158.3	155.7	
All.....	11	377.8	412.8	280.7	272.9	309.0	183.1	175.6	166.2	
<b>VIII.—METAL AND IMPLEMENTS—</b>										
Iron and steel.....	11	233.9	204.0	273.6	286.1	180.9	120.2	99.9	101.4	
Other metals.....	12	208.1	203.8	244.9	243.1	233.4	207.0	124.8	128.4	
Implements.....	10	245.3	245.0	226.4	197.8	151.5	114.8	108.2	106.9	
All.....	33	224.7	216.3	254.1	243.7	191.1	150.1	111.9	113.3	
<b>IX.—FUEL AND LIGHTING—</b>										
Fuel.....	6	249.2	232.7	258.2	235.3	211.6	129.9	120.3	129.2	
Lighting.....	4	245.3	245.3	236.8	114.2	91.0	94.7	92.4	92.2	
All.....	10	247.6	237.7	249.6	186.9	163.4	115.6	109.1	114.4	
<b>X.—BUILDING MATERIALS—</b>										
Lumber.....	14	406.9	352.6	279.9	236.0	185.3	174.5	179.5	184.2	
Miscellaneous materials.....	20	230.2	226.8	237.0	209.6	181.6	123.9	108.6	112.8	
Paints, oils and glass.....	14	425.3	409.7	341.0	268.9	222.6	169.7	142.9	140.0	
All.....	48	338.7	316.8	279.3	234.6	194.6	152.0	139.3	141.7	
<b>XI.—HOUSE FURNISHINGS—</b>										
Furniture.....	6	447.8	447.8	311.8	205.9	171.5	145.9	146.6	147.2	
Crockery and glassware.....	4	404.9	404.9	367.7	280.0	208.4	170.3	144.8	130.9	
Table cutlery.....	2	163.4	163.4	155.1	150.7	132.2	87.3	78.4	72.4	
Kitchen furnishings.....	4	253.1	253.1	272.3	223.6	155.4	129.3	123.4	124.6	
All.....	16	352.8	352.8	296.3	222.0	171.8	140.5	131.9	128.1	
<b>XII.—DRUGS AND CHEMICALS.....</b>										
	16	214.4	205.3	276.8	279.5	238.5	238.1	184.9	111.5	
<b>XIII.—MISCELLANEOUS—</b>										
Raw furs.....	4	1608.3	1190.0	742.3	465.3	351.0	279.1	96.1	236.6	
Liquors and tobaccos.....	6	316.2	300.1	218.1	203.7	169.1	134.0	138.3	124.6	
Sundries.....	7	210.4	210.4	219.1	199.8	154.8	123.5	111.5	110.7	
All.....	17	576.7	472.6	341.8	263.6	198.8	163.8	117.3	148.8	
All commodities.....	262†	322.7	307.7	288.8	257.1	207.4	161.1	137.6	137.1	

\*Preliminary. †Nine commodities off the market, fruits, vegetables, etc. One line of spelter was dropped in 1915.

steel bar advanced. Brass and copper were lower, but lead, quicksilver, bar silver, spelter and tin advanced. Coil chain and soldering coppers also advanced.

**FUEL AND LIGHT.**—Bituminous coal rose 25c per ton at Montreal. Anthracite coal was also 30c. per ton higher. Connellsville coke advanced at the ovens to \$6.00 for furnace and \$7.00 for foundry. Coal and coke advanced in the Crows' Nest Pass district.

**BUILDING MATERIALS.**—Steep advances occurred in lumber, high grade pine rising to \$105.00 per M. Lath rose to

\$15.00 per M and was reported to be unobtainable. Oak and birch also advanced. British Columbia fir rose \$5.00 per M at Winnipeg. Bricks also rose to \$21.00 per M. Lead pipe advanced 1c. per pound. Sash cord was higher. Copper wire was easier. Linseed oil, turpentine, and varnish advanced.

**HOUSE FURNISHINGS.**—Iron beds advanced.

**DRUGS AND CHEMICALS.**—Bleaching powder, carbolic acid, sulphuric acid and copperas advanced.

**MISCELLANEOUS.**—Malt, hops, and raw furs advanced.

## PRICES IN CANADA DURING 1919

### A Review of the Movement, with Tabular Statements

**PRICES** had risen regularly and steeply from the autumn of 1916 until the end of 1918 when the cessation of hostilities led to a decrease in the prices of certain lines most affected by war conditions. Some of these had eased off in October when it appeared that an armistice was a possibility. From November, 1918, until March, 1919, the general level of prices, as indicated by the wholesale prices index number, was downward, the index number falling from 290.9 in November to 277.4 in March. In some lines, however, which had not risen greatly during the war, the cessation of hostilities and the assurance of peace caused a more pronounced upward movement to set in, and after March this was greatly strengthened; while in those commodities which had fallen somewhat an upward movement later set in also, notably in cotton. Foods rose rapidly during the spring and summer months. The retail prices of foods had fallen slightly in February and March, but rose rapidly during May and each month thereafter during the year, except for a drop in October when many of the new crops were marketed.

**GRAINS AND FODDER.**—The price of wheat, Manitoba Northern No. 1, had been fixed at \$2.24½ per bushel in the summer of 1918 and was unchanged until the end of August, 1919, when the price for the new crop was fixed at \$2.30 per bushel to millers. The Canada Wheat Board controls the buying and selling of all wheat, paying farmers on the basis of \$2.15 at Port Arthur and Fort William, agreeing to divide among farmers at the end of the crop year the amount realized on the average above \$2.15 for each bushel sold. At the end of the year the price to millers was raised to \$2.80 per bushel in sympathy with the high market in the United States, which was then opened for the export of Canadian wheat. Western barley had fallen to 75c. per bushel in January, but reached \$1.68 in December. Ontario barley was down to 73c. in January at Toronto, but reached \$1.65 in December. Oats had fallen to 63c. in January, but rose to 93c. in December. Flaxseed had fallen to \$2.93 in January, but reached \$6.00 in August and was down to \$4.80 at the end of the year. Hay was up to \$22.00 at Montreal in January, rose to \$40.00 in May,



falling to \$20.00 in September, but rose to \$25.00 at the end of the year. The price of bran had been fixed at \$37.25 in January, but was raised to \$45.00 in August. Shorts had been fixed at \$42.25 in January and was raised to \$55.00 in September.

**ANIMALS AND MEATS.**—Cattle at Winnipeg rose from \$21.75 per hundred in January to \$15.00 in May, but fell to \$11.00 in October, rising thereafter to \$12.00. Cattle at Toronto rose from \$15.00 per hundred in January to \$16.00 in April, falling to \$13.50 in October. Beef, dressed, hindquarters, rose from 22-25c. per pound at Toronto in January to 28-30c. in July, but fell to 16-20c. in November. Hogs had fallen to \$15.00 per hundred pounds in January, reached \$23.75 in July and August, but fell to \$15.25 at the end of the year. Bacon was down to 40c. in the first three months of the year, rose to 50c. in August, but fell to 38c. in the last week of the year.

**DAIRY PRODUCTS.**—Butter rose from 52c. per lb. in January to 66c. in April, but fell to 50c. in June, reaching 69c. in December. Eggs at Montreal were up to 80c. in January, but rose to \$1.10 in December, the lowest price being 43c. in March. Milk prices were substantially higher at the end of the year than for the previous winter, having risen at Montreal from 35c. to 40c. per gallon, at Toronto from \$2.30 to \$3.10 per eight gallon can, and at Victoria from 50c. to 55c. per gallon.

**FISH.**—Dry cod fell from 12c. in January to 9c. in September, but reached 10c. in December. Halibut was steady. Haddock was fairly steady throughout the year on the Atlantic coast at 20c. and 22c. Lobsters, canned, rose from 38c. to 40c. per lb. Salt mackerel fell from 15c. per pound to 10c., and salt herring from 5c. to 2½c. Lake trout and whitefish were fairly steady.

**FRUITS AND VEGETABLES.**—Apples reached \$10.00 per barrel in March, but rose from \$6.00 in October to \$7.50 in November. Bananas rose from 6c. per pound to 8c. Evaporated apples reach-

ed 25c. in September as compared with 17c. in January. Currants fell from 26-28c. in January to 22-23c. in December. Prunes rose from 16c. in January to 21c. in November. Potatoes were down to \$1.25 per bag at Toronto in February, but reached \$2.60 in December, the crop in Ontario and the Western Provinces being short. Beans had fallen to \$4.25 in March, but reached \$6.00 in December. Onions and turnips were much higher in the autumn than a year before. Canned corn fell from \$2.35 in March to \$1.75 in December. Canned peas rose from \$1.95 in January to \$2.50 in December. Canned tomatoes fell to \$1.75 in February, but reached \$2.00 at the end of the year.

**MISCELLANEOUS FOODS.**—Bread was fairly steady throughout the year in sympathy with the fixed prices for wheat and flour. Rice advanced from 9c. per pound in January to 13c. per pound in the autumn. Tapioca fell from 14c. per lb. in January to 11½c. in April, but rose to 14½c. in the autumn. Coffee rose from 32c. in January to 39c. in August, and another line rose from 35c. in January to 46c. in the autumn. Sugar advanced from \$10.32 per hundred in January to \$12.51 in December. Maple sugar fell from 35c. in January to 24c. in April, but rose to 30c. in October. Cream of tartar was down from 90c. in January to 70c. in July, but rose to 75c. in the autumn.

**TEXTILES.**—Wool, Ontario, washed, had fallen to 60-70c in February, but rose to 75-80c. in May, falling to 65-75c. in July, remaining steady thereafter. The wool market was greatly disturbed on the cessation of the hostilities and prices were uncertain for some months until the surplus stocks of wool had been cleared out and a good demand during peace had become assured. A line of beaver cloth rose from \$4.40 per yard in January to \$4.55 in August. The cotton market was greatly disturbed on the cessation of hostilities, and raw cotton fell to 26½c. per pound by February, a decrease of nearly 10c., but rose to 39c. by November. The demand for cotton

had become good and the crop was short. Grey cottons averaged 66c. per pound in June as compared with 80c. in January, having been manufactured from cotton purchased some months before when prices had fallen. At the end of the year the average price was 74c. per pound. Coloured cottons and prints fluctuated similarly. Raw silks rose from \$6.22½c. per pound in March to \$13.60 in December. Spool silk rose from 62c. per dozen in January to 85c. in October. Jute had reached \$18.30 per hundred pounds in January, fell to \$12.40 in May and was at \$15.80 at the end of the year. Table oilcloth fell from \$5.52 per piece in January to \$4.98 in June, rising to \$5.70 in November.

**HIDES, LEATHER, BOOTS AND SHOES.**—No. 1 beef hides fell to 16c. per pound in February but reached 30c. by December. Calf skins rose from 50c. per pound to 60c. in May and fluctuated between 50c and 65c. during the last six months of the year. A line of sole leather rose from 82c. in January to 89c. in May, and \$1.00 in September, falling to 98c. in December. Boots had not risen during the war as steeply as other commodities on the average, partly because a relatively great increase had occurred in all leather goods before the war. When the armistice was signed, the market was uncertain and some declines occurred in leathers and even in boots, but steep increases soon followed and advances were made repeatedly during the year until September, after which the market was comparatively steady. A line of box calf rose from \$4.65 per pair in January to \$6.35 in September. Men's split leather boots rose from \$2.22 to \$2.65 in September.

**METALS AND IMPLEMENTS.**—Nearly all metals fell considerably after the armistice, especially copper and iron, but there was a general recovery after midsummer. Pig iron fell from \$49.50 per ton to \$37.50 by June, but reached \$49.50 again in December. Copper fell from 30c. in January to 18c. in May, reaching 27c. in August, falling to 24c. in December. Lead was down to 6½c. per

lb. in May, but reached 9c. in December. Silver had risen to \$1.00 per ounce at the beginning of the year, reached \$1.10 in August and \$1.30 in December. Spelter rose from 8c. per lb. in June to 10¾c. in December. Tin fell from 70c. per lb. in January to 60c. in February and did not change greatly thereafter.

**FUEL AND LIGHTING.**—Bituminous coal from the United States was up to \$8.85 per ton in January at Montreal, but fell to \$8.00 in February. In May Nova Scotia coal came on the market at Montreal at \$6.25 per ton. Anthracite coal was \$10.85 at Montreal in January, fell to \$10.00 in May, rising to \$10.90 in December. Coal oil rose from 8½c. per gallon to 21½c.

**BUILDING MATERIALS.**—Lumber advanced very steeply, especially after June. A line of good pine rose from \$60.00 in January to \$105.00 in December. Pine culls rose from \$47.00 in January to \$55.00 in December. B.C. fir at Winnipeg rose from \$32.25 per thousand to \$46.50. Rough lumber at Victoria rose from \$21.00 per thousand to \$29.00. Bricks advanced from \$18.00 to \$21.00 per thousand. Paints and oils also advanced considerably after June.

**HOUSE FURNISHINGS.**—Furniture advanced repeatedly during the year, from 10 to 15 per cent in January, 10 per cent in April, from 15 to 25 per cent in July and September. Earthenware and cutlery advanced from 5 to 10 per cent in the spring and again in the summer.

**DRUGS AND CHEMICALS.**—Prices in many lines receded after the cessation of hostilities. Alum fell from 6c. in January to 4¾c. in December. Carbolic acid was down from 85c. in January to 35c. in June. Glycerine fell from 56c. to 32c.

**MISCELLANEOUS.**—Raw furs advanced steeply throughout the year. Mink, muskrat and racoon more than doubled in price. Skunk advanced from \$8.50 per skin to \$10.00. Hops rose from 40c. per pound to 90c. Rope advanced from



## INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES, 1914-1919.

(Average Prices 1890-1899=100).

	1914		1915		1916		1917		1918		1919		Oct.	Nov.	Dec.										
	Jan.	July	Jan.	July	Jan.	July	Jan.	July	Jan.	July	Jan.	July													
1. Grains & fodder.	140.9	150.4	191.7	191.2	181.0	179.0	238.1	296.3	319.8	314.2	311.3	295.7	283.4	272.3	263.1	297.8	317.1	325.9	330.0	333.1	318.4	318.6	328.7	344.4	
2. Animals & meats	194.2	195.7	177.9	195.0	196.3	231.7	249.2	293.4	325.0	369.4	354.4	338.8	343.3	343.7	342.5	355.0	377.4	384.8	389.7	388.3	361.5	324.2	315.6	326.4	
3 Dairy products.	179.9	131.3	177.5	141.2	186.7	160.5	242.6	210.3	259.0	251.0	275.9	286.1	293.0	294.4	275.4	264.1	282.9	279.4	276.4	286.4	292.0	297.2	314.7	340.3	355.2
4. Fish. ....	153.9	148.9	160.0	137.9	163.7	155.9	183.8	201.5	236.3	240.9	264.0	256.2	268.3	268.3	266.0	247.0	240.3	224.4	222.8	223.3	240.6	217.3	221.6	224.8	242.4
5. Other foods:— (a) Fruits and vegetables.	125.2	131.2	115.1	103.5	169.6	70.5	234.9	308.2	258.4	280.2	238.0	255.1	249.6	246.1	224.4	225.6	236.1	249.9	264.7	239.7	251.6	233.4	213.3	286.5	286.6
(b) Miscellaneous	112.9	112.5	133.4	138.8	143.2	153.6	177.7	215.9	225.3	246.0	259.9	261.4	262.0	257.7	251.7	252.3	245.2	245.4	247.4	251.2	257.9	261.2	262.8	265.2	267.3
6. Textiles. ....	135.2	132.8	126.1	153.4	174.2	192.7	215.7	268.5	326.9	370.4	374.4	380.4	379.5	383.6	367.4	369.1	371.6	362.7	358.9	364.3	362.0	369.6	378.8	390.0	399.7
7. Hides, leather & boots.	168.1	173.6	178.1	176.3	193.5	240.2	285.9	277.4	261.8	263.5	263.3	293.4	280.7	280.7	264.6	264.6	272.2	330.7	346.2	385.3	425.7	420.4	412.8	412.8	377.8
8. Metals and im- plements:— (a) Metals. ....	114.7	109.2	112.6	176.5	198.4	191.9	210.6	274.4	259.7	263.8	275.3	273.9	258.6	242.8	225.8	205.0	192.6	193.5	191.2	197.6	202.5	202.3	200.5	203.9	215.7
(b) Implements.	106.6	106.6	107.5	113.2	116.6	136.7	161.4	194.5	199.0	223.8	242.3	243.7	226.4	241.4	241.4	241.4	235.6	235.6	238.4	238.4	240.7	243.7	237.9	245.0	245.3
9. Fuel & lighting.	113.6	109.0	108.9	106.2	122.0	125.6	180.9	229.7	188.1	242.4	246.5	248.6	246.8	246.8	239.0	235.7	243.2	227.1	229.3	229.8	235.3	236.6	237.0	237.7	247.6
10. Building materials (a) Lumber. ....	183.5	183.2	178.0	174.1	178.1	182.2	189.6	222.3	238.6	273.0	277.6	279.1	279.9	279.9	281.2	282.1	277.7	277.7	286.0	304.6	308.4	331.2	340.9	352.6	406.9
(b) Miscellaneous	114.0	110.8	108.2	120.3	132.4	153.6	178.4	215.3	209.4	227.7	238.1	237.7	237.0	233.8	231.5	228.4	219.9	218.4	218.7	218.5	221.7	222.9	223.1	226.8	230.2
(c) Paints, oils & glass. ....	140.2	140.6	142.9	162.1	193.9	197.4	227.5	261.7	263.2	312.6	334.5	348.1	341.0	339.5	334.9	332.3	330.7	344.0	362.0	404.9	417.7	425.9	420.8	409.7	425.3
11. House furnishings	128.8	128.8	131.9	138.7	146.7	152.6	179.5	212.8	222.4	250.9	266.0	296.3	296.3	298.1	295.8	295.8	302.3	302.3	301.2	325.0	325.4	350.3	352.8	352.8	352.8
12. Drugs & chemicals	111.1	111.6	135.0	174.2	250.4	249.0	258.5	263.1	289.2	293.1	276.8	276.8	276.8	272.3	263.6	240.4	238.2	235.8	223.5	221.2	222.0	222.9	224.7	205.3	214.4
13. Miscellaneous:— (a) Raw furs. ....	226.5	235.0	121.8	144.0	269.6	292.3	399.5	396.7	511.5	583.1	721.7	725.8	742.3	742.3	799.0	887.4	887.4	854.0	884.0	945.6	1034.2	1118.0	1190.0	1608.3	
(b) Liquors and tobacco. ....	138.8	128.3	137.9	134.7	136.7	136.7	161.3	164.1	202.2	222.9	218.3	218.3	218.1	258.7	253.4	256.2	266.2	264.7	264.7	274.1	286.5	286.8	292.2	300.1	316.2
(c) Sundries. ....	109.3	106.2	113.6	116.3	135.1	142.1	165.8	194.5	200.8	218.9	223.7	227.1	219.1	207.4	213.9	211.8	213.2	211.7	211.7	214.2	211.6	211.7	210.7	210.4	210.4
All commodities. ....	136.5	134.6	138.9	150.2	172.1	180.9	212.7	248.7	253.7	284.0	289.6	290.9	288.8	286.5	279.8	277.4	279.6	284.1	284.1	294.0	301.1	301.5	299.6	307.7	322.7

COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT IN TERMS OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA.

Commodity.	Quantity	1914			1915			1916			1917			1918			1919			Oct.	Nov.	Dec.
		Jan.	July	Jan.	Jan.	July	Jan.	Jan.	July	Jan.	Jan.	July	Jan.	Jan.	July	Jan.	Jan.	July	Jan.	July	Aug.	Sept.
Beef, sirloin steak.	2 lbs.	46.4	49.4	47.2	43.2	47.2	47.2	52.6	63.8	63.8	52.8	63.8	63.8	70.2	70.2	72.4	73.6	79.8	79.8	78.4	75.4	72.2
Beef, shoulder roast.	2 "	32.6	35.6	32.8	35.2	32.8	35.2	33.2	35.2	35.2	33.2	35.2	35.2	38.2	38.2	40.2	41.2	45.2	45.2	43.2	40.2	37.2
Veal.	1 "	20.6	21.6	20.4	21.2	21.6	21.6	21.6	23.6	23.6	21.6	23.6	23.6	25.6	25.6	27.6	28.6	31.6	31.6	29.6	26.6	23.6
Lamb.	1 "	20.6	21.6	20.4	21.2	21.6	21.6	21.6	23.6	23.6	21.6	23.6	23.6	25.6	25.6	27.6	28.6	31.6	31.6	29.6	26.6	23.6
Pork, fresh.	1 "	26.2	27.2	25.8	26.8	27.2	26.8	28.2	31.2	31.2	28.2	31.2	31.2	33.2	33.2	35.2	36.2	39.2	39.2	37.2	34.2	31.2
Pork, salt.	1 "	26.2	27.2	25.8	26.8	27.2	26.8	28.2	31.2	31.2	28.2	31.2	31.2	33.2	33.2	35.2	36.2	39.2	39.2	37.2	34.2	31.2
Bacon.	1 "	26.2	27.2	25.8	26.8	27.2	26.8	28.2	31.2	31.2	28.2	31.2	31.2	33.2	33.2	35.2	36.2	39.2	39.2	37.2	34.2	31.2
Butter.	1 lb.	37.9	38.9	36.9	37.9	38.9	36.9	38.9	41.9	41.9	38.9	41.9	41.9	43.9	43.9	45.9	46.9	49.9	49.9	47.9	44.9	41.9
Eggs, fresh.	1 doz.	35.4	36.4	34.4	35.4	36.4	34.4	36.4	39.4	39.4	36.4	39.4	39.4	41.4	41.4	43.4	44.4	47.4	47.4	45.4	42.4	39.4
Eggs, storage.	1 doz.	35.4	36.4	34.4	35.4	36.4	34.4	36.4	39.4	39.4	36.4	39.4	39.4	41.4	41.4	43.4	44.4	47.4	47.4	45.4	42.4	39.4
Milk.	6 qt.	55.2	56.2	54.2	55.2	56.2	54.2	56.2	59.2	59.2	56.2	59.2	59.2	61.2	61.2	63.2	64.2	67.2	67.2	65.2	62.2	59.2
Butter, dairy.	2 lb.	35.9	36.9	34.9	35.9	36.9	34.9	36.9	39.9	39.9	36.9	39.9	39.9	41.9	41.9	43.9	44.9	47.9	47.9	45.9	42.9	39.9
Butter, creamery.	1 "	35.9	36.9	34.9	35.9	36.9	34.9	36.9	39.9	39.9	36.9	39.9	39.9	41.9	41.9	43.9	44.9	47.9	47.9	45.9	42.9	39.9
Cheese, old.	1 "	19.6	19.6	19.6	19.6	19.6	19.6	19.6	20.6	20.6	19.6	20.6	20.6	21.6	21.6	22.6	23.6	26.6	26.6	24.6	21.6	18.6
Cheese, new.	15 "	64.2	63.0	67.5	73.5	66.0	70.5	63.0	67.5	73.5	66.0	70.5	70.5	73.5	73.5	76.5	77.5	80.5	80.5	78.5	75.5	72.5
Bread.	10 "	32.0	33.0	30.0	41.0	37.0	42.0	33.0	38.0	38.0	33.0	38.0	38.0	40.0	40.0	42.0	43.0	46.0	46.0	44.0	41.0	38.0
Flour.	5 "	11.8	11.8	11.8	11.8	11.8	11.8	11.8	12.8	12.8	11.8	12.8	12.8	13.8	13.8	14.8	15.8	18.8	18.8	16.8	13.8	10.8
Rolled oats.	2 "	12.0	11.6	12.2	12.0	12.0	12.0	13.4	13.6	13.6	12.0	13.6	13.6	14.8	14.8	15.8	16.8	19.8	19.8	17.8	14.8	11.8
Rice, medium.	2 "	12.0	11.6	12.2	12.0	12.0	12.0	13.4	13.6	13.6	12.0	13.6	13.6	14.8	14.8	15.8	16.8	19.8	19.8	17.8	14.8	11.8
Beans.	2 "	11.8	11.8	13.2	11.9	12.1	11.9	13.4	13.6	13.6	11.9	13.6	13.6	14.8	14.8	15.8	16.8	19.8	19.8	17.8	14.8	11.8
Apples, evaporated.	1 "	12.2	12.2	12.0	13.0	12.7	13.1	13.6	15.5	17.3	13.6	15.5	17.3	18.0	18.8	19.2	19.4	22.4	22.4	20.4	17.4	14.4
Prunes.	1 "	12.2	12.2	12.0	13.0	12.7	13.1	13.6	15.5	17.3	13.6	15.5	17.3	18.0	18.8	19.2	19.4	22.4	22.4	20.4	17.4	14.4
Sugar, granulated.	4 "	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2
Sugar, yellow.	2 "	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2
Sugar, black.	2 "	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.2
Tea, green.	2 "	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3
Tea, black.	2 "	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3
Coffee.	2 "	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3
Potatoes.	2 bag	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5
Vinegar.	1 qt.	7.25	7.417	7.567	7.740	8.282	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457
All foods.		7.25	7.417	7.567	7.740	8.282	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457	8.457
Starch.	1 lb.	54.1	53.2	54.1	52.1	53.2	54.1	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7
Coal, anthracite.	1 ton	37.1	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0
Coal, bituminous.	1 ton	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
Wood, hard.	1 cord	32.1	31.8	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3	31.3
Wood, soft.	1 cord	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9	23.9
Coal oil.	1 gal.	14.489	14.168	14.265	14.358	14.451	14.544	14.637	14.730	14.823	14.916	15.009	15.102	15.195	15.288	15.381	15.474	15.567	15.660	15.753	15.846	15.939
Fuel & lighting.		\$1,901	\$1,890	\$1,885	\$1,880	\$1,875	\$1,870	\$1,865	\$1,860	\$1,855	\$1,850	\$1,845	\$1,840	\$1,835	\$1,830	\$1,825	\$1,820	\$1,815	\$1,810	\$1,805	\$1,800	\$1,795
Rent.	1/4 mo.	\$4,830	\$4,830	\$4,370	\$4,090	\$3,975	\$4,040	\$4,050	\$4,370	\$4,500	\$4,810	\$4,850	\$4,850	\$4,850	\$4,850	\$4,850	\$4,850	\$4,850	\$4,850	\$4,850	\$4,850	\$4,850
Total.		14,489	14,168	14,265	14,358	14,451	14,544	14,637	14,730	14,823	14,916	15,009	15,102	15,195	15,288	15,381	15,474	15,567	15,660	15,753	15,846	15,939



COST PER WEEK OF A STAPLE BUDGET OF FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS OF THE AVERAGE PRICES IN THE CITIES IN EACH PROVINCE.

STAPLE FOODS.

[illegible]

FUEL AND LIGHTING.

1,548	1,662	1,561	1,556	1,578	1,603	1,995	2,104	2,334	2,450	2,682	2,585	2,599	2,041	2,795	2,723	2,779	2,753	2,722	2,715	2,699	2,711	2,704	2,748
1,502	1,501	1,486	1,481	1,739	1,739	1,815	2,408	2,428	2,871	2,948	2,958	2,996	3,085	3,023	3,028	2,989	2,988	2,925	2,987	2,957	2,919	3,046	3,079
1,819	1,771	1,786	1,738	1,869	1,764	2,074	3,321	2,500	2,678	3,126	3,126	3,171	3,193	3,441	3,146	3,131	3,042	3,045	3,045	2,962	2,932	2,951	3,129
1,886	1,767	1,780	1,763	1,764	1,766	2,152	2,559	2,887	2,946	3,080	3,129	3,222	3,162	2,989	3,021	2,878	2,856	2,888	2,994	2,954	2,883	3,086	3,036
1,791	1,796	1,791	1,771	1,783	1,781	2,116	2,523	2,897	2,958	3,087	3,132	3,227	3,188	3,440	3,112	3,135	3,084	3,022	3,086	3,144	3,190	3,250	3,314
2,362	2,869	2,881	2,326	2,303	2,312	2,523	2,687	2,874	2,885	3,296	3,342	3,338	3,327	3,278	3,278	3,279	3,279	3,324	3,294	3,340	3,356	3,391	3,396
2,622	2,625	2,582	2,373	2,397	2,400	2,673	2,820	2,820	2,998	3,342	3,351	3,363	3,364	3,254	3,316	3,316	3,316	3,326	3,452	3,469	3,484	3,548	3,652
1,623	1,749	1,791	1,709	1,722	1,691	1,825	1,772	1,996	1,996	1,612	1,352	1,982	1,513	1,948	1,385	1,926	1,075	2,359	2,420	2,369	2,420	2,369	2,420
2,315	2,417	2,354	2,415	2,210	2,189	2,175	2,409	1,753	2,612	2,760	2,613	2,722	2,697	2,738	3,054	2,805	2,821	2,807	2,691	2,856	2,697	2,856	2,903
Nova Scotia.....																							
Prince Ed. Island.....																							
New Brunswick.....																							
Quebec.....																							
Ontario.....																							
Manitoba.....																							
Northwest.....																							
Saskatchewan.....																							
Alberta.....																							
British Columbia.....																							

## RENT.

[illegible]

28c. per lb. to 35c., but fell to 31c. Rubber, raw, fell from 54c. per pound to 47c.

In other countries prices as in Canada receded somewhat in many lines in the early part of the year, but later recovered as the industrial demand increased and the stocks of raw materials became scarce. Building materials were particu-

larly scarce and in demand owing to the practical cessation of new building of dwellings during the war. Food prices were high owing to the general scarcity, but there were the usual fluctuations according to seasonal and other market conditions. Tables of index numbers of prices in other countries appear on pages 93 and 94 of this issue.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

THE accompanying tables and the following notes give the latest available statistics as to the movements of prices in other countries as compared with Canada.

### United Kingdom

Retail food prices at December 1 were reported by the Ministry of Labour, in the British *Labour Gazette*, to be higher than a month before, the average level being 134 per cent higher than for July, 1914, whereas at the beginning of November the average level was 133 per cent higher than in July, 1914. The chief increases were in sugar and in milk, but there was a decrease in imported mutton. In retail prices of coal, however, there was an important decrease. The average increase in prices of all items (including food, rent, clothing, fuel and light) was, therefore, estimated to be 125 per cent since July, 1914. Allowing for changes in consumption, the average increase in family expenditure for food since July, 1914, was estimated to be 116 per cent. Prices of clothing for workingmen's families were estimated to be on the average three times as high as before the war. Coal prices were only 65-70 per cent higher than before the war after the reduction effected on December 1. Prices of gas had not then been reduced in accordance with the change in price of coal. Lamp oil prices had more than doubled, prices of candles had trebled, while matches had risen still more. The average increase in all fuel and light items

was, therefore, estimated at about 85 per cent.

### United States

The index numbers of wholesale prices showed advances, except in some lines of food. Dairy products showed the greatest increase in the foods group and metals rose the most among materials.

### France

The index number of retail food prices calculated by the Statistical Office indicated a level 180 per cent higher than in July, 1914, a fall of .9 per cent appearing for November.

### Belgium

The index number for Antwerp reported in the *Revue du Travail* showed an increase of 3.4 per cent in October as compared with the preceding month and an increase of 268 per cent as compared with April, 1914, foods being up 306 per cent, clothing, footwear, light, heat, etc., 249 per cent.

### Italy

Prices of food at Rome were reported to be 141 per cent higher in October than in 1914, and at Milan to be 248 per cent higher in November than in 1914.

### Iceland

The Statistical Department for Iceland reported the general level of prices of necessities in July to be 233 per cent higher than in 1914, but to have fallen 3 per cent between April and July.



## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom			United States				France	Australia	Italy	Japan	Sweden	
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bureau of Census and Statistics	Bacchi Index No.	Bank of Japan	Official
No. of commodities	272*	47	44	45	346	25‡	96	200	22‡	45	92			
	1890—1899 = 100	1900 = 100	1901—1905 = 100	1867—1877 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100	1911 = 1000			
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$ 6.4346	\$ 90.876	43.4	.....	1,053	.....	.....	.....
1895.....	95.6	90.7	87.6	62	69.2	94.604	6.4346	81.251	42.0	.....	760	.....	.....	.....
1900.....	108.2	100.0	110.5	75	81.7	99.388	7.8839	93.355	44.2	.....	894	.....	.....	.....
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3	910	.....	.....	.....
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	948	.....	.....	.....
1907.....	126.2	106.0	118.0	80	95.8	117.940	8.9045	110.462	50.9	109.0	1,021	.....	.....	.....
1908.....	120.8	103.0	109.0	73	90.8	125.756	8.0064	110.728	54.2	100.9	1,115	.....	.....	.....
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	993	.....	.....	.....
1910.....	124.2	108.8	113.3	78	67.3	137.172	8.9881	121.301	59.3	108.1	1,003	.....	.....	.....
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	1,000	.....	.....	.....
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	1,172	.....	.....	.....
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.676	58.1	115.6	1,088	126.0	132.2	100
1914.....	136.1	117.2	120.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	1,149	119.8	126.3	116
1915.....	148.0	143.9	150.6	108	100.0	148.050	9.8530	124.563	64.0	161.6	1,604	167.2	127.8	145
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	217.6	1,504	251.6	154.9	185
1917.....	237.0	243.0	250.0	175	175.0	261.796	15.6385	204.121	110.8	302.4	1,662	385.9	196.4	244
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	1,934	515.5	259.0	339
1914														
January.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	\$ 1,085	.....	.....	.....
April.....	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	\$ 1,113	.....	.....	.....
July.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	\$ 1,185	.....	.....	.....
October.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	\$ 1,225	.....	.....	.....
1915														
January.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	\$ 1,387	132.7	.....	.....
April.....	146.4	.....	151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	\$ 1,660	152.3	.....	.....
July.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	\$ 1,822	164.4	.....	.....
October.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	\$ 1,544	186.4	.....	.....
1916														
January.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	\$ 1,502	232.3	.....	.....
April.....	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.690	71.3	.....	\$ 1,493	252.7	.....	.....
July.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	\$ 1,505	242.8	.....	.....
October.....	188.2	.....	208.7	141.5	134.0	190.13	12.0399	152.355	82.2	223.0	\$ 1,514	260.2	.....	.....
1917														
January.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	\$ 1,525	290.0	.....	.....
April.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	286.7	\$ 1,587	333.7	.....	.....
July.....	248.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	\$ 1,715	383.3	.....	.....
October.....	244.7	.....	259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	\$ 1,804	441.8	.....	.....
1918														
January.....	258.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	\$ 1,887	457.6	.....	.....
February.....	263.5	.....	264.4	187.3	187.0	286.844	18.0776	227.020	121.9	369.2	.....	478.6	.....	.....
March.....	269.2	.....	266.6	188.0	187.0	286.430	18.0732	227.977	126.1	378.1	.....	496.8	.....	.....
April.....	269.4	.....	270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	\$ 1,940	505.6	.....	.....
May.....	275.8	.....	273.4	191.1	191.0	288.030	18.9133	226.665	125.7	387.8	.....	515.4	.....	.....
June.....	280.6	.....	277.5	192.3	193.0	281.758	19.0091	224.843	122.7	380.0	.....	523.5	.....	.....
July.....	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	\$ 1,954	540.6	.....	.....
August.....	284.3	.....	284.9	195.9	203.0	297.376	19.1162	232.058	122.2	405.0	.....	544.1	.....	.....
September.....	285.3	.....	283.5	197.1	207.0	294.276	19.0485	232.882	123.2	410.5	.....	545.8	.....	.....
October.....	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	\$ 1,965	557.5	285.5	370
November.....	290.9	286.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7	.....	551.7	283.4	367
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	.....	468.9	282.6	372
1919														
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	\$ 1,920	412.7	283.2	369
February.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	.....	406.4	281.6	358
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.1	.....	410.9	272.7	354
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.973	129.8	384.0	.....	415.7	273.2	339
May.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.198	128.0	375.8	.....	424.4	283.7	.....
June.....	284.1	277.7	281.3	199.4	207.0	301.485	18.0900	227.973	122.9	381.5	.....	448.1	301.6	.....
July.....	294.0	281.4	293.2	206.4	219.0	313.647	18.8964	233.707	127.9	403.0	.....	450.4	326.8	.....
August.....	301.1	299.7	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	.....	460.2	332.2	.....
September.....	301.5	308.8	299.4	214.8	221.0	280.279	19.4720	238.342	116.9	416.2	.....	.....	.....	.....
October.....	299.6	319.3	308.9	224.3	223.0	277.028	19.5215	235.867	111.2	.....	.....	.....	.....	.....
November.....	307.7	.....	317.5	231.0	.....	282.486	19.9026	238.573	114.6	.....	.....	.....	.....	.....
December.....	322.7	.....	334.7	235.4	.....	280.876	20.1756	244.639	119.4	.....	.....	.....	.....	.....

\*230 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1919.

†Continuing Sauerbeck's index number.

‡Foods only.

\$Quarter beginning in month specified.

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES

Date	Canada 29 Foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New Zealand 59 foods 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 17 foods 45 cities
1900.....	\$ 5.48	88.5a	.....	906b	.....	.....	.....	.....	.....	.....	.....	.....	.....
1905.....	5.95	91.0a	.....	990b	.....	.....	.....	.....	.....	.....	.....	.....	.....
1910.....	6.95	96.8a	.....	991b	.....	.....	98.4c	1000	.....	.....	.....	.....	93
1911.....	7.14	96.8a	.....	983b	.....	.....	101.7c	.....	.....	.....	.....	.....	92
1912.....	7.33	101.3a	1,140	1,017b	.....	.....	101.3c	1020	.....	.....	.....	.....	98
1913.....	7.33	101.6a	1,106	1,037b	.....	.....	102.0c	.....	.....	100.0	.....	.....	100
1914.....	7.73	103.4a	1,155	1,098b	.....	.....	.....	.....	.....	103.0	.....	.....	102
1915.....	7.86	131.5a	1,428	1,201b	.....	.....	.....	.....	.....	117.2	.....	.....	101
1916.....	8.79	106.0	1,506	1,268b	.....	.....	.....	.....	.....	120.9	.....	.....	114
1917.....	11.42	199.0	1,481	1,360b	.....	.....	.....	.....	.....	150.4	.....	.....	146
1918.....	13.02	214.7	1,490a	.....	.....	.....	.....	.....	.....	180.6	.....	.....	168
1914													
January.....	7.73	.....	1,099	.....	.....	.....	107.1d	.....	.....	.....	.....	.....	104
April.....	7.50	.....	1,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	97
July.....	7.42	100	1,164	1,070	.....	.....	.....	1004a	92	.....	100	100	102
October.....	7.99	112	1,156	1,096	.....	.....	106.9c	.....	.....	.....	.....	.....	105
1915													
January.....	7.97	118	1,240	1,190	.....	.....	.....	1105e	98	.....	.....	.....	103
April.....	7.79	124	1,318	1,212	.....	.....	107.7d	.....	.....	.....	.....	.....	99
July.....	7.80	132.5	1,522	1,200	116.3	.....	.....	1235e	102	.....	.....	.....	100
October.....	7.82	140	1,551	1,202	20.0	120.3	113.8c	.....	.....	.....	.....	.....	103
1916													
January.....	8.28	145	1,504	1,236	.....	126.0*	.....	1136a	118	.....	143	.....	107
April.....	8.34	149	1,520	1,258	.....	129.4*	117.6d	1379a	.....	.....	155	.....	109
July.....	8.46	161	1,516	1,276	135.9	139.5*	.....	1420a	126	.....	176	.....	111
October.....	9.30	168	1,454	1,289	.....	143.8*	120.3c	1466a	.....	.....	182	.....	121
1917													
January.....	10.27	187	1,453	1,359	.....	147.9*	.....	1547e	142	.....	.....	160	128
April.....	10.77	194	1,473	1,357	.....	157.9*	123.6d	1717e	160	.....	212	175	145
July.....	11.62	204	1,470	1,357	154.7	178.8*	.....	1845e	183	.....	261	177	146
October.....	11.81	202	1,506	1,392	.....	192.0*	136.1c	2008a	198	.....	273	192	157
1918													
January.....	12.42	206	1,505	1,427	.....	197.4*	.....	.....	211	179.6	.....	221	160
February.....	12.54	208	1,510	1,430	166.1	.....	.....	.....	215	191.2	.....	227	161
March.....	12.66	207	1,519	1,434	.....	203.7	145.4d	2120	225	174.9	.....	235	154
April.....	12.57	206	1,528	1,464	.....	.....	.....	.....	233	176.1	239	247	154
May.....	12.66	207	1,539	1,484	.....	.....	.....	.....	256	175.9	.....	258	158
June.....	12.79	208	1,541	1,485	.....	229.7	.....	2331	258	175.7	.....	261	162
July.....	13.00	210	1,491	1,491	131.8	.....	.....	.....	270	175.6	.....	265	167
August.....	13.41	218	1,491	1,507	.....	.....	.....	.....	272	171.3	.....	284	171
September.....	13.31	216	1,489	1,509	.....	251.0	161.8c	2446e	278	197.8	270	310	178
October.....	13.54	229	1,521	1,515	.....	.....	.....	.....	280	201.6	.....	320	181
November.....	13.65	233	1,547	1,535	.....	.....	.....	.....	278	203.1	.....	330	183
December.....	13.65	229	1,565	1,603	.....	252.0	.....	2608e	289	203.1	275	330	187
1919													
January.....	13.78	230	.....	1,553	189.9	.....	.....	.....	290	194.9	279	369	185
February.....	13.41	230	1,645	1,522	.....	.....	.....	.....	291	212.4	278	334	172
March.....	13.05	220	1,661	1,505	.....	257.4	167.7d	2780e	291	205.1	278	331	175
April.....	13.35	213	1,686	1,516	.....	.....	.....	.....	.....	195.8	276	336	182
May.....	13.53	207	1,696	1,524	.....	.....	.....	.....	.....	185.9	271	328	185
June.....	13.72	204	1,706	1,528	.....	261.4	.....	2930e	.....	204.3	269	319	184
July.....	13.77	209	1,714	1,539	211.1	.....	.....	.....	.....	210.4	269	310	190
August.....	14.45	217	1,723	1,582	.....	.....	.....	.....	.....	206.7	264	.....	192
September.....	14.31	216	1,718	.....	.....	.....	.....	2880e	.....	203.2	298	309	188
October.....	14.21	222	.....	.....	.....	.....	.....	.....	.....	203.7	.....	307	188
November.....	14.23	233	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
December.....	14.70	234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a. Calculated from annual index number prior to war and price level Aug.—Dec. 1914. b. Four chief centers only. c. 6 months ending September. d. 6 months ending March. e. Quarter beginning in specified month. \* Previous month.



## INDEX NUMBERS OF CHANGES IN WAGES AND COST OF LIVING IN THE UNITED STATES

*Reprinted from the Monthly Labour Review, November, 1919, United States Bureau of Labour Statistics.*

TWO tables are here given showing, by index numbers (percentages), the changes in recent years in earnings per hour in the following 11 industries [in the United States]. The number of wage earners reported by the Census Office as employed in each of these industries in 1914 is as follows:

Iron and steel.....	278,072
Cotton goods.....	393,404
Hosiery and underwear.....	150,520
Silk goods.....	108,170
Woollens and worsted goods.....	163,976
Clothing, men's.....	225,719
Boots and shoes.....	206,088
Lumber )	
Millwork )	618,163 (a)
Furniture.....	133,498
Cigars.....	178,872 (b)

(a) Includes all lumber manufactures.

(b) Includes all tobacco manufactures.

For the first-named industry figures are given for each of the 10 departments, as well as for the industry as a whole.

The pre-war year 1913 is taken as the basis of the comparison, or 100.

The increase in hourly earnings was greater in the iron and steel industry than in any other of the 11 here reported. Referring to the first table, it is seen that in all departments collectively the

hourly wage in 1919 was 221 per cent of the hourly wage in 1913. In other words, the wage per hour was  $2\frac{1}{5}$  times as great in 1919 as in 1913. The extent of the increase varies in the several departments. In blast furnaces, for example, the earnings per hour in 1919 were practically  $2\frac{1}{2}$  times as much as in 1913.

The tables show that the earnings per hour increased least in the millwork industry, where between 1913 and 1919 the increase was 51 per cent.

The figures here presented for the years prior to 1919 are based on reports that have been published by the bureau. The figures for 1919 are based on a very comprehensive industrial survey that has been made within the last year. This survey covered representative establishments in 28 industries, including those named above, for which 1919 figures are given. The tabulation of the material collected in this survey is yet in progress for other industries.

It will be observed that figures are not available for several of the years in the period covered, as the bureau has not been able to cover even the most important industries each year.

RELATIVE EARNINGS PER HOUR IN SPECIFIED INDUSTRIES, 1910 TO 1919.  
(1913=100.)

Year.	Cotton goods manufactures	Hosiery and underwear	Silk goods	Woollens and Worsted goods	Clothing, men's	Boots and shoes	Lumber (saw-mills only)	Millwork (sash, doors, etc.)	Furniture	Cigars
1910.....	88	82	82	90	(1)	92	97	90	99	(1)
1911.....	90	84	86	91	87	94	95	93	98	91
1912.....	99	89	92	102	88	93	96	97	97	96
1913.....	100	100	100	100	100	100	100	100	100	100
1914.....	103	103	100	103	(1)	101	(1)	(1)	(1)	(1)
1915.....	(1)	(1)	(1)	(1)	(1)	(1)	91	99	103	(1)
1916.....	120	(1)	(1)	127	(1)	107	(1)	(1)	(1)	(1)
1917.....	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
1918.....	179	(1)	(1)	193	(1)	147	(1)	(1)	(1)	(1)
1919.....	(1)	184	191	(1)	171	(1)	194	151	154	152

(1) Not reported.

The index number for 1914 for all departments in iron and steel is higher than that for any one department because of a variation in the proportion of employees in departments having different wage averages.

RELATIVE EARNINGS PER HOUR IN THE IRON AND STEEL INDUSTRY, 1913 TO 1919.

(1913=100.)

Year.	Blast furnaces	Bes- semer convert- ers	Open hearth furnaces	Puddling mills	Bloom- ing mills	Plate mills	Stan- dard rail mills	Bar mills	Sheet mills	Tin- plate mills	All depart- ments
1913.....	100	100	100	(1)	100	100	100	100	100	100	(3) 100
1914.....	101	90	100	(2) 100	102	101	99	96	101	102	(3) 103
1915.....	101	94	104	(2) 96	104	107	97	98	92	102	(3) 101
1916.....	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
1917.....	152	139	142	(1)	128	151	(1)	(1)	183	(1)	(4)
1918.....	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
1919.....	249	209	235	(2) 267	214	233	221	231	198	220	(3) 221

(1) Not reported.

(2) Based on 1914, data for 1913 not being reported.

(3) Based on 9 departments in 1913 and 10 departments in other years.

(4) Not computed as 4 departments were not reported.

A carefully prepared estimate of the change in cost of living in the United States from July, 1914, to June, 1919, appeared in the October *Monthly Labour Review*. An estimate has since been made extending the comparison back to the year 1913.

July, 1914, retail prices of food were 2 per cent higher than the average for the year 1913.

Wholesale prices of commodities, as a whole, in July, 1914, were at the same level as in the year 1913. In the same period the wholesale price of cloths and clothing decreased 1 per cent, fuel and lighting 6 per cent, and house-furnishing goods 1 per cent. It is safe to assume, therefore, that there was no increase in the retail price of articles of family consumption other than food, and that the increase on cost of living, as a whole, was about 1 per cent.

Taking the increase in the cost of living between the year 1913 and the month

of July, 1914, as 1 per cent, and applying this figure to the series of index numbers in the October *Review*, the following index numbers result:

	Index number.
Average for 1913.....	100
July, 1914.....	101
December, 1914.....	103
June, 1915.....	103
December, 1915.....	104
June, 1916.....	110
December, 1916.....	118
June, 1917.....	129
December, 1917.....	142
June, 1918.....	158
December, 1918.....	174
June, 1919.....	177
Spring, 1919.....	175

The industrial survey figures speak mainly for the early part of 1919. The index numbers for change in cost of living for neither December, 1918, nor June, 1919, quite apply to the index number for wages in 1919. Probably a fairer figure would be a mean between the December and June index numbers, namely, 175, and this index number, 175, has been added to the cost of living index table as the figure most nearly comparable with the wage index for 1919 in the preceding tables.



## THE BOARD OF COMMERCE OF CANADA

### Statements Issued as to Policy of the Board.

**D**URING December, as in previous months, inquiries were made at various points throughout the Dominion by members of the Board of Commerce of Canada, by its local representatives, and by Fair Prices Committees under its authorization. The prices of milk for the winter were determined for many localities, notably for Toronto, where the market governs the price paid to farmers throughout a large area in Ontario, which area includes several other cities. The price of \$3.10 per 8-gallon can freight paid, determined in October, was not changed. At Winnipeg the Board issued an order that milk should be sold retail at 15 cents per quart and 8 cents per pint, and that any sale at a price in excess of these rates would be considered as a sale at an unfair price, and therefore an offence under the Fair Prices and Combines Act. An inquiry into an alleged combine of bakers and millers at Montreal, it was also announced, would be made in January.

During the month the Board issued several statements to the press with respect to its policy. The first of these, issued at Winnipeg on December 9, is a review of the work of the Board since August last. Two other statements, which were both issued at Toronto on December 27, have reference respectively to Combines and Tariffs. These statements are reproduced below:

#### Review of Board's activities

The Board of Commerce of Canada, having now completed its first quarter year of existence as a fully organized independent commission, with supervision and control over the profits of dealers in necessities of life, and over combines, including trusts and mergers, affecting articles of commerce, considers that it is now sufficiently informed to enable the formulation and statement of its policy in the

administration of the Combines and Fair Prices Act which administration has by statutory enactment been committed to it.

It was necessary that the Board should first acquaint itself with its task and with the scope of it, before reaching or stating conclusions as to its policy. Few can appreciate either the magnitude of that task or the efforts which the Board has already made in preparation for its execution.

Broadly stated, the jurisdiction of the Board as to profits is over food, fuel and clothing.

Of the many public hearings had by the Board in the various provinces the public has become aware, but of the far greater number of investigations conducted by interrogatory and questionnaire nothing has yet been heard or said.

#### INVESTIGATION MACHINERY.

There has been established at Ottawa under the direction of the Board certain investigation machinery by means of which the Board keeps itself continuously acquainted with the manufacturing and production costs of the commodities over which the Board exercises jurisdiction. By this means the Board may at any time inform itself without delay whether in any particular case there has or has not been excessive charging. This investigation machinery which is being constantly augmented will, when completed, it is fully expected, constitute an encyclopedia of all costs of necessities of all classes whatever, including even costs of transportation. The orders and declarations of the Board are made in the light of the information thus gleaned, so that it is dangerous, if not futile, for sellers of necessities to assert, as they sometimes do, that the Board acts without full knowledge of the various items of cost of the commodities in which they deal whether these be overhead charges or other costs of doing business or otherwise. The Board has at its disposal always a great fund of data of which its critics cannot know.

Supplementing the Board's inquiries there have been a few—a very few—reports or charges made by private individuals. All reports or charges made have been carefully followed up. In some cases the allegations made have not been established. In other cases the matters have been referred for criminal proceedings. In other cases restitution has been required and made to obviate further action on the part of the Board, which continues ready to receive particulars of cases of alleged profiteering, to investigate them, to pronounce upon the guilt or innocence of those charged and to cause punishment where the facts justify it.

The Board is not itself authorized to impose penalties, but the adjudication of the Board to the effect that in a particular case there was profiteering, forms the basis of a criminal prosecution; and the Board's declaration to that effect is conclusive proof of the offense when the offender comes to be tried in the criminal courts. The charge in the criminal courts against the offender may be laid either by the attorney general of the province or by any private individual with the consent of the Board. In any case, where the Board has adjudicated that there has been profiteering, the Board will give its certificate so as to enable any private individual to commence a prosecution. In extreme cases the Board will endeavour to see the proceedings carried to the stage of committal for trial, whereupon the matter will take the shape of an ordinary prosecution and will be taken in charge in the ordinary way by the crown officers of the province as is done in all other criminal matters. It is inconceivable that the attorneys general will treat these offenses as in any way different from other but ordinary breaches of the criminal law.

#### NOTIFY SECRETARY OF BOARD.

The preceding brief statement of the procedure to be followed in cases of alleged profiteering is made so that the public may know exactly what measures to adopt in case any consumer feels that he has been imposed upon. All that need be done is to communicate the facts to the secretary of the Board at Ottawa, whereupon arrangements will be made for hearing. It is, of course, utterly impossible for a

Board of three commissioners to be personally present at every point in the Dominion to hear all charges of this nature that may be advanced. Every matter must, however, ultimately reach the Board for its decision. The Board, therefore, must sooner or later consider each case. The evidence will, in most cases, be obtained through a local officer appointed for the purpose. The officer will have no authority except to take the evidence under oath. He will then transmit it to the Board, which will adjudicate, whereupon, if the offence is considered proved, a criminal prosecution will be commenced.

In order to remove any misapprehension in the public mind, the Board would point out that it has no machinery of a police character to detect offences, nor can it set up prosecuting agencies all over the Dominion. Even if that were otherwise practicable the fact is that the financial vote for the Board provides for nothing more than its existence and office management. Nevertheless, the Acts under which it works are so drawn that all things necessary can be done if, in addition to the employment of an examining officer by the Board for each particular case, the Board can have the aid of the public and local authorities. The Board submits that the assistance of the public and local authorities should be rendered freely and should not entail any expense. Local prosecuting machinery for the punishment of all criminal offences already exists. That machinery will not need to be augmented in order to discharge the additional work that will be involved in occasional profiteering charges.

The Board also points out that in addition to the matter of reasonable profits its jurisdiction extends to the matter of unreasonable accumulation of necessities. A certain amount of storage is, in this country, absolutely necessary. This applies both to imported goods and to those whereof, because of the winter, stocks in preservation must be kept on hand. This necessary storage may in certain cases be taken advantage of to enhance prices by restraining supply. In short, it may involve the "cornering" of food in order to raise prices or the hoarding of it until prices materially advance. The Board has jurisdiction to order the release and placing upon the market of food stuffs so unreasonably hoarded. All



cases of this kind, as well as those of excessive profits, ought to be brought to the attention of the Board by some person who is willing either to prove the offence or take charge of a proceeding under the Act by summoning witnesses, etc. The Board cannot be expected to be always and instantly aware of infractions of the Acts which are under its jurisdiction. As above stated, it cannot set up a local police or detective force in every community in Canada. Persons who are hoarding necessary food commodities in the face of public want should inform themselves as to the heavy penalty provided by the Act for their so doing. If charge of hoarding are laid and established before the Board, or if the Board itself becomes otherwise aware of the commission of this offence, offenders may look for relentless imposition of the appropriate penalties.

#### A GENERAL INQUIRY.

The Board deems it advisable to declare that its investigations to the present stage have not been confined to any one class of trade or industry, but have extended to many manufacturers, wholesalers, jobbers, retailers, and to some extent to farmers. Several very exhaustive enquiries into foods, fuel and clothing, including boots and shoes, have been in progress for some time. These enquiries follow the commodity from its origin as raw material to the counter in the retail store. Such enquiries necessarily consume much time. Meanwhile, as and when the Board considered itself sufficiently informed to enable just action, it has issued applicable declarations and orders. The processes of retail traders being simplest, it has naturally resulted that orders affecting the retail trade have issued first and so, to the present time, a majority of the Board's orders affect only that trade, but to the thoughtless and unreasonable demand that the Board make no orders against any class of trade until it is ready to make orders against all classes of trade at once the Board has replied that it must and will perform its duty as it, charged with the responsibility and in possession of the full facts, may determine. The orders already issued to bind retailers do not imply that they as a class have been guilty of either offence or impropriety. These orders fix maximum profits and enable the easier identification of the future profiteer. The Board, indeed, has

found among retailers generally a wholesome desire to avoid even the appearance of overcharging. It is believed that hereafter, as the result of the Board's investigations and orders, such cases of profiteering, if any, as do occur will be more simply and readily detected, exposed and punished. There is one species of undoubted profiteer who, seemingly, can be convicted upon his own confession, and that is he who claims the right to use the Board's orders as to maximum profits as justification for the raising of his prices. No orders of the Board so justify, and the Board will welcome particulars of such prostitution of its orders.

The Board is pleased to be able to observe as a result of its preliminary survey of business conditions that, despite high prices undoubtedly prevailing, profiteering, so-called, that is the taking of unjust profits, is not, in the Board's opinion, as common nor nearly as common, as many have charged or claimed. Business is in the main sound and honest, and the Board has a confident hope that business men will be as the Board's right hand in the now imminent business of tracing and punishing those among them who, according to the new business ethics of this era, have dishonoured their brethren.

Winnipeg, Dec. 9, 1919.

(Sgd.) H. A. ROBSON,  
Chief Commissioner.

(Sgd.) W. F. O'CONNOR,

(Sgd.) JAMES MURDOCK,  
Commissioners.

#### Combines

(Issued at Toronto December 27, 1919.)

By section 4 of the Combines and Fair Prices Act, this Board is empowered and directed to restrain and prohibit the formation and the operation of combines.

By section 5 of the same Act it is provided that whenever the Board shall have reason to believe that a proceeding by it to restrain or prohibit the formation or operation of a combine would be in the public interest, it may, of its own motion, take the steps provided by the Statute to so restrain or prohibit.

Note that the Board is not merely empow-

ered to proceed. There is a Parliamentary *direction* that where, in its opinion, the public interest demands, the Board shall, of its own motion, so proceed.

Section 2 of the same Act extends the Board's jurisdiction as to combines to all articles of trade and commerce, and, in connection with articles of commerce, over mergers, trusts, monopolies, mutual agreements as to fixed or common sale prices, mutual agreements fixing common re-sale prices, sales or leases of businesses or of the control of businesses and to every mode of restraining or injuring commerce.

These provisions of the Act seem to have not yet become impressed upon the mind of the business community. The Board has noted that since its formation several mergers of an important character have been consummated and that several formerly exclusively Canadian business institutions have seemingly passed under other than Canadian control. If, upon investigation, it shall appear to the Board that as the result of these processes no detriment or likely detriment has ensued to the public of Canada, those who have, for instance, consummated such mergers or sold or purchased control of such businesses will have nothing to fear, but if, on the other hand, the Board, after investigation, in due course to be had concludes that such transactions have been against the interest of the public, the Board will be obliged to cause the dissolution of such mergers or the rescission of such sales of businesses, as the case may be. The practice of "stock watering," especially in the case of mergers of companies and in the reorganization and re-financing of businesses, has afforded in the past an excuse for the exaction of unjust profits. To this Board there has been committed a supervising power in cases where the transactions had can be said to come within the statutory definition of a combine.

The practice of fixation by agreement of a common sale or re-sale price, too, has conducted at times to either the unjust enhancement of prices or the maintenance of former just prices after they have become unjust by reason of a fall in the cost of production. There is nothing essentially wrong in the agreement of parties to either a fixed sale price or to a fixed re-sale price. The motives of the parties involved may be good or they may be

bad. The same may be said, indeed, of any other combine. It is the element of compulsion (always present) necessarily exerted against the general public as the result of such agreements, that makes state supervision over such agreements, in fact combines, necessary. The practice of fixing a common price of, say, milk or bread, has become so common that it has been forgotten that the practice is criminal, unless, indeed, this Board shall, upon investigation, exonerate. The practice of providing fixed re-sale prices for commodities has become so universal that it is regarded as in all cases right. In many, indeed most, cases it can be proved to be either beneficial or innocuous. But in many other cases it is decidedly against the interest of the public.

The time has come when this Board must require a more complete compliance with the legislation under which it operates, so far as trade agreements and trade practices are concerned.

Accordingly this Board will, early in January, 1920, provide by way of regulation to the effect that unless, before consummating any merger or transfer of business control (within limits to be by such regulation defined), full disclosure thereof is made to the Board, so that the interest of the public may be, by this Board, or, if necessary, by public enquiry, ascertained and conserved, this Board will deem such mergers or transfers against the interest of the public. The same regulations will extend to all price fixing arrangements, whether of sale or re-sale prices. As to past transactions, but had since July 7th, 1919, the date when the legislation establishing the Board was passed, there will be provision whereby the necessary information must be furnished this Board before March 1st, 1920. As the necessary information is received the Board will pass upon it, confirming or otherwise the transactions had but in no case ordering dissolution or discontinuance without the fullest opportunity being given the affected interests to shew that their arrangements made are not against the interest of the public.

Toronto, December 27th, 1919.

(Sgd.) W. F. O'CONNOR,

(Sgd.) JAMES MURDOCK,  
Commissioners.



## The Tariff

(Issued at Toronto December 27, 1919)

A recent pronouncement by this Board of its intention to investigate and discover whether or not the customs tariff was being taken advantage of to unfairly enhance prices of necessities of life seems to have been so misunderstood as to cause some to wonder, and express their wonder, whether this Board's investigation would render unnecessary a said-to-be-intended investigation of the tariff by a government appointed tariff commission.

This Board is not concerned with the excellence or propriety of any form of customs, whether one for protection, for revenue, or otherwise. It will take the tariff as it finds it, presuming neither to criticize nor to commend the political wisdom of those who framed it. So taking it, the Board will endeavour to discover whether any are abusing it or perverting it to a non-intended end—the exaction under its cover of greater profits than without it, if the competing parties were on even terms, the abusing or perverting party would have been enabled to exact. The object of Section 24 of the Combines and Fair Prices Act, 1919, is, in the judgment of this Board, to provide a machinery whereby the Governor-in-Council may be apprised by and through this Board whether “the making or taking of unfair profits on any necessary of life is facilitated by the duties of custom imposed on such necessary of life,” whereupon “the Governor-in-Council may direct either that such necessary of life be admitted into Canada free of duty or that the duty thereon be reduced to such amount or rate as will, in the opinion of the Governor-in-Council, give the public the benefit of reasonable competition.”

The Governor-in-Council can act upon the result of an investigation by this Board only in cases where this Board has investigated. To know whether unfair profits have or have not been taken or facilitated, this Board must first investigate. To ever become apprised so that he may act under Section 24, this Board must have (a) investigated, and (b) reported, to the Governor-General-in-Council. The reason for a report at all is so that the Governor-General-in-Council, if he pleases, may act. This Board reports to the Governor-General-in-Council as to tariff effect only because it cannot it-

self act. When exercising its ordinary jurisdiction it does not report to him, because, by statute, it can act.

To more clearly define the Board's powers and intentions, suppose a tariff commission were to be sent out, that it had reported and Parliament had provided a totally new tariff based upon a totally different principle, whatever it may be, from that of the present tariff, this Board's position is that Section 24 of the Combines and Fair Prices Act would still be there, and, apart from all other powers of this Board, authorize re-investigation as to whether the newly provided tariff was being utilized for the purpose of unfairly enhancing prices.

Some of those who have impugned the Board's power have thought it to be necessary as well to impugn the capacity and disposition of the Board's personnel. Such criticisms, as a matter of practice, the Board treats as self-answering.

There really can be such a thing as the abuse of a customs tariff, which even a protectionist can recognize.

As illustrating the increased Protection enjoyed by certain Canadian manufacturers during and since the war owing to: (a) their competitors ceasing to be the manufacturers of Great Britain and competition being with the manufacturers of the United States, and (b) the imposition of the War Tax, the following illustrations are given:

### *Effective Protection prior to War. Chief competing country—Great Britain.*

Page 40, Item 521 of the Tariff, gray cotton fabrics, 15 per cent.

Page 40, Item 522 of the Tariff, white or bleached cotton fabrics, 17½ per cent.

Page 114, Item 290 of the Tariff, Portland cement, 7c. per 100 lbs., 24½c. per bbl.

### *Effective Protection during and since the War. Chief competing country—United States.*

Page 40, Item 521 of the Tariff, gray cotton fabrics, 25 per cent, 7½ per cent, 32½ per cent, as against 15 per cent.

Page 40, Item 522 of the Tariff, white or bleached cotton fabrics, 25 per cent, 7½ per cent, 32½ per cent, as against 17½ per cent.

Page 114, Item 290 of the **Tariff**, Portland cement, 350 lbs. 35c.,  $7\frac{1}{2}$  per cent on value of cement, or, say 15c. total, 50c. as against 24½c.

NOTE.—From the first two items there has to be deducted something (less than  $2\frac{1}{2}$  per cent) on account of War Tax levied upon the raw material used. Nothing, however, requires to be deducted from the Portland cement, all the raw material used in the manufacture being found in Canada. The net results are as follows:

Item 521, before War, 15 per cent; during War,  $32\frac{1}{2}$  per cent less  $2\frac{1}{2}$  per cent, or 30 per cent; increase 100 per cent.

Item 522, before War,  $17\frac{1}{2}$  per cent; during War,  $32\frac{1}{2}$  per cent less  $2\frac{1}{2}$  per cent, or 30 per cent; increase  $71\frac{1}{2}$  per cent.

Item 290, before War,  $24\frac{1}{2}$  per cent per 350 lbs., 50c. per 350 lbs.

What this Board proposes to do is to trace and report the effects of cases like the preceding. If no impropriety is disclosed it will be well to know that the facts are so.

Toronto, December 27, 1919.

(Sgd.) W. F. O'CONNOR,

(Sgd.) JAMES MURDOCK,  
Commissioners.

## ACCIDENTS IN ONTARIO FACTORIES DURING 1918

### Annual Report of the Factory Inspection Branch of the Ontario Department of Public Works

THE thirty-first annual report of the Ontario Factory Inspection Branch, which is incorporated in the third annual report of the Trades and Labour Branch of the Ontario Department of Public Works, covering the fiscal year ending October 31, 1918, contains some interesting information with respect to fatal and non-fatal accidents in Ontario factories.

The report states that during the year much was done to safeguard employees, about 60 per cent of the notices served by the Branch on employers being in connection with guarding machinery or other safety measures, including the keeping of the premises clear of obstruction. Plans were formulated and completed to demonstrate to workmen, by means of lantern slides, the causes of accidents, and an illustrative lecture was given at London, Ontario. The total number of accidents reported during the year was 4,907, of which 78 proved

fatal. This shows an increase over the previous year in non-fatal accidents of 982, but there was a decrease of 4 in fatalities. Seventy-one of the fatalities reported were attributed to the following causes: 12, to elevators; 9, to shafting, belts and pulleys; 8, to electricity; 8, to falls; 7, to cranes and derricks; 6, to falling substances; 5, to acid and gas burns; 5, to cars; 3, to explosion of ammonia receiver; 3, to machines; 2, to scalds; 1, to an explosion of gun cotton; 1, to an explosion of cylinder head; and 1 to saws. (These fatalities were included in the table of fatal industrial accidents in Canada during 1918, which was printed in the LABOUR GAZETTE for May, 1919.) Investigation of the elevator accidents showed that in most cases the cause was due to acts of the employees rather than to faulty equipment, three of the accidents being due to men trying to board or operate a hoist while it was in motion; and in the accidents due to electricity attention is



drawn to the danger from insufficiently protected electric wires. Lack of, or unsuitable, protection for the eyes was responsible for 297 eye accidents in the metal trades, 153 of which were due to foreign matter entering the eyes, others to too close proximity to an acetylene welder, and the Inspector recommends workers to wear over their eyes suitable goggles of a light weight and well fitting. The report states that almost 80 per cent of the total number of accidents occurred in the metal working industries from causes which are governed largely, if not entirely, by the employees themselves; and that the solution for the elimination of such accidents is more safety education, much of which must be given through the co-operation of the foreman. "It is now realized," states the report, "that there are men who

have to be taught how to lift, how to pile, how to carry, even how to think—to be saved from themselves—and to this end the interest of the foreman is necessary, he must realize his obligation. Without co-operation on the part of all parties concerned, little headway will be made, and it will not do to say that a workman is careless, or thoughtless, or any other one of what are known as the seven deadly sins of industrial workers; he must be trained to 'think' as he is trained to work, and taught 'caution' for his own sake as well as his fellow-workers, who are frequently the victims of his 'thoughtlessness.'" The Branch also recommends that where cranes are operated, the platforms be sufficiently wide, efficiently guarded, and open spaces properly covered.

#### RECENT LEGAL DECISIONS AFFECTING LABOUR

**A** WORKMAN was poisoned by the inhalation of the fumes of mercury

**Damages  
awarded for  
mercurial  
poisoning  
under Quebec  
industrial  
accidents law**

when at work. He brought action against the company employing him, under the Quebec law relating to industrial accidents, claiming that he was suffering from a permanent injury. Judgment was

delivered in favour of the plaintiff in the Superior Court at Three Rivers. This judgment, however, was annulled by the Court of King's Bench in an interlocutory judgment, and the case was referred back to the original court for the hearing of additional evidence with reference to the permanence of the injury. At the second trial the original judgment was confirmed. The Company then appealed to the Court of King's Bench on the grounds; (1) That the workman had not met with an accident as the term was used in the law relating to industrial accidents, but that he had voluntarily accepted work involving

risks of mercurial poisoning, and that he was suffering from the original consequences of such work; (2) that the permanence of the disease was not sufficiently established.

It was stated by the Court that the first point had been considered in the interlocutory judgment when the case was sent back to the Superior Court. The Court stated that in its previous judgment it had already declared the disease came within the category of those under the law of industrial accidents. With regard to the second point, the Court had found in its first judgment that the permanence of the incapacity had not been sufficiently established. This question was a matter of opinion and a decision on it was not infallible. For this reason the law provides for the revision of the indemnity during a period of four years. By the judgment of the majority of the Court, with one dissentient, the judgment of the Superior Court was sustained, and the Company was condemned to pay the plaintiff the sum of \$1,900. (*Quebec — Gloux v. Canada Electric Products.*)

**Employer not guilty of inexcusable fault when injured workman knew conditions and how to avoid accident**

A factory employee, when walking over the automatic floor which covered the elevator shaft in the factory where he was working, was crushed between the ascending elevator and the shaft, and was severely injured. He brought action under the Workmen's Compensation Act and was awarded \$2,562 damages by the Superior Court of Quebec.

This sum included \$500 which was added on a finding of the Court that the employers were guilty of inexcusable fault. An appeal was taken from the judgment, the employers claiming that the respondent's disabilities were due to disease which had no relation to the accident; that his evidence was grossly exaggerated; that the amount awarded was unreasonable; and that the appellant company was not guilty of inexcusable fault.

The Court of Appeal declared in its judgment that the medical evidence was contradictory, and that as the trial judge was obviously in a better position to reach a decision on this evidence than an appellate Court, his finding as to the extent of the respondent's injury should not be interfered with. With regard to the question of inexcusable fault, the Court held that this charge was not justified by the evidence, as the injured employee knew the conditions, and knew by the cable wires when the elevator was

moving and when it was likely to pass through the automatic floor. It was therefore held that there was error in the judgment appealed from, insofar as it awarded \$500 for inexcusable fault. The judgment of first instance was therefore reduced by this amount and the sum of \$2,062 was awarded the respondent, with costs of appeal against him. (*Quebec—Kouri v. The Maple Exchange, Ltd.*)

A switchman was making a coupling, and when the cars were coming

**An employee cannot recover damages if hurt when disobeying rules of employer**

together he noticed that the coupling could not be made on account of one draw-bar protruding. In order to save time, he pressed the draw-bar over with his foot, which permitted the coupling to be made,

but at the same time his foot was caught and crushed. He brought action against the railway company for this injury. The evidence showed that the rules of the company forbade this practice. It was held by the District Court that under the circumstances of the case, the plaintiff at the time of the accident was performing an act outside the scope of his employment, and he was therefore not entitled to recover damages. An appeal was taken by the plaintiff against this judgment, but it was dismissed with costs by the Court of Appeal of Saskatchewan, the judgment of the District Court being sustained. (*Saskatchewan—Jackson v. Canadian Pacific Railway.*)



# THE LABOUR GAZETTE

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MINISTER—THE HONOURABLE GIDEON D. ROBERTSON.  
DEPUTY MINISTER—F. A. ACLAND.

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### **The month in brief**

At the beginning of January the percentage of unemployed among members of trade unions was 4.98, as compared with 3.58 at the beginning of December. According to returns received from more than 4,500 firms, there was a rapid recovery in employment in most industries after the first week of the month, when there was some slackness due to stocktaking. According to preliminary figures, the various offices of the Employment Service of Canada received about 35,850 applications for employment, were notified of 24,300 vacancies, and made about 21,700 regular placements and 4,500 casual placements during January, as compared with 35,000 applications, 26,000 vacancies, 21,000 regular placements, and 5,400 casual placements in December.

The time loss on account of industrial disputes during January was greater than in December, 1919, and January, 1919. There were in existence during the month 28 strikes, involving about 3,366 workpeople and resulting in a time loss of about 57,944 working days. Of these strikes 15 were on record at the beginning of the month, while 13 strikes were reported as having commenced during the month. At the end of January there were on record 16 strikes, involving about 2,347 workpeople.

The average cost of the weekly family budget of staple foods rose steeply, being \$15.30 at the middle of January as compared with \$14.73 in December, \$13.78

in January, 1919, and \$7.73 in January, 1914. The index number of wholesale prices rose to 336.4 for January as compared with 322.7 for December, 286.5 for January, 1919, and 136.5 for January, 1914.

### **Proceedings under the Industrial Disputes Investigation Act**

During January the Department received a report from the Board established to deal with the dispute between the Dominion Coal Company, Limited, Glace Bay, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America.

Two applications were received for the establishment of Boards and further appointments were made in connection with applications which had been received during previous months. A Commissioner was appointed under the Inquiries Act to investigate and report upon a dispute affecting employees of the firm of Guillet and Son, Mariville, Que.

### **First meeting of Governing Body of Inter- national Labour Office**

The first meeting of the Governing Body of the International Labour Office, provided for under the Labour Section of the Peace Treaty, opened at Paris on January 26. The Dominion Government was represented by Mr. F. A. Acland, Deputy Minister of Labour. Mr. Tom Moore,

President of the Trades and Labour Congress, also attended as substitute for Mr. P. M. Draper, who had been chosen at the International Labour Conference at Washington as one of the Workers' representatives on the Governing Body. The business brought before the Body included the discussion of measures to make effective the decisions reached at the Washington Conference. The question had been raised as to the legality of these decisions by reason of the delay in the ratification of the treaty of peace. On the advice of the legal advisers of the International Labour Office, the Governing Body deemed itself warranted in confirming what had been done at Washington and accordingly it confirmed the draft conventions and recommendations adopted there.\* These conventions and recommendations will afterwards be referred to the competent authorities in Canada and the other countries concerned, for acceptance or otherwise. On the motion of Sir Malcolm Delevigne, the British delegate, M. Albert Thomas, of France, who had been elected Provisional Director General of the International Labour Office at the International Labour Conference, was unanimously confirmed in his appointment. It was decided to hold an International Seamen's Conference at Genoa on June 15, and the next general Labour Conference early in the spring of 1921. The Seamen's Conference was regarded by the legal advisers as meeting the formal requirements of the Labour Convention with regard to the holding of an annual conference. The Governing Body adjourned on January 28, and will hold its next meeting in London on March 22. The Dominion Government has appointed Mr. Acland to represent it again at this second meeting.

\*For the draft conventions and recommendations see LABOUR GAZETTE, December, 1919, pp. 1440-1453.

### **Order-in-Council respecting immigrants**

Owing to the existence of a considerable amount of unemployment in various parts of Canada, an Order in Council, P.C. 2499, was passed on December 24, temporarily suspending regulations made by Order in Council, P.C. 924, of May 9, 1910, with regard to the entry into Canada of immigrants of the mechanic, artisan and labourer classes, and substituting therefor the following regulations:

"1. No immigrant of the mechanic, artisan or labourer classes, whether skilled or unskilled, shall be allowed to land in Canada unless he possesses in his own right money to the amount of \$250 and in addition transportation to his destination in Canada.

"2. If an immigrant of the mechanic, artisan or labourer classes, whether skilled or unskilled, is accompanied by his family or any member thereof, the foregoing regulations shall not apply to such family or members thereof, if the head of the family shall possess in his own right, in addition to transportation for his family to destination in Canada, a further sum of money equivalent to \$125 for every member of the family of the age of 18 years or upwards and \$50 for each child of the age of 5 years and under the age of 18 years."

These provisions were made to apply to immigrants from the United States from December 31, 1919, and to immigrants from other countries from January 15, 1920, and they shall remain in force until March 31. After this date the earlier regulations shall again become operative.

### **Bonuses to employees in Canada**

Toward the end of last year a number of Canadian companies announced a distribution of bonuses among their employees. The Dominion Sheet Metal Company, of Hamilton, Ont., granted their employees a bonus of ten per cent on the wages drawn by each one during the year ending November 30, 1919, in accordance with the practice followed by



the Company during the past three years. The Gray Dort Motors, Limited, of Chatham, Ont., announced that a bonus system would go into effect at their works from the beginning of the year. The bonus amounts to five per cent of the wages paid, and is based wholly on punctuality and regular attendance. The Canadian Bank of Commerce declared a cash bonus of ten per cent to those of its employees receiving salaries up to \$5,000 per annum, and five per cent to those receiving salaries of \$5,000 and upwards, with a maximum of \$500. This is in addition to a recent general increase in salaries. Employees of The Great North Western Telegraph Company, who had been in the service of the Company for a year, received a fifteen per cent bonus, while those in the service over six months and less than one year, received a ten per cent bonus. This did not affect railroad offices where commercial business is handled on a commission basis.

#### A profit-sharing scheme

The International Metal Works, Limited, of Brockville, Ont., employing about fifty hands, have announced a profit-sharing scheme according to the following plan: At the end of the year ten per cent of the profits is set aside for depreciation, a maximum of ten per cent is then paid on the capital invested, and twenty-five per cent is set aside as a rest account to provide for losses or unforeseen expenses. The balance is divided on a fifty-fifty basis between capital and labour. This applies to those who have been in the employ of the Company for one year or more. Payments to employees are made in twelve or twenty-four instalments, according to the method of payment, and they are divided *pro rata*, according to the earnings of each employee. At the end of five years, if there have been no losses, a further distribution is to be made from the rest account, on a fifty-fifty basis, between capital and the employees who have been in the service of the Company for three years or more.

#### Changes in wages and hours in a lumber mill

A radical change in the hours and wages of their employees was put into force on December 1 by the management of the Bathurst Lumber Company, Bathurst, N.B. Instead of operating the plant by two shifts of 11 and 13 hours each day, the system of three shifts of eight hours each has been adopted, while the rates of wages for the new shifts have been made the same as the former rates for a shift of ten hours, plus an advance of ten per cent, or the equivalent of eleven hours at the previous rate of pay. This means a substantial reduction in hours of labour, with a very slight reduction in wages. It is stated that the change involves for the company an advance in wage expenditure of 30 per cent and a considerable increase in the number of workers employed, but it is claimed that "there is every reason to believe that the change will be beneficial from the company's viewpoint as well as from that of the men."

#### Legislation requested of the Dominion, Ontario and Quebec Governments by labour delegates

Members of the Executive of the Trades and Labour Congress, accompanied by representatives of various international labour organizations, waited upon members of the Dominion Government on January 8, to present requests of the Congress respecting legislation. These included the following: With regard to immigration they requested the appointment of a representative of the organized workers among others on a Central Empire Board; the total exclusion of Orientals, or their limitation to one per thousand of the population by international arrangement; the elimination of bonuses paid to agents for the introduction into the country of industrial workers; intercession with the United States immigration authorities in order that Canadian theatrical mechanics entering the United States may be given the same

consideration as given to American theatrical mechanics coming to Canada; and repeal of amendments to the Immigration Act making possible the deportation of British-born subjects. Legislation was requested to provide for an eight-hour day and forty-four hour week, with an adequate minimum wage to insure a fair standard of living. With regard to the Industrial Disputes Investigation Act the suggestion was made that the time had arrived for an entire revision of the machinery of investigation and arbitration, and it was declared that the Congress stood ready to participate in a conference to undertake this work. A request was made that immediate steps be taken to bring into effect the recommendations of the Industrial Relations Commission and of the National Industrial Conference. Previous requests were repeated for an amendment to the fair wage clause to provide penalties against contractors wilfully violating fair wage clauses, for legislation granting trade unions the right of protecting their union labels, for compulsory labelling of receptacles containing white lead, etc., and for the erection of suitable buildings to protect car builders and repairers. Representation of labour on the Board of Directors of the Canadian National Railways was requested, and a protest was made against the policy of this Board of refusing to employ men who have reached the age of forty-five.

The Ontario Executive of the Trades and Labour Congress of Canada waited upon the Ontario Government on December 23 and presented their demands for labour legislation. These were in the form of resolutions in favour of the following: an eight hour day and forty-four hour week, with a six-day week for hotel and restaurant employees; provision for the incorporation of friendly societies; amendments to the housing scheme to permit loans to individual workers or groups of workers, equal representation of workers on housing commissions, and legislation to check the unearned increment; amendments to the Compensation Act to give organized la-

bour a representative on the board, and to place theatrical and stage employees on an equal footing with other workmen in the operation of the Act; abolition of the making of clothing in private homes; extension of the compulsory age for attending public schools to sixteen years; widows' pensions; extension of voting hours at elections to 8 p.m.; the abolition of running boards on street cars and prohibition of one-man operation of street cars carrying more than twelve passengers; the elimination of property qualifications for municipal candidates; reduction of the income tax according to the number of children in a family; representation of organized labour on the Ontario Hydro-Electric Commission; provision for the punishment of contractors who violate fair wage clauses in public contracts; the appointment of inspectors for stages and scaffolding; strict enforcement of mining laws for the protection of workers; prohibition of the use of pneumatic hammers in the cutting of stone; and abolition of night work in bake shops.

A delegation of representatives of the Trades and Labour Congress of Canada waited upon the provincial government of Quebec on January 19, and submitted requests for the enactment of laws containing the following provisions: The prohibition of the use of air or electric hammers in the manufacture of cut stone; the appointment of practical metal polishers as blower inspectors; better protection and sanitation for moving-picture operators; employment of experienced operators in electrical developing stations, with an eight-hour day where work is continuous, and one day's rest in seven; minimum wages for unskilled labour; abolition of the practice of making clothing in the homes of wage earners; removal of old wallpaper before putting on new; sanitary shop laws for barber shops; free and compulsory education; minimum living wage for school teachers; reformation rather than punishment in jails and prisons; eight-hour day; the raising of the age for admission of children to industrial establishments from 14 to 16 years; state insurance



against unemployment, sickness, invalidity and old age; pensions for needy mothers with dependent children; democratic management for government or municipal work; improvements to the compensation laws; proportional representation; extension of hours of voting; against yearly leases of property and in favour of monthly tenure; the prevention of profiteering in rents by fixing ten per cent as the limit of profit on rentals; and the election of all members of commissions, such as public utilities, tramways and others.

**Amendments  
to B.C. Work-  
men's Com-  
pensation Act  
proposed by  
railway men**

Early in January, a conference of railway employees took place at Revelstoke, B.C., for the purpose of discussing amendments to the Workmen's Compensation Act of British Columbia. Hon. Mr. J. W. de B. Farris, Attorney General and Minister of Labour of the province, was present at the meeting. The railwaymen made the following requests to the Minister: That the three-day clause in the Act be eliminated; that an increase be made to widows' allowances and that a per capita grant be made for each child without limiting the number to four in a family; that an increase be made in the disability grant, which is 55 per cent of the wages, and that the right of common law action be granted.

The Minister opposed the elimination of the three-day clause on the ground that it was the only protection against imposition on the part of a man suffering from a very minor accident. With regard to widows' allowances and grants for children, he pointed out that a law passed at the last session of the legislature enabled the Compensation Board to increase widows' grants from \$25 to \$35, and children's grants from \$5 to \$7.50, and to eliminate the restriction in the number of children in a family who could receive grants. (See LABOUR GAZETTE, November, 1919, p. 1260). With regard to an increase in the 55 per cent disability rate, the Minister pointed out that as wages rose the percentage itself

automatically constituted an equivalent increase. He rejected the granting of the right of common law action on the ground that it struck at the very root of the principle on which the Act was based.

**Accident pre-  
vention in  
British  
Columbia  
and Nova  
Scotia**

The Workmen's Compensation Board of British Columbia adopted last November a new set of accident prevention rules and regulations to take effect from January 16, 1920. One of the most important of these provides that every manufacturing plant, construction camp, logging camp and workshop in which fifty or more men are employed shall have an Accident Prevention Committee of not less than three members, to be selected from among the employees. The general duties of this committee are to inspect the entire plant at least once a month for the purpose of receiving complaints, judging risks and considering suggestions; to meet at least monthly for the discussion of accidents and their future prevention; to investigate and report in writing to their employers upon all serious accidents; to educate their fellow employees against dangerous practices and methods of work; to investigate fire conditions and examine fire-fighting appliances; to inspect lighting arrangements and report to employers all insufficiently lighted places where accidents might occur from this cause; to inspect or arrange for the inspection of all machinery, transmission motor-stops, etc. The committee in connection with the logging camps are required also to inspect particularly all spar trees, gin-poles, skid roads and general working conditions in and about the camps. Other regulations provide new general safeguards as well as special rules for the workers engaged in the several industries.

A group of Nova Scotia employers have recently formed an Accident Prevention Association for the purpose of taking measures to prevent accidents in the industries falling within the Work-

men's Compensation Act of the province. This Association, for the formation of which the Act provides, has power to enforce safety rules and regulations upon all employers carrying on industries to which the Act applies. An article describing the activities of other accident prevention associations in Canada appeared in the LABOUR GAZETTE issue of November, 1918.

**Emigration from the United States** The Inter-Racial Council in the United States issued a statement on December 31 that more than a million foreign-born labourers had emigrated since the Armistice, that a million more were preparing to leave, and that the United States was short four million labourers. "Immigration officials in New York," the statement reads, "are reported as estimating that next year's immigration will be only 300,000, as compared with the pre-war figures of 900,000 to 1,000,000 annually. What this decline portends may be readily understood when it is known that, due to the lack of immigration during the war, American industry has been deprived of the new labour it stood so much in need of, and that, moreover, tens of thousands of the foreign-born are giving up their jobs preparatory to returning to their home lands. Immigration providing labour and a home market for the lower priced articles, from 1911 to 1914 inclusive, was at the rate of 1,300,000 a year, as compared with an average of 240,000 a year from 1915 to 1919. We need immigration on a selective basis in order to protect American institutions from radical attacks, but any immigration policy which is designed to keep back the new labour which industry is so greatly in need of is bound to have a disastrous effect." A nation-wide education movement among thirty nationalities in the United States, having for its purpose the endeavour to "adjust the foreign-born to American life," has been undertaken by the council, which has held numerous conferences with leading representatives of each race. More than 400 industrial

and financial organizations of the country are said to be interested in the council, which advocates "a liberal attitude on the part of the public toward immigration" as a result of the reported unskilled labour shortage.

**Present status of the United States Employment Service** As indicated in the LABOUR GAZETTE, July, 1919, page 756, the United States Employment Service is at the present time only a

skeleton form of what it was during the war, owing to the temporary curtailment of funds. A bill was introduced at the last session of Congress providing for a permanent co-operative State and Federal system of employment offices, but it was not reported out from committee, and it is now understood that a new bill will be submitted to Congress at an early date. In the meantime a new system for the clearance of surplus labour in the United States has come into operation temporarily. During the war period the United States Employment Service had the power to shift labour from coast to coast or from North to South according to the needs of the essential industries. Under the new clearance system, to prevent any undue exodus of workers from one district to another, the country is divided into employment service zones, a regional director being stationed in each zone. Each zone will be expected to take care of its own labour, but any excess which it cannot place or any demands which it cannot meet will be cleared through the Washington office for the entire country. With reference to the future outlook of the Employment Service, the *United States Bulletin* states: "In spite of the difficulties experienced by the Employment Service since its curtailment of funds following the Armistice, officials are very optimistic about the outlook for public employment in this country. They are saying that the war advanced the principle of establishing non-fee-charging agencies for the man or woman out of a job, by twenty-five years, and that the International Labour Conference's resolutions



favouring the creation of such systems by every government on the globe, has given recognition to the principle in an international way. It is felt that even if the present organization should be eliminated, the demand from the states for headquarters under the Federal Government would be so great as to cause the creation of a new organization."

#### **Profit-sharing in Germany**

A recent issue of the *Economic Review* states that a profit-sharing scheme has been introduced by the Krupp's corporation in Germany by which bonds of 100 and 200 marks are to be issued for the benefit of the employees, giving them an opportunity of drawing the same dividends as other shareholders. It is also proposed to set up banks in which workmen can deposit their savings until they are large enough to buy additional holdings. The Siemens Company propose a similar scheme for their employees. At the Hans Tiedemann North German shipbuilding yard at Gluckstadt an agreement has been made between the management and the employees by which it provides that each employee will share in the profits of the Company according to his yearly earnings.

#### **Alien labour and mining accidents**

Mr. A. H. Fay, an official of the United States Bureau of Mines, in an article in the November 1 issue of the *Engineering and Mining Journal* traces a direct relation between the number of mining accidents in the United States and the number of inexperienced and non-English speaking foreign workers in the mining industry. The conclusion is drawn that had the fatality and injury rate for the English-speaking American been maintained throughout the coal mining industry, there would have been 716 fatalities less and 900 serious injuries less during the past few years. In the anthracite mines of Pennsylvania 43 per cent of the employees are English-speaking, the other 56 per cent being immigrants, mostly from Southern and Eastern Europe.

The proportion of fatalities in these mines is given as 28.8 per cent among the former, and 71 per cent among the latter class. Similarly, in the bituminous mines of Pennsylvania, where the workers are 35 per cent English-speaking and 65 per cent foreign, the fatality ratio is 27 to 73 per cent. In West Virginia 67 per cent of the workers are English-speaking, but although 17 per cent of this number are coloured employees, the proportion of fatalities among this class is only 53 per cent of the total; the foreign group numbering 33 per cent of the employees sustained 47 per cent of the fatalities. Almost the same ratio holds for the non-fatal accidents in these three districts. This higher proportion of deaths and injuries among alien miners is mainly attributed to the lack of a common language and to inexperience in mining.

#### **Jottings**

In the January issue of the *LABOUR GAZETTE* it was stated, on page 50, that the Canadian Legislative Board of the International Brotherhood of Locomotive Firemen and Enginemen at their Annual Convention had opposed the perpetuation of the Railway Board of Adjustment No. 1. Further information received shows that the resolution passed at the Convention declared that the Brotherhood "opposed the perpetuation of the Board of Adjustment *by legislative enactment*, inasmuch as such legislation would introduce the principle of compulsory arbitration to which the organization has repeatedly recorded its opposition."

As a result of a resolution passed at the Western Canada Conference of Printing Pressmen, at Winnipeg, in May last, the International Printing Pressmen's and Assistants' Union of North America have made arrangements for the future payment of Canadian per capita tax through Canadian banks. As the rate of exchange between Canada and the United States is very high and has caused a big expense not only to the International organization but to the

local organizations as well, a considerable saving should result.

An Industrial Council has been established at the Woodside plant of the Acadia Sugar Refining Company at Dartmouth, N.S., which employs about 300 men. Elections to the Council take place once a year, one representative being chosen to every 40 men in such a way that every craft in the plant is represented. Other members of the Council are appointed by the Company. All questions relating to wages or conditions of employment are dealt with by the Council, and settlements are made by it, subject to the approval of the Directors.

Three laws of interest to labour, passed by the Ontario legislature in March, 1919, went into force on January 1, 1920. These include the Mining Act, the Stationary and Hoisting Engineers' Act, and the Compulsory School Attendance Act.

On December 10, 1919, a commission was appointed by the provincial government of Nova Scotia, under an act passed at the last session of the legislature, to conduct an inquiry respecting hours of labour of women employed in industrial occupations and other matters relating to such employment, and respecting mothers' pensions or allowances. The members of the Commission are Miss Jane B. Wisdom, Halifax; and Messrs. John McKeen, Halifax; W. B. Scott, Glace Bay; and Alexander T. MacKay, Trenton, Secretary of the Commission.

A commission has been appointed in British Columbia to inquire as to the

laws relating to the subjects of Mothers' Pensions, Maternity Insurance, Health Insurance, and Public Health Nursing, which are in force in other countries. The chairman of the commission is Mr. E. S. H. Winn, chairman of the British Columbia Workmen's Compensation Board.

An Australian official report states that during the year ending June 30, 1919, maternity allowances were paid by the Commonwealth Government in 124,016 cases. Of these cases the mothers in 84,127 instances were attended, and in 39,889 instances unattended, by doctors. Claims were disallowed in 510 cases. The total of allowances paid amounted to £620,080, which was rather less than during any of the preceding four years. The cost of administration amounted to about 1.8 per cent.

An International Congress of Transport Workers will be held at Christiania, Norway, on March 15. At this congress the new constitution of the International Transport Workers' Federation will be discussed and put into definite form. This federation replaces the old organization which held its last congress in London in 1913, and which practically went out of existence during the early months of the war. The first steps toward reorganization were taken at an international congress held at Amsterdam on April 29-30, 1919, at the suggestion of the British National Transport Workers' Federation and the Swedish Transport Workers' Union. At this congress a provisional committee of five was appointed to draft the new constitution.



## INDUSTRIAL CONDITIONS DURING JANUARY, 1920

## 1.—General Review

The heavy decline in the volume of employment throughout Canada, which closed the month of December, continued during the first week of January. However, a marked rise commenced during the second week, due to the close of the stocktaking period. This rise continued until the end of the month when conditions became steady. In the Maritime provinces, the increase in employment reached its peak during the second week in January. There was a sharp drop in the third week, followed by a fair recovery at the close of the month. In Quebec, the month commenced with a decided decline, but the volume of employment rose gradually after the first week, the greatest increase being in the third week of the month. Ontario started the month with a heavy decline, but maintained the fairly steady increase which set in during the second week. In the prairie provinces, the general decline continued until the third week, when a slight rise closed the month. British Columbia maintained a steady upward tendency which culminated in a pronounced rise during the third week. In the metals and machinery group, after an opening decline, a rise in the volume of employment was decidedly marked, and, with slight fluctuation, remained steady. The increase commenced in all the provinces during the second week and indicated a return to more normal conditions after holiday and inventory periods. Practically the same general increase prevailed during the month in the vehicle group. Ontario and the Maritime provinces were especially steady and more than equalized the continuous slump in British Columbia, where a shortage of steel reduced shipyard activity. The food group indicated a decided recovery in the third

week of January, with a drop toward the close. The month commenced with a great decline, and the subsequent increase throughout Canada in the week ending on January 17 was the first since at a steady increase, which, however, November 15. The textiles continued slackened up somewhat at the close of the month. In the pulp, paper and printing group, a steady situation continued throughout the month which registered a fair increase. Commencing the month with a decline, the wood-working industry rallied to a fair but steady increase throughout the rest of the month. The same general course was recorded in the clay, glass and stone group. There was considerable fluctuation in these industries in the maritime and prairie provinces, but there was a steady increase in Ontario and Quebec. In the leather industries a decline was evidenced in the first week of the month, followed by recovery until the last week, when there was a slight drop. In paints, oils and chemicals, the steady increase which featured the month terminated in a further slight rise. In railway operation there was considerable fluctuation with a falling off at the end of the month. The mining and quarrying group indicated considerable fluctuation, terminating the month with an upward tendency. Ontario and British Columbia maintained an average steadiness, although the other provinces alternated between declines and increases. Building and construction closed the last two weeks of the month by registering a steady decline. Railway construction, with the exception of a rallying increase during the third week, averaged a decline for the month. The lumbering group showed a steady increase until the middle of the month, after which nominal increases were registered. British Columbia indicated the greatest activity in this group.

The loss of time on account of industrial disputes during January was greater than during December, 1919, and January, 1919. There

### Strikes

were in existence at some time or other during the month 28 strikes, involving about 3,366 workpeople, and resulting in a loss of about 57,944 working days, as compared with 22 strikes, 2,828 workpeople and 48,960 working days in December, 1919; and 13 strikes, 1,000 workpeople and 20,737 working days in January, 1919. On January 1, there were on record 15 strikes, affecting 2,022 workpeople. Thirteen strikes were reported as having commenced during January, as compared with seven in December. Three of the strikes commencing prior to January and nine of those commencing during January

were reported terminated, leaving 16 strikes, involving about 2,347 workpeople, on record at the end of the month.

The prices movement was steeply upward, both the retail prices food budget and the wholesale prices index number showing substantial increases.

### Prices

Important advances occurred in grains, flour, bread, meats, livestock and in potatoes. There were also considerable increases in fish, textiles, hides, metals, lumber and in raw furs. The index number of wholesale prices rose to 336.4 as compared with 322.7 for December, 286.5 for January, 1919, and 136.5 for January, 1914. The retail prices food budget averaged \$15.30 as compared with \$14.73 in December, \$13.78 in January, 1919, and \$7.73 in January, 1914.

## II.—Industries and Trades

In the Maritime Provinces the steel industry showed increased activity. At

### Metals, machinery, conveyances

SYDNEY the output of the Dominion Steel Company's plant was, in tons, as follows: Pig iron, 15,400; steel ingots, 18,100; billets, 5,000; rods, 8,800; wire nails, 1,550. Two blast furnaces were in operation. Employment increased towards the end of the month. The construction of the plate mill was practically completed, and the first plate was expected to be rolled shortly. Boat and shipbuilding continued quiet, though great activity is anticipated in the spring, when a new plant will be started. Metal roofing, galvanized iron and other metal trades continued steadily active. The output at the SYDNEY MINES steel plant was, in tons, as follows: iron, 6,200; steel, 10,000. Four open hearth furnaces were in operation with one under repairs. At NEW GLASGOW employment conditions in this group showed some fluctuation. Old employees in the

steel industry, rolling mills, etc., were retained, and in some cases staffs were increased. Structural iron and steel and bridge and car workers were rather slack. Shipbuilders had increased employment owing to the laying down of a new keel, employing 200 men. The yards at TRENTON were also busy, running double shift, though outside work was hampered by severe weather. HALIFAX reported the shipyards working steadily, four ships being under construction for the Canadian Government. About 1,800 men were employed in two yards. At WESTVILLE the structural steel industry was steady. Engine and boiler industries, sheet metal and electrical trades were well engaged. At AMHERST unemployment resulted from the closing of the car foundry on December 31, but one mill re-opened on January 12, employing sixty men, and other departments, it was expected, would shortly re-start. Two hundred and ninety-five men were reported on the staff of the engineering works. Shipbuilding came



to a stop early in the month at YARMOUTH. At CHARLOTTETOWN the foundry and machine shops gave increased employment. Business continued active at the rolling mills at ST. JOHN, but some of the unorganized moulders engaged in a strike. Two hardware plants ran overtime for several weeks supplying United States orders. MONCTON reported steady employment in the locomotive and car repair shops of the Canadian National railways. A stoppage of work occurred early in the month at the Record Foundry owing to damage by fire, but work was resumed the following week. Foundries, machine and repair shops at FREDERICTON continued active. At MONTREAL the structural steel industry continued normal. The engine and boiler makers were busy, the sheet metal workers fairly active, but the shipbuilding and electrical trades were slack. QUEBEC reported dullness in structural iron and steel, also in stationary and portable steam engine shops. Boat and shipbuilding were very dull at first, but regained activity at the end of the month. Locomotive repair, and stove and furnace workers were very busy. Automobile trades were dull, and metal roofing work ceased owing to severe weather. At THREE RIVERS the shipyards were reported active, though hampered by shortage of raw material. The iron foundries were very busy. The iron, machine and repair shops at ST. HYACINTHE had a busy month. At SHERBROOKE quiet conditions prevailed among the architectural and structural iron and steel workers. The iron and steel foundries at OTTAWA and HULL had a busy month. At TORONTO the metal and machinery industries were generally active, but production in many lines was curtailed by steel shortage. The architectural and structural steel trade was quiet. Engine and boiler makers were busy, orders for steel for these trades having been placed as a rule several months ahead. Automobile, agricultural implement and machinery plants were active, but many of these worked below capacity owing to the shortage of raw material. Electrical workers were well

employed. Continued activity was reported at HAMILTON in all branches of this group, including pig iron and steel, boiler mill products, plates, etc., architectural and structural steel, and iron, locomotive, stationary and portable engine works, boat building, carriage and motor, stove and furnace, electrical appliances, agricultural implement, metal roofing, cutlery factories, etc. At SR. CATHARINES the boiler makers, electrical workers and other metal trades were well employed. At NIAGARA FALLS the metal working industries continued active, a shortage of toolmakers and other experienced men being noted. BROCKVILLE reported quiet conditions among the stationary and portable boiler makers; automobile workers were fairly well employed; stove and furnace trades were active; sheet metal workers fairly active, and tool makers busy in manufacture of axes, hammers and chisels. The locomotive works at KINGSTON were reported as being still slack. At BELLEVILLE employment was still reported good in this group, bar iron, nail, bolt makers, etc., having apparently no lost time. Portable engine and boiler makers and general foundry workers were busy. Boat and launch builders were also well employed. PETERBOROUGH reported the iron industries all very active during the month, with night shifts at some plants, and with a demand for moulders, core makers and machinists. Electrical workers and tool makers, and all classes of skilled men were in demand in the metal trades. At GALT a shortage of men was reported in all mould shops and stove and furnace plants. Very active conditions prevailed in the pig iron and rolling mills products, plates, bolts, rails, bars, wire rails, etc., also in metal roofing, galvanized iron, tin, copper, aluminium and other sheet metal work. Furnaces and converters were active, also architectural and structural steel and iron plants. Electrical apparatus workers were well employed. At BRANTFORD steady employment was reported in the stationary and portable engine and boiler shops, in the carriage and wagon and in the electrical fixture factories,

which ran full-handed. The gas engine, tractor and windmill factory was slack at the beginning of the month. The stove and furnace plants, the steel product factory and machine shops were all very busy, and farm implement factories worked full time. KITCHENER reported activity in all branches, especially foundries, sheet metal, and electrical fixtures. Bicycle factories were very busy, and portable and stationary engine and thresher factories were fairly active. Moulders continued to be in demand at GUELPH, where active conditions were still reported in the metal trades. At STRATFORD the metal trades were well employed, and boiler makers, electrical and railway repair workers continued active. A chronic shortage of moulders was noted at WOODSTOCK, where the stove and furnace factories were very busy, but sufficient help was available at the wagon and sleigh factories. LONDON reported general activity throughout the month, especially in the tin and enamel shops and stove and furnace factories. The rolling mills were very busy, with all the furnaces working, and thresher and threshing engine workers were active. Steady employment was reported in the iron works and foundries at St. THOMAS. Shortage of steel, especially for auto bodies, caused irregular employment of several hundred men at CHATHAM. Full time and normal conditions prevailed in other metal trades. Mechanics were reported in strong demand at WINDSOR, especially tool and die makers. Great activity, due to heavy foreign orders, prevailed throughout the group, including structural steel works, machine and tool shops, automobile factories and general foundries. The carriage factory at ORILLIA increased its plant, and the agricultural implement, wagon and stove factories continued active. The electro-foundry furnaces closed down about one-third time owing to shortage of raw material. The saw-mill and mining machinery factory needed skilled mechanics. Good conditions prevailed generally at OWEN SOUND throughout this group. The shipyard and railway shops at PORT ARTHUR re-

tained sufficient help to keep the work moving. At WINNIPEG all departments of the metal industry continued well employed, without any material change in the number of employees. Machinists and boilermakers were in strong demand at the end of the month. BRANDON reported some demand for labour at the engine works at the middle of the month. The rolling mills at MEDICINE HAT still remained closed, but another mill which was closed for a short time in December resumed operations. Foundries and other metal works were fairly active here and at LETHBRIDGE. At EDMONTON the machine and railway shops, electrical and sheet metal workers were well employed, the iron workers being normally active. About 1,200 men were laid off temporarily at the shipyards at VANCOUVER until steel arrived, which would be in three weeks, it was stated. Pig iron and rolling mill products, structural iron and steel, bridge and elevator work was reported dull. Locomotive and car repair and stationary and portable engine and boiler work was fairly active. Automobile, cycle and motor engine workers were busy, also the metal roofing, sheet metal and furnace trades. Ship carpenters were reported in demand at PRINCE RUPERT, and at VICTORIA orders were received from the Dominion Government for four wooden barquentines, on which 500 men will be employed. About 450 men were steadily employed at the iron shipyard. Iron foundries were rather slack, but stove foundries were very active.

SYDNEY reported less activity in aerated water and soft drink establishments. Abattoirs and

**Foods, liquors  
and tobacco**

meat packing houses continued steadily active. The sugar refinery at HALIFAX shut down at the middle of the month for repairs and also owing to shortage of raw sugar. At WESTVILLE steady conditions prevailed throughout this group. The milk factory at TRURO continued running full time with capacity help. CHARLOTTETOWN reported exceptional activity



throughout the food group. At St. JOHN the sugar refinery, which closed in December for lack of raw sugar, resumed operations on January 5, but had to close down again on January 19 for the same reason. Work was to start again on Feb. 2. Other branches in this group, excepting soft drinks, were reported steady. MONCTON reported the bakers and biscuit makers very busy, and at FREDERICTON the bakers and confectioners were busy and packing house workers well employed. Flour mills were also active, but soft drink factories were dull. Bakers at BATHURST had a good month. MONTREAL reported normal activity during the month in the flour and feed plants, abattoirs and meat-packing houses. Bakers and confectioners were busy. Soft drink makers were active, especially so at the beginning of the month, but cigarmakers were slack. In QUEBEC bakers and confectioners, tobacco and especially brewery workers were busy, but abattoirs and meat-packing trades were quiet and creameries and aerated water workers were dull. Conditions in SHELBROOKE were somewhat similar, but abattoirs and packing plants were more active. Flour and feed business was reported good. ST. HYACINTHE reported activity throughout this group. At THREE RIVERS a new creamery opened during the month. Bakers and confectioners continued busy, and soft drink, near-beer and tobacco factories were active. OTTAWA and HULL reported a good month for abattoirs, bakers, confectioners and dairy workers. In TORONTO flour and feed establishments and cereal plants were working steadily. Bakers and confectioners were active, and candy makers were in demand. Cigarmakers and brewers were fairly well employed. Fruit and vegetable cannery workers were fairly active. A large number of men were engaged in ice-cutting during the month. Soft drink workers were rather slack. General activity prevailed in HAMILTON throughout the food group. ST. CATHARINES reported slack conditions in the canneries, but flour and feed workers, butchers, bakers, confectioners and

others were busy. In BROCKVILLE activity prevailed in all branches, but flour and feed mills were hampered by irregular service of cars. Cigarmakers were rather slack. PETERBOROUGH reported confectionery workers rather slack, also cigarmakers. Creameries and dairies were active. KINGSTON, GALT and BELLEVILLE reported general activity. At the latter point a new cereal factory opened. BRANTFORD reported the flour mill running full handed, no longer making flour, but grinding chop. Bakers and confectioners had a busy month. Cannery workers were well employed, creameries and dairies ran full handed, and soft drink establishments were busy for the season. At KITCHENER meat cutters were in demand, and girls were wanted for candy making. Flour and chopping mills ran full time. Creameries and dairies were active and breweries fairly busy, but cigar makers worked short time and at the sugar factory only shippers continued at work. Owing to scarcity of grain at GUELPH the flour and feed mills were rather slack, but bakers and confectioners were fairly active. Breweries were also active, but the soft drink trade was dull. At STRATFORD steady employment was reported in all branches. Normal activity prevailed at WOODSTOCK. Female help was in demand for the bakery and confectionery trades at LONDON. Cigar makers were very busy. Many men were employed in ice cutting. Flour mill and confectionery plants at St. THOMAS worked double shifts, and tobacco plants were very busy. Full time with occasional overtime was the rule at the abattoir at CHATHAM, additional help being taken on and prospects being good. Flour and feed plants and meat packing departments, also bakers and confectioners were steadily active, but soft drink workers were rather slack. Cereal plants, breweries, creameries and dairies at WINDSOR were extremely busy. The last cigar factory closed during the month, shortage of help and material being the cause. The salt factories were very busy. Soft drink workers were very slack. The soft drink factories at SAULT STE. MARIE

reported breweries increasingly active and soft drink factories also very busy. WINNIPEG reported no change in this group. Abattoirs and meat packing houses continued with the same number of employees. Creameries and dairies reported no change in employment. Satisfactory conditions prevailed in the confectionery trades. Experienced bakers were in demand, but extra female help was dispensed with. Female help was required for chocolate dipping. Vegetable canners reported slight increase in employment. Steady staffs were maintained in the soft drink establishments. In BRANDON and REGINA activity prevailed in all branches excepting tobacco factories. At MOOSE JAW the abattoirs and meat-packing houses laid off 250 men owing to shortage of butcher cattle and hogs. Creameries reported a light receipt of milk and cream. At PRINCE ALBERT also a considerable number of men were laid off at the abattoir; some of these men being expected to find work in the bush. The flour mills at MEDICINE HAT worked day and night. Bakers, confectioners and creamery workers were active. Brewery workers at LETHBRIDGE were increasingly busy. CALGARY reported normal conditions in the flour and feed, and abattoir and meat-packing trades. Bakers and confectioners, brewery and soft drink factory workers were rather quiet. Employment in the meat packing industry at EDMONTON continued steady, about 450 men being employed. At FERNIE bakers and confectioners were very busy. Breweries were also very active, and dairies had a satisfactory month. VANCOUVER reported slackness at the sugar refinery owing to shortage of raw sugar. Busy conditions were noted in the flour, feed and cereal mills, also in abattoirs and packing houses, baking and confectionery, creamery, dairy and brewery trades. Cigar makers and soft drink workers were rather slack. Fruit and vegetable canning ceased for the season. The meat packing house at NEW WESTMINSTER continued normally active. VICTORIA reported steady conditions in the flour and feed mills, also in the

baking and confectionery trades. Breweries were increasingly active. Cigar makers were slack. Fruit and vegetable canners concluded a prosperous season.

A strong demand for female help for machines at the woollen mills and hat and cap factories was reported from TRURO. **Textiles,** The cotton factory at  
**cordage and** YARMOUTH had 471 em-  
**carpets** ployees on their staff

with little demand for further help. The cotton mills at ST. JOHN continued working steadily, the MILLTOWN plant employing about 580 hands. At MONCTON the underwear factory continued busy with 225 operatives; the woollen mills which had been undergoing remodelling were again in operation. The cotton mill employees at FREDERICTON were very busy. The MARYSVILLE plant had about 538 employees on the staff. MONTREAL reported the cotton, woollen and knitting factories busy, but the tent and sail makers rather slack. The cotton mills at QUEBEC were also very busy and working overtime. The cotton, woollen, hosiery, underwear and textile finishing factories at SHEBRROOKE were busy. Over 1,400 persons were steadily employed during the month in the cotton mills at THREE RIVERS. At TORONTO the woollen, hosiery and knitted goods mills were busy, with large export orders on hand, but operations were limited in some cases by scarcity of wool. The carpet and rug industry was very busy, and tent and awning workers were beginning work for spring. A demand for help was reported from HAMILTON for the cotton hosiery, underwear, knitted goods, silk and linen factories. General activity prevailed throughout the group, including felt, bleaching, rope, tent and carpet factories. Female help continued in demand in the knitting factories at NIAGARA FALLS. At ST. CATHARINES the woollen, knitting and silk operatives were actively engaged. The tent and awning makers at BROCKVILLE continued rather slack. The textile mills at KINGSTON had an active month. Female help was in strong demand at the woollen



mills at PETERBOROUGH, where the knitting workers and carpet weavers were very busy. A shortage of help was also reported from GALT at the cotton and woollen mills. The silk factories were also busy. At BRANTFORD help was in strong demand in the woollen mills, and the silk factories were also very busy. A shortage of men was reported in the cordage factory. At KITCHENER help was in demand at the twine factory, and the felt factory workers were busy. Female help was in demand at GUELPH in the cotton and worsted spinning mills, also knitters in the hosiery and knitted goods department. The linen and carpet mills were also very busy. STRATFORD reported a constant demand for female help in the woollen, hosiery and knitting factories, and a similar strong demand was reported from WOODSTOCK for the textile, underwear and knitted goods factories. At LONDON more female help was required for the hosiery factories which were all working overtime. The knitting factory at St. THOMAS continued busy and the pad and textile factory at CHATHAM ran steadily. At WINNIPEG the knitting factories retained all their hands, though work was rather slackier than in the previous month. The bag and the tent and awning industries also gave steady employment. VANCOUVER reported the knitting factories busy, but tent, awning and sail makers were rather slack.

Steam laundries at SYDNEY continued active. Female help was reported from

**Clothing and Laundering** TRURO to be very difficult to secure for the machines in the cap factory. At CHARLOTTETOWN the tailors and garment workers reported the January trade better than any corresponding month for years. Laundry workers were also well employed. St. JOHN reported great activity in the ready-made clothing factories, but the fur makers were quiet. Laundries were busy owing to ocean steamship arrivals. At MONCTON a demand for skilled help was reported in the tailoring shops, and the laundries

were also very busy. More help was required for the clothing trade at FREDERICTON. Steam laundries and cleaning and dyeing plants were busy. MONTREAL reported the ready-made factories getting busy on spring orders. Whitewear workers were active, and laundry workers fairly well employed. At QUEBEC the ready-made clothing factories were working overtime. Women's whitewear, hat and cap, glove and fur workers were also very busy. Steam laundries were quiet. Ready-made clothing workers, also laundries and cleaning establishments at SHERBROOKE were busy. At St. HYACINTHE the hosiery and underwear factories worked overtime, but employment in the ready-made clothing trades decreased towards the end of the month. The cuff and collar workers at St. JOHN'S and IBERVILLE were rather slack, but at SOREL, OTTAWA and HULL the clothing trades were reported to have a satisfactory month. TORONTO reported a strong demand for female help in the ready-made clothing, and similar conditions prevailed in the shirt, hat and cap, and glove trades. Women's whitewear factories and steam laundries were very busy. Help was required at HAMILTON for the shirt and collar and women's wear trades, and for the steam laundries and dyeing establishments. Ready-made clothing, hat, cap, glove and fur workers were also active. At NIAGARA FALLS female help was in demand for the corset, hat and suspender factories and for the steam laundries. The hat industry at BROCKVILLE was fairly busy. Fur workers were also active and glove makers busy. KINGSTON reported good conditions in the ready-made clothing trade. Steam laundries and dyeing establishments were also busy. The shirt factory at BELLEVILLE continued very busy, and the laundry workers were active. The women's whitewear factories at PETERBOROUGH had a busy month. A shortage of help was noted in the laundries and dyeing establishments at GALT, where the ready-made clothing and shirt factories were also busy. At BRANTFORD the overall factory ran full handed; also the ladies' whitewear factory. Female help

was in demand at KITCHENER in the shirt factories, and sewing machine operators were required. Openings for girls and boys were reported in the button factories and operators were required for the button-hole machines. Full time was the rule in the robe and clothing, shirt and collar and glove factories. Steam laundries and dyeing establishments had a good month. Knitters were in demand at GUELPH in the hosiery and knitted goods mills. The women's white-wear and felt hat workers, and the laundry and cleaning workers were all active. Ready-made clothing workers and steam laundries were active at STRATFORD. At LONDON the ready-to-wear men's clothing trade was very busy. More female help was required in the overall and glove factories at WINDSOR and laundries and dyeing establishments were very busy. At ORILLIA the ready-made clothing factory took on additional help. Experienced help was in demand at Winnipeg in the ready-to-wear clothing and shirt industries, and the glove trade took on inexperienced help as well. No more whitewear and cap workers were in demand, but employment was steady. Furriers were slack. Cleaners had a good month without much increased employment. Steam laundries and dyeing establishments were fairly busy at BRANDON, REGINA, MEDICINE HAT and CALGARY. At EDMONTON about 275 workers were steadily employed in the garment factory. VANCOUVER reported the ready-made clothing, shirt and women's white-wear factories busy, but steam laundries, dyeing and cleaning establishments rather slack. At VICTORIA the shirt and overall factories were still fairly active and laundry workers and cleaners had steady employment.

ST. JOHN reported the pulp mill still running steadily. The pulp mill at BATHURST worked to capacity, but no additions to the staff were called for. At SHERBROOKE and THREE RIVERS the pulp mills were busy, the plant at the latter point being enlarged. 900 men were employed

here. At OTTAWA and HULL the pulp and paper mills were all active except where ice conditions held up operations for a time in some mills. The cardboard factory continued busy. The felt and tarred paper workers at HAMILTON were still actively employed. The roofing factory at BRANTFORD ran overtime. At ST. CATHARINES the pulp and paper, beaver board and other pulp product mills gave steady employment. The pulp and paper mills at SAULT STE. MARIE were running day and night. At OCEAN FALLS and POWELL RIVER, B.C., the pulp and paper mills continued very busy; also at VICTORIA where all mills were running to capacity. The rubber roofing, felt and tarred paper plant operated steadily with increasing activity.

At SYDNEY the printers continued active, and at TRURO they were very busy, working overtime and with a demand for more help. CHARLOTTETOWN, ST. JOHN, MONCTON, FREDERICTON all reported steady employment for printers, pressmen and bookbinders. At MONTREAL printers, bookbinders and lithographers had a busy month, and at QUEBEC newspaper and job printers, bookbinders and paper box workers were actively employed. At SHERBROOKE the printers were busy, also at ST. HYACINTHE, where the paper box makers continued active. THREE RIVERS reported a good month for the printers, but at SOREL the printing trades were quiet. The printing plants at OTTAWA and HULL had a good month. TORONTO reported the printing, engraving and lithographing trades active, and bookbinders and paper box and bag makers were in demand. The same active conditions prevailed also at HAMILTON, ST. CATHARINES, BROCKVILLE and KINGSTON. BELLEVILLE reported exceptional activity in the printing trades. PETERBOROUGH reported the printers as busy and at GALT they were also active, while more help was called for at the paper box factory. Printers and paper box workers were busy at BRANTFORD. The

#### **Pulp, paper and fibre**



envelope factory was steadily active, about 300 hands, mostly girls, being employed. At KITCHENER and WATERLOO the printers were very busy, and at GUELPH activity prevailed in the printing and in the paper box industries. Steady conditions were reported in the printing trades at STRATFORD, WOODSTOCK, LONDON and ST. THOMAS. At the latter point the new paper box factory was running night shifts. Machine hands were in demand at the job offices in WINDSOR, where all departments of printing, binding, etc., were very active. WINNIPEG reported a slight demand for bookbinders. The box industry was less active, but without change in the staffs employed. The daily papers were obliged to suspend for a few days owing to paper shortage. Job printers continued well employed, with sufficient help available. At BRANDON the printers were busy, but REGINA and MOOSE JAW reported conditions slack owing to shortage of newsprint, newspapers being reduced in size and stocks being short for job work. MEDICINE HAT and LETHBRIDGE also reported some slackness compared with the previous month. At CALGARY and EDMONTON printers and bookbinders were well employed. Job printing was very active at FERNIE. VANCOUVER reported newspaper and job printers fairly active; publishing and binding trades less active, and paper box and novelty trades slack. At VICTORIA all lines of the printing industries were somewhat quiet. Paper box factories were busy, working overtime.

SYDNEY reported continued activity in the sash, door and planing mills. The

**Woodworking** sash, door and planing  
**and furniture** mills at WESTVILLE had  
a busy month. At

CHARLOTTETOWN coopers were active, but other branches of this group had a dull month. The brush factories at ST. JOHN were working overtime and broom factory was also busy. At FREDERICTON the sash, door and planing mills were active with no indication of the usual mid-winter lay-off. The canoe makers were busier than ever

before. At MONTREAL the wooden box and furniture workers had a fair month, and the piano industry was active. QUEBEC reported the sash, door and planing mills, the wooden box, broom and brush factories all busy. At SHERBROOKE the sash, door and planing mills were quiet, but the chair factory was busy. The sash, door and planing mills were active at ST. HYACINTHE, the wooden box factories were very busy, and the organ makers were well employed. At THREE RIVERS the planing mills had a good month and the wooden toy factory was busy. SOREL reported conditions rather slack. The box factories at OTTAWA and HULL were fairly busy, though not running to capacity. The sash and door factories were active. TORONTO reported the sash, door and planing mills, also the furniture and piano factories as all busy. Brush and broom workers and toy makers were also active. Activity was reported from HAMILTON throughout the group including the sash, door and planing mills, wooden box, broom, furniture and toy trades. At NIAGARA FALLS the planing mills were quiet owing to the check on building due to severe weather. Female help was in demand in the sporting goods factory. ST. CATHARINES and BROCKVILLE reported activity in the planing mills, the furniture workers at the latter point being fairly well employed. At KINGSTON the sash, door and planing mills were active, the broom factory and the piano factory workers having normal employment. Conditions at BELLEVILLE were considered good for the season of the year. The canoe makers at PETERBOROUGH were working overtime. Pattern makers were very busy and planing mills and box factories were active. A shortage of help was reported in the sash, door and planing mills at GALT, and the furniture factories were also busy. At BRANTFORD overtime work was frequent in the sash, door and planing mills and the piano factories worked full-handed. KITCHENER reported a demand for cabinet and machine men in the furniture trade. Active conditions prevailed in the sash, door and planing mills, wooden

box factories, wooden ware and toy, and piano and organ factories. The cooperage plant at WATERLOO was also busy. At GUELPH the sash, door and planing mills were fairly busy and piano, organ and sewing machine makers were active. STRATFORD reported employment good in the planing mills, furniture, chair, cooperage and broom factories. At WOODSTOCK a constant demand for skilled help, machinists, bench hands and finishers was noted in the furniture and chair factories. The sash, door and planing mills at LONDON continued steadily active, and the piano makers were also active. The new furniture factory at ST. THOMAS was busy. WINDSOR reported a shortage of woodworkers, the season being unusually busy. The piano industry was fairly active, though not to the same degree as before the war. At ORILLIA the planing mills steadily added to their staff and a shortage of skilled help was reported in the furniture factory. At WINNIPEG the sash, door and planing mills remained without change in employment, the regular staffs being carried. Upholsterers were in strong demand at the end of the month. The sash, door and planing mills were busy at BRANDON, but quiet at REGINA and MOOSE JAW. At MEDICINE HAT and CALGARY these trades were fairly busy. FERNIE reported a quiet month at the sash and door factories. At VICTORIA the sash, door, and planing mills, and wooden box factories were fairly busy.

The tannery trade at ST. JOHN continued active. At FREDERICTON the shoe factory and larrigan works were running full time and tanneries and leather workers were generally active. MONTREAL reported the boot and shoe workers active; tanneries and rubber factories were busy, and trunk, bag and harness makers were fairly well employed. Workers in the rubber factories were active. The strike reported last month still con-

tinued, but sufficient labour was forthcoming to keep the industry active. At QUEBEC the boot and shoe factories were busy, with capacity help. Leather stiffeners and sheeting makers were also busy, but trunk and bag workers were rather slack. ST. HYACINTHE reported steady activity in the tanneries. Shoe factory workers were still active with signs, however, of a seasonal falling-off. Harness makers were very active. THREE RIVERS reported activity in the boot and shoe trades and at SOREL the tannery and shoe workers had a good month. A continued demand for shoe workers was reported from TORONTO. Trunk and bag, harness and rubber trades had a busy month. HAMILTON reported general activity throughout the leather group. At ST. CATHARINES rubber factory workers had steady employment. Harness and belting trades at BROCKVILLE were fairly active, and the tannery at KINGSTON had a very busy month. PETERBOROUGH reported that the leatherworkers were busy and at BRANTFORD the shoe factories worked full handed. Help was in demand for the shoe factories at GALT. At KITCHENER experienced side lasters on niggerhead machines were in demand at the boot and shoe factories. The tanneries had a busy month, the trunk and bag makers were working full time. The rubber tire factories worked short handed, and help was also in demand at the rubber footwear factories. The trunk and bag factory at WATERLOO was very busy. At STRATFORD the tannery workers were busy and the harness repairers were active. Employment was also good at WOODSTOCK, the local supply of help being fully taken up. At LONDON the tannery and shoe factory was busy to capacity, and at ST. THOMAS skilled workers were in demand at the shoe factories. At BRANDON the tanneries and trunk factories were busy, but at CALGARY the trunk, bag, harness and horse goods workers were slack. VANCOUVER reported the boot and shoe workers actively employed.

**Leather,  
boots, shoes  
and rubber**



The clay products trades at WESTVILLE were in steady operation. Cut stone and

**Clay, glass  
and stone**

granite workers were quiet. ST. JOHN, N.B., reported slackness in the cut stone and granite trades. At MONTREAL the glass factories were reported busy, but at QUEBEC the stone cutters were very slack and the brick and tile making trades were at a standstill. The cut stone and granite workers at SHERBROOKE were fairly active, but the brick yards were quiet. The pottery workers at ST. JOHN and IBERVILLE were unemployed from lack of material. At TORONTO the glass factories had a good month. HAMILTON reported activity in the cut stone and granite, brick, tile and sewer pipe, cement, lime and pottery and porcelain trades. At BROCKVILLE the clay, glass and stone workers were very slack. Granite and marble workers at KINGSTON were reported active, and cut stone workers were fairly well employed. BELLEVILLE reported the cement plant working day and night. Pottery and sewer pipe makers were fairly busy. Activity prevailed in the cut glass factory at PETERBOROUGH, and in the brick, tile and sewer pipe factories at GALT. At KITCHENER the stone cutters and marble workers were still steadily employed, and the brick, tile and sewer pipe makers were fairly active. STRATFORD reported a decline of activity among brick and tile workers. Stone cutters at LONDON continued a very busy season, with good prospects. Cut stone and granite workers at REGINA were quiet. At MEDICINE HAT the brick and tile plants were fairly busy and pottery workers were about normally employed.

At SYDNEY the lubricating oil and grease trades continued steadily employed.

**Paints, oils,  
chemicals,  
explosives**

ed. About 1,215 men were employed at the oil refinery at HALIFAX, but no new men were taken on. The paint and varnish industry at MONTREAL continued normal, and the chemical, drug, and medicine plants were busy. At QUEBEC the cartridge and ammunition

workers had a dull month. SHERBROOKE reported fair employment in the gunpowder, also in the acid, extract, drug and medicine factories. The paint establishments at THREE RIVERS had an active month. At TORONTO the paint, varnish and soap factories were active, and the chemical and drug trades were busy. HAMILTON also reported activity in the soap, powder and cartridge, and acid and drug factories. The paint and varnish plants at BRANTFORD continued busy, and the oil and grease workers at KITCHENER had a good month. At WINDSOR more female help was in demand in the toilet soap and perfume factories. The paint and varnish trades were also busy preparing for the spring rush. Soap factories at WINNIPEG continued without change in staffs. The soap factory at REGINA closed down for reorganization on changing ownership, and will remain shut until April. The linseed oil mills at MEDICINE HAT continued very busy, running day and night shifts. VANCOUVER reported the Ioco oil refinery busy. Paint, varnish and soap makers were rather slack. At VICTORIA the paint and soap factories were increasingly active, and chemical and explosive workers were also well employed.

The earnings of the Canadian Pacific Railway during December were \$17,-

025,583, as compared

**Railways,  
shipping and  
'longshore work**

with \$15,750,854 in December, 1918. The number of persons employed by the C.P.R., G.T.R. and C.N.R. on railway operation, including general offices, train and engine crews, station forces, sleeping, dining and parlour car employees, showed a net increase of 700 persons only during the month of January, the number of employees at the end of the month being 65,650, as compared with 66,350 at the end of December. In the middle of the month, however, the total fell to 65,300, but a slight recovery was made during the last two weeks. The net decrease during the month was accounted for by reductions of 500 and 350 persons re-

spectively for the C.P.R. and C.N.R., and an increase of 150 persons for the G.T.R. SYDNEY reported that during January the railways, steam and electric, continued active. Railway repair shops, also transfers, liveries and garages were steadily active, but navigation and 'longshore work was slack. At WESTVILLE the railwaymen were well employed, and street railways increased their staffs. Repair shops were busy. Transfers, liveries, etc., were quiet. At CHARLOTTETOWN railroad conductors, locomotive engineers and firemen, trainmen, telegraphers, trackmen, freight handlers, and livery and express men, were all well employed. ST. JOHN reported exceptional activity in the steam railways. Street railways were also very busy. The port was congested with shipping, twenty more liners arriving between the opening of the winter port and February 1 than in the corresponding period last year. As the vessels, however, were mostly in ballast and taking grain cargoes, there was little extra work for 'longshoremen. Transfers, liveries and garages were busy. At MONCTON employment was good on the Canadian National Railways, and at FREDERICTON railway workers were busy. At MONTREAL the railways were well manned and had a large volume of business. Railway repair shops had plenty of work. QUEBEC reported very heavy freight traffic on the steam railways, but passenger traffic not so heavy. Street railways were slack as usual at this season. Increased employment was noted in the railway repair shops. Navigation and 'longshore work was practically at a standstill. Transfer, livery and garage work was dull. At SHERBROOKE the railways were very busy in their passenger department, but less so in freight. Railway repair shops were well employed, and transfers, liveries and garages were fairly active. THREE RIVERS reported transportation workers generally active. Railway employees and teamsters at ST. JOHN'S and IBERVILLE had an active month, and employment was also satisfactory at SOREL. At TORONTO the steam

railways experienced the usual seasonal difficulties due to severe weather and snowstorms interfering with traffic during the latter part of the month. Street railways were less busy. Railway repair shops had plenty of work, and garages were busy. HAMILTON reported activity on the steam and electric railways. 'Longshoremen were slack, except those getting boats ready for spring. At NIAGARA FALLS freight movements by rail were heavy, though a temporary embargo, designed to relieve congestion due to snow blockades, restricted traffic for a time. Teamsters and delivery drivers were in demand. ST. CATHARINES reported railway work active, and at BROCKVILLE the railways and repair shops were busy, and liveries unusually busy. Activity prevailed in the steam and electric railways and repair shops at KINGSTON, also in the transfers, liveries and garages. All sections of railway work were reported brisk at BELLEVILLE, BRANTFORD, GALT and KITCHENER. The G.T.R. repair shops at STRATFORD and LONDON were active throughout the month. The railways worked under difficulties due to snow. ST. THOMAS reported the railway and shop employees busy. Garages were reported very active at SAULT STE. MARIE. At PORT ARTHUR and FORT WILLIAM the shipyard and railway shops employed enough men to keep the work moving. Freight sheds, coal docks, elevators and all 'longshore work had definitely closed down, each of these industries having only a retaining staff looking after machinery and doing the necessary work on rail transport. WINNIPEG reported a demand for skilled mechanics for railway repair work. Railway telegraph linemen were also wanted. Street railway staffs were unchanged. At BRANDON there was activity in the steam and street railways, repair shops, transfers and garages. Railway employees at REGINA were active. On the street railways service was reduced for a period owing to lack of power. At MOOSE JAW the railways took on a few more men. MEDICINE HAT reported great activity in all departments of the C.P.R. At CALGARY the railways were



fairly busy, but repair shops were quiet. Transfers, liveries and garages were normal. VANCOUVER reported the steam railways less active than in the summer months, but the electric railway was busy. Repair shops were busy. Navigation and longshore work was rather slack. Transfers and garages were busy. VICTORIA reported coasting steamer trade quiet, the adverse money exchange rate stopping travel to California. Railway repair shops were active, and garages continued busy.

FREDERICTON reported continued preparations for opening the antimony mines at Lake George.

**Mining (metalliferous) and Quarrying** At QUEBEC stone quarrying was stopped by severe weather. At

THETFORD MINES the asbestos industry closed down for the first week, causing unemployment. Later in the month miners were short at the Bell mine, causing shortage of raw material at the mills. Severe weather also hampered operations. The mica industry shut down for about twelve days, but resumed later, about 230 men being involved. At COBALT the month's record for the silver-producing mines compared favourably with the opening month of 1919, when the price was \$1.01½ per ounce, as compared with current quotations of \$1.35 per ounce. Ore shipments for the month amounted to 19 cars containing approximately 1,445,578 pounds of ore; this compares with 14 cars containing approximately 1,052,925 pounds of ore in December. Bullion shipments for the month amounted to 311 bars containing 337,373.78 fine ounces of silver, as compared with 509,776.04 fine ounces in December. The gold camps at PORCUPINE and KIRKLAND LAKE were very active. The indications are that the output of these camps during 1919 amounted to close on \$10,000,000. At NELSON and TRAIL the smelters, refineries and concentrators continued active, though hampered by shortage of ores and water, practically all the men being employed. Considerable ore was reported to be coming to NELSON from Sullivan mines

at KIMBERLEY, where about 200 men were said to be at work, although picketing still continued. PRINCE RUPERT reported that the Premier Mines at STEWART were still slack owing to labour disputes.

A scarcity of skilled miners was reported from Cape Breton. SYDNEY reported the output of the Dominion Collieries during January as 276,-

000 tons against 275,000 tons in December. The output of coke was 25,800 tons with 120 coke ovens working, compared with 15,500 tons in December. The output of the Nova Scotia Steel and Coal Company at SYDNEY MINES was 55,000 tons in January, compared with 56,000 tons in December. 5,800 tons of coke were produced with 150 ovens, 40 ovens undergoing repairs. Skilled miners were in demand at GLACE BAY at the beginning of the month. WESTVILLE reported the miners operating steadily with 1,200 men on the payroll, about 500 employed at Thorburn and 700 at Westville. Production totalled about 38,930. The strike at the Minto collieries at FREDERICTON still continued, the Company, however, producing about 100 tons daily from stripping operations with steam shovels. A number of strikers left for other local collieries or for Nova Scotia. In the western provinces a number of unemployed miners at ESTEVAN were awaiting the reopening of the mines. Towards the end of the month there was a demand for men at the employment office in REGINA for the coal mines of Saskatchewan. At LETHBRIDGE all the mines were reported to be working to capacity. CALGARY reported the mines in that district fairly busy, with some lack of experienced men. At DRUMHELLER and RED DEER there was a demand for experienced miners, also in the EDMONTON district. At FERNIE the mines were reported fairly active, with experienced miners in demand. A half-day shut-down occurred during the month through a dispute with the One Big Union. Coke loaders were in demand at the beginning of the month. The coke industry, however, was completely closed down,

though at MICHEL a small number of ovens continued to operate. NANAIMO reported the mines of Vancouver Island as working to capacity, with staffs slightly increased, all restrictions on export being removed.

The value of building permits issued in 35 cities during December amounted

to \$4,945,539, as compared with \$6,936,438 in the previous month, and \$1,642,362 in December, 1918.

Building and construction were reported dull throughout the Maritime Provinces in January, with some demand, however, for labour for railway construction. Any activity at SYDNEY consisted of finishing work started in summer. At HALIFAX carpenters, plumbers and inside workers were in slight demand; painting was at a standstill, and there was much unemployed general labour. CAMPBELLTON reported some slight activity at the close of the month. At FREDERICTON the Marysville dam was completed early in the month, releasing forty men. Regular building was very slack. Building operations practically ceased at CHARLOTTETOWN, AMHERST and NEW GLASGOW. At MONCTON building was confined to interior finishing, but in the first week there was a slight demand for carpenters and bricklayers. The Housing Commission plan to erect a large number of houses. About 1,400 men were employed in this district in construction for the Canadian National Railways. St. JOHN reported a slight demand for carpenters and labourers. The Housing Board called for tenders for 15 houses. At BATHURST construction work on the dam and power house at Bathurst Mines progressed favourably. This will give employment for about 200 men until summer. Additional carpenters and men for special work were taken on during the month by the contractors. MONTREAL reported the building trade quiet with a number of uncompleted contracts which will provide work for some time. At QUEBEC there was slight activity in alteration to an industrial plant. SHER-

BROOKE reported a cessation of building except finishing work. At St. HYACINTHE about 400 men were employed at a new factory. Building at THREE RIVERS was fairly active, but hampered by the heavy cost of material. A new technical school and a new paper mill were in course of construction. Conditions at SOREL were very quiet. A small amount of building was in progress at THETFORD MINES. Some outside work was done at OTTAWA and HULL when weather permitted, and a great amount of interior work. At TORONTO the building trade showed a considerable falling off owing to severe weather, many men being laid off. HAMILTON reported the building tradesmen actively employed with the exception of bricklayers and masons. Weather conditions hindered building at NIAGARA FALLS, but carpenters were all employed, though other trades were slack. Additional men were employed on the Hydro-Electric power works. Severe weather halted outside work at St. CATHARINES and BROCKVILLE, but inside work continued. Building at KINGSTON was at a standstill, but at BELLEVILLE and PETERBOROUGH slight activity still continued. At BRANTFORD building still continued active, though hampered by shortage of material. Operations at GALT were delayed by bad weather. KITCHENER reported continued activity among bricklayers and carpenters, this being likely to continue through winter. At GUELPH and STRATFORD conditions were quiet, but carpenters were still active on indoor work. At WOODSTOCK building practically ceased, and at LONDON interior work only was in progress. WINDSOR reported a continuance of activity on construction. Preliminary work started at SAULT STE. MARIE on the erection of a new camp, 200 men being engaged. At WINNIPEG skilled mechanics were fairly well engaged considering the season, but considerable unemployment existed among unskilled workers. BRANDON reported employment good for the winter season, and at PORTAGE LA PRAIRIE work on the Hydro-Electric resumed. A number of building trade mechanics continued in employment on inside work,



but carpenters, painters and plasterers were being laid off. At MOOSE JAW construction was held up by the weather. Carpenters and bricklayers were slack at SASKATOON, though plumbers were fairly busy. Building fell away during the month at MEDICINE HAT, LETHBRIDGE and CALGARY, but considerable activity was reported still from EDMONTON in all the building crafts. At NELSON a demand for carpenters and labourers was reported for repair work on bridge trestles. Some new work started during the month at PRINCE RUPERT, but there was little demand for labour. VANCOUVER reported the building trades as slack, though some activity still continued. At NEW WESTMINSTER construction work was dull. VICTORIA reported building and construction as showing some improvement, with great activity ahead. At NANAIMO some new buildings were under construction.

The C.N.R., C.P.R. and G.T.R. showed a reduction of 1,000 persons in their railway construction (including maintenance of way) staffs during the month of January, the number of employees being 26,500 at the end of the month, as compared with 27,500 at the end of December. This decrease was more than accounted for by a reduction of 1,100 persons in the staff of the C.N.R. The G.T.R. showed an increase of 100 persons, and the C.P.R. reported the same staff at the end of January as at the end of December. During the middle of January the C.P.R. payroll showed about 300 persons less than at the beginning and end of the month, which accounted for the combined staffs of these three companies being some 300 persons less in the middle of the month than at the end.

Lumbering operations in the Maritime Provinces continued steadily. Early in

**Lumbering** the month the majority of camps in New Brunswick about completed their cutting and started hauling to river banks. The value of the lumber yield in Nova Scotia for 1919 totalled \$19,000,000, or more than double the value

of the previous annual yield. The probable lumber cut in New Brunswick is estimated at about 325 million feet, which will be a record cut. The snowfall in the middle of the month assisted operations. HALIFAX continued to supply men to the surrounding camps. Experienced men were in demand for the woods around NEW GLASGOW, but later the camps were working to capacity, and were well supplied with men. At SYDNEY men were asked for, but few applied. CAMPBELLTON reported men being laid off early in the month, absence of snow making it impossible to haul logs to the rivers, but later the heavy snowfall increased activities. BATHURST reported the lumber camps well filled and less shifting among the men. At FREDERICTON the lumbermen reported a good month in the woods, the lumber cut being a record, with sufficient help on hand. QUEBEC reported great activity in the surrounding camps, with snow sufficient for the work. Hauling was in full swing in the lumber camps at SHERRBROOKE. The sawmills were fairly active. At OTTAWA and HULL renewed difficulty was reported in securing men for the woods, but the camps were busy. The lumber camps near PETERBOROUGH employed all available men, and the largest cut for years was looked for. The mills were being prepared for spring work. A shortage of experienced woodsmen was reported from OWEN SOUND. At SAULT STE. MARIE lumbering operations were somewhat hampered owing to great depth of snow. Men were in demand at all times not only in log camps but for cedar and pulpwood camps. The demand for woodsmen continued strong at PORT ARTHUR and FORT WILLIAM, a number of men arriving from Winnipeg and Toronto. The camps at Cameron Falls were comparatively free from labour troubles, but local disputes occurred where the One Big Union was strong. There was a strong demand for bush men, tie makers and cordwood cutters at WINNIPEG for surrounding districts, the shortage being general throughout Manitoba, Saskatchewan and Alberta. At FERNIE lumbering was very active,

camps running with full crews, with some demand for sawyers, swampers and hookmen. At NELSON and CRANBROOK operations were hampered for a time by want of snow, but great activity prevailed later. VERNON reported occasional shortage of help, the logging camps being busy. The lumber mills were quiet. At KAMLOOPS the demand for labour slackened. Some camps were quarantined on account of smallpox. PRINCE RUPERT showed increasing activity in the surrounding camps throughout

the month. At VANCOUVER a demand for tie makers and stationmen was noted at the middle of the month. The saw and shingle mills were busy. NEW WESTMINSTER reported a busy month at the saw mills and shingle mills, which had orders enough to keep working at capacity for months. At VICTORIA the lumber and logging industries were very active. Loggers were in demand for new camps. NANAIMO reported activity in the logging camps, but little demand for lumbermen.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF JANUARY, 1920, WITH TEXT OF BOARD'S REPORT

**D**URING the month of January the Department received a report from the Board established to deal with the dispute between the Dominion Coal Company, Limited, Glace Bay, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America. Two applications were received for the establishment of Boards and further appointments were made in connection with applications which had been received during previous months.

#### Applications received

During the month of January applications for Boards were received as follows:

(1) From the Canadian General Electric Company, Ltd., Peterborough, Ont., in connection with a dispute with certain of its employees, being armature winders, members of Local Union No. 261, International Brotherhood of Electrical Workers. As this industry did not fall within the scope of the Industrial Disputes Investigation Act, a Board could be established only by the joint consent of the disputants. This consent was granted by the employees and a Board was established, composed as follows: His Honour Judge E. C. S.

Huycke, Peterborough, Ont., chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. J. G. Merriek and F. Bancroft, Toronto, nominees of the company and employees respectively.

(2) From the employees of various coal dealers, members of the Retail Merchants' Association of Edmonton, being members of Local No. 514, Teamsters, Chauffeurs, Stablemen and Helpers' Union. As this industry did not fall within the scope of the Industrial Disputes Investigation Act, a Board could be established only by the joint consent of the disputants. This consent had not been received from the employers at the close of the month.

#### Other proceedings under the Act

During the month of January other proceedings under the Act took place as follows:

(1) The Board established to deal with the dispute between the Nova Scotia Steel and Coal Company, Limited, Sydney Mines, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America, was completed by the appoint-



ment of His Honour Judge G. Patterson, New Glasgow, N.S., as chairman, on the joint recommendation of the other two Board members, Professor Howard Murray, Halifax, and Mr. J. C. Watters, Inverness, nominees of the company and employees respectively.

(2) The Board established to deal with the dispute between the Niagara, St. Catharines and Toronto Railway Company and certain of its employees, being motormen and conductors, barn and shop men, powerhouse men, etc., members of Division 846, Amalgamated Association of Street and Electric Railway Employees of America, was completed by the appointment of His Honour Judge Colin G. Snider, Hamilton, Ontario, as chairman, the appointment being made by the Minister in the absence of a joint recommendation from the other two members, Messrs. George

D. Kelley, Ottawa, and J. A. McAninch, Merritton, Ont., nominees of the company and employees respectively.

(3) On the employees' application, and with the consent of the employer, a dispute affecting the rates of wages, etc., in the mines of the Inverness Coal and Railway Company, Inverness, N.S., was referred to the Board of Conciliation and Investigation established to deal with a similar dispute in the mines of the Nova Scotia Steel and Coal Company, Sydney Mines, N.S. The Board in question was composed as follows: His Honour Judge G. Patterson, New Glasgow, chairman, appointed on the joint recommendation of the other two Board members, Professor Howard Murray, Halifax, and Mr. J. C. Watters, Inverness, nominees of the company and employees respectively.

#### **Report of Board in Dispute between the Dominion Coal Company, Limited, Glace Bay, N.S., and certain of its employees.**

A REPORT was received from the Board established to deal with the dispute between the Dominion Coal Company, Limited, Glace Bay, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America. The Board was composed as follows: Dr. Clarence MacKinnon, Halifax, chairman, appointed on the joint recommendation of the other two members, Col. W. E. Thompson, Halifax, and Mr. J. C. Watters, Inverness, nominees of the company and employees respectively. The Board's report was unanimous and was accompanied by a copy of a signed agreement between the disputants.

#### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Dominion Coal Company, Ltd., employer, and certain of its employees, members of

the United Mine Workers of America, District Number 26.

To the Minister of Labour:

Sir,—

We have the honour to submit the following report and are happy to inform you that a complete and satisfactory agreement has been effected between the parties concerned.

The question at issue arose from a desire on the part of the miners for a standardization of the scale of wages among the various mines in the Maritime Provinces in so far as this was practicable, and a schedule was presented to the Dominion Coal Company by the men which in their judgment would accomplish this purpose within its areas. The operators did not feel themselves in a position to accept this schedule unless accompanied by certain guarantees. Application was accordingly made for a Board of Conciliation, which was con-

stituted under your department and began its operations on December 5th, 1919.

The Board, interpreting its chief function to be that of conciliation, decided first to bring the disputing parties into direct negotiation with each other. In this effort they were happily seconded by the amicable and conciliatory spirit and mutual confidence exhibited on both sides from the beginning. Everyone was deeply anxious to secure an equitable adjustment of the difficulties and to stabilize industrial conditions as much as possible. The suggestion of the Board that the scale of wages should be fixed by the operators and miners' committee in conference by themselves, was cordially accepted by both parties.

These conferences met daily for nearly six weeks with only a brief interval at Christmas time. An entirely new schedule covering all classifications of work (more than 300) in mines and machine shops was agreed upon, together with some modifications in the conditions of labour. This new schedule granted a generous advance in the rate of pay and brought it up to the increased standard of living. The Board did not remain in session during all the time of these conferences, but adjourned whenever it felt assured that the chief difficulties had been overcome. It convened again, however, to receive a report and to adjust the final agreement. This was unanimously reached and was signed by the representatives of the Company and the Miners' Committee on January 15th, 1920, and referred to the local Unions for ratification. As soon as such ratification has been given, the new scale will go into operation and will take effect from January 1st, 1920. The agreement covers a period of one year, with the proviso that in the event of a change in the cost of living, or disturbance in the economic situation, or disparity in the scale of wages of other companies, either party could ask for revision at the end of each four months' period.

Attached are (1) full text of agreement, and (2) minutes of meetings.

We have the honour to be,

Sir,

Your obedient servants,

(Sgd.) CLARENCE MACKINNON,  
Chairman.  
(Sgd.) J. C. WATTERS.  
(Sgd.) W. E. THOMPSON.

Memorandum of Agreement made and entered into this 15th day of January, A.D. 1920, between the Dominion Coal Company, Limited, and District Number 26 of the United Mine Workers of America, representing the employees of the said Dominion Coal Company, Limited.

*Whereas*, disputes having arisen between the said The Dominion Coal Company, Limited, and its employees as to wages and conditions of labour;

*And, whereas*, the said Dominion Coal Company, Limited, and the said employees, acting through the United Mine Workers of America, District No. 26, appointed duly authorized representatives to represent them respectively before the said Board of Conciliation, to consent to and sign any agreement, and such agreement shall be binding upon the parties hereto subject to the ratification of the Local Unions;

*And, whereas*, after many consultations with the said Conciliation Board and conferences between the representatives of the parties hereto, an agreement has been arrived at;

*Now this Agreement witnesseth* that the said parties hereto agree to accept and be governed by the Schedule of Wages and Working Conditions as set out in the Schedule hereto annexed and that the same shall remain in force for the period of one year from the first day of January, A.D. 1920, and to continue in force thereafter subject to thirty days' notice from either party;

*Provided, however*, that should there be any change in the cost of living or any disturbance in economic conditions, or any disparity in the Schedule of Wages paid by any other Coal Company in the Province of Nova Scotia, this Schedule may be open for revision at the instance of either party to this agreement at the end of each four months' period during the existence of this Agreement.

It is further understood and agreed that the above proviso shall not be considered to apply to any Coal Company within the Province of Nova Scotia which produces less than two hundred tons of coal per day or operating upon a seam of coal less than four feet in thickness.

In witness whereof the parties hereto have signed this Agreement under the hands of their representatives being accredited and duly au-



thorized in that behalf by the said parties hereto.

Signed and delivered in duplicate at Halifax the day and year first above written.

For Dominion Coal Company, Limited:

(Sgd.) H. J. McCANN.

(Sgd.) ALFRED J. TONGE.

(Sgd.) M. BLUE.

For the United Mine Workers of America,  
District Number 26:

(Sgd.) ROBERT BAXTER.

(Sgd.) J. B. McLAHLAN.

(Sgd.) WM. HAYES.

## COMMISSIONER APPOINTED TO ENQUIRE INTO THE ALLEGED LOCKOUT OF CERTAIN EMPLOYEES OF THE FIRM OF GUILLET AND SON, MARIEVILLE, QUE.

**D**URING the month of October information reached the Department of Labour of an alleged lockout of certain of the employees in the straw hat department of the firm of Guillet and Son, Marieville, Quebec, on account of union affiliation; also that another group—the felt hat department—had also been locked out a few days after the other employees in question.

An officer of the Department of Labour visited Marieville with a view of bringing about some settlement, but was unsuccessful in effecting any adjustment of the difficulty.

At the end of January the dispute was still in existence, and the workers affected, it is claimed, were unable on this account to obtain employment elsewhere, and were experiencing much hardship and privation.

In view of these circumstances Mr. Joseph Perrault, architect of Montreal, was appointed a Commissioner, under the authority of the Inquiries Act, to investigate and report upon the causes and circumstances which had led up to the dispute, and to make any recommendations which he might see fit looking towards an adjustment. The text of the order-in-council in this matter is as follows:

P. C. 203.

Certified copy of a report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th January, 1920.

The Committee of the Privy Council have had before them a report, dated 27th January, 1920, from the Minister of Labour, recommending that Mr. Joseph Perrault, Architect, of Montreal, P.Q., be appointed Commissioner under the provisions of Part 1 of Chapter 104 of the Revised Statutes of Canada, 1906, commonly called the Inquiries Act, to investigate and report upon the principal causes and circumstances which led in the month of October last to an alleged lockout of a number of the employees of the firm of Guillet and Son, hat manufacturers, of Marieville, P.Q., the said lockout being apparently still in existence and the workers affected being, as it is claimed, unable through the continuance of this dispute to obtain employment elsewhere.

The Minister further recommends that the Commissioner has the right to determine the manner of conducting the proceedings in respect of such inquiry and to make any recommendations which he may see fit looking to the adjustment of the above mentioned dispute, the report of the Commissioner to be submitted to the Governor General in Council for any action which may be deemed practicable and expedient.

The Minister further recommends that all fees and expenses payable to the Commissioner or to witnesses called in connection with the inquiry shall be governed by the provisions as to such matters of the Industrial Disputes Investigation Act, 1907, as if the Commission had been a Board of Conciliation and Investigation established under that statute.

The Committee concur in the foregoing recommendations and submit the same for approval.

(Sgd.) RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

## STRIKES AND LOCKOUTS IN CANADA DURING JANUARY, 1920

**T**HIRTEEN strikes, involving about 1,344 employees, were reported as having commenced during January. There were in existence at some time or other during the month 28 strikes, involving about 3,366 workpeople. The total time loss on account of industrial disputes was estimated at 57,944 working days, as compared with 48,960 in December, 1919, and 20,737 in January, 1919. The time loss occasioned by the 13 strikes which began in January was 13,243 working days, while a loss of 44,701 is charged to the 15 strikes that commenced prior to January. Termination was reported in the case of three

disputes which commenced prior to January. Ten of the disputes commencing during January terminated during the month, leaving the following 15 strikes, affecting approximately 2,347 workpeople on record January 31: lumber workers, Hylo, Alta.; miners, Kimberley and South Minto; pottery workers, St. John's, Que.; machinists, St. John, N.B.; moulders, Brantford; moulders and coremakers, Sherbrooke; moulders and patternmakers, Toronto; shipbuilders, Sorel; garment workers, Montreal; millinery workers, Marieville and Montreal; rubber workers, Toronto; waterworks employees, Montreal, and glass workers, Thorold, Ont.

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—Only one strike is recorded in this group. This was the strike of lumber workers at the North West Lumber Company's camp at Hylo, Alta. It commenced about December as a result of a reduction in wages, and, according to the men's assertions, because of generally unsatisfactory camp conditions. The last information concerning this strike was that it remained unterminated at the end of the month.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—The latest strike in this group occurred at Mountain Park, Alta., on December 29, when 250 miners of One Big Union affiliation quit work. This strike resulted owing to the refusal of

the miners to recognize Order No. 141 of the Director of Coal Operations, which provided for a 14 per cent increase to those miners only who were affiliated with the United Mine Workers of America. The strike terminated after 26 days' duration, with the officials of the United Mine Workers of America reorganizing the area of this dispute. The refusal of the miners to recognize Order No. 141 with respect to the signing of the check-off to the United Mine Workers of America also resulted in a one-day strike at the Brule Mines, Alta. The strike of the Minto miners, which commenced on December 6, remained unterminated as did the strike of the metalliferous miners at Kimberley, B.C. The approximate situation of this group for January was 776 employees involved and a time loss of 12,476 working days.

**METALS, MACHINERY AND CONVEY-**



ANCES.—The lockout of moulders at Brantford, and the strikes in the moulding trade at Sherbrooke and Toronto which commenced on May 1, September 23, and May 1, respectively, were still unterminated, although in all three disputes most of the original strikers had secured work elsewhere. The strike of shipbuilders at Sorel which commenced on August 12 was also unterminated. Four strikes in this group commenced during January. The most important of these was the strike of 120 machinists, involving five firms, at St. John, N.B. This strike commenced on January 27. The men demanded a minimum of 68 cents per hour and an eight-hour day, instead of the former minimum of 50 cents per hour and a nine-hour day. Later developments of this dispute would seem to indicate that the principle of union recognition was also a factor. This group closed for the month with eight disputes unterminated, involving 943 employees and an approximate time loss of 21,202 working days.

CLOTHING.—Five strikes, involving 786 employees with a time loss of about 11,796 working days, were in existence in this group during January. The strike of millinery workers at Marieville and Montreal was unterminated, although a settlement appeared likely to result at the close of the month. A strike of 450 employees of the Gutta Percha Rubber Company in Toronto was the largest in this group during January. It commenced on January 21, the employees demanding a flat increase of 30 per cent and abolition of the team work system, and it was still unsettled at the end of the month.

WOODWORKING.—There was only one strike during the month in this group—

that of the employees in the plant of J. H. Connor and Son, Limited, Ottawa. The strike was precipitated as a result of the discharge of an employee, the other workers striking in protest. Most of the strikers had secured work elsewhere by the end of the month.

PRINTING AND PUBLISHING.—A strike of job printers and pressmen in nearly all the shops in Hamilton occurred during the month. The strike commenced on January 2, when the employees' demands for an increase of from \$28 to \$35 and subsequently \$37 per week was refused. However, work was resumed three days later on a basis of \$33 per week pending further negotiations. The negotiations did not prevent a second strike, which resulted on January 27 and terminated on January 29. It was settled by compromise, the printers resuming work at \$34 per week with a further increase effective at the end of a year.

FOODS, LIQUORS AND TOBACCO. — A three-day strike of Hebrew bakers occurred at Toronto on January 24, when 30 employees in several firms were refused an increase of \$6 per week. A compromise was effected on a basis of a \$3 per week increase, and work was resumed three days later.

PUBLIC UTILITIES. — One shift of stokers of the United Gas and Fuel Company, of Hamilton, went on strike for an increase of 50 cents per day. The company engaged a new shift and work was steadily resumed two days later, on January 16. The company asked the consumers to consent to an increase in the price of gas. This was generally agreed to and an increase of 50 cents per day was thereby given the employees.

MUNICIPAL EMPLOYMENT.—After nego-

tiations extending back to July, 1919, and resumed in December, a strike of the waterworks employees, City of Montreal, resulted on New Year's Eve, when 250 city engineers, firemen and aqueduct workers refused to accept a proffered schedule of wages. The demands of the employees consisted of a wage schedule ranging from 58½ cents to 75 cents per hour and a 48-hour week. Under the former schedule the wages ranged from 30 cents to 50 cents per hour with a week of from 56 to 70 hours. Public institutions as well as homes were seriously incommoded by the shortage of water. After the first day operations were gradually resumed at the various pumping stations but a normal supply of water was not provided until about

the middle of the month. The Quebec Legislature appointed a Commission of Investigation to fix the responsibility for the strike, but the report of this body was merely a judicial review of evidence and it did not allocate blame, being neutral in its tenor. Indications at the end of the month pointed towards an approaching settlement.

MISCELLANEOUS. — The most recent strike under this classification was that of 75 glass workers at Wallaceburg, Ont., who stopped work on January 9, on the refusal of their demand for increased wages and shorter hours and as a protest against the discharge of an employee. After several days' duration work was resumed on January 15, a partial increase being granted.

### STRIKES AND LOCKOUTS DURING JANUARY, 1920.

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>Strikes commencing prior to January, 1920</b>			
<b>LUMBERING.</b> — Lumber workers, Hylo, Alta....	Commenced December 1. Against a reduction in wages. Un-terminated.	100	2,600
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.</b> — Coal miners, Brule Mines, Alta.	Commenced December 29. Refusal to sign "check-off" to United Mine Workers of America. Settled by negotiations; men resumed work without being obliged to sign "check-off." Work resumed January 2.	260	260
Coal miners, Mountain Park, Alta.	Commenced December 29. Refusal to accept order of Director of Coal Operations. Work resumed January 27, pending re-organization of union by U. M. W. A.	250	5,250
Miners, Kimberley, B. C. ....	Commenced September 12. For increased wages. Un-terminated.	75	2,000
Miners, South Minto, B. C. ....	Commenced December 6. For increased wages and improved working conditions. Un-terminated.	150	3,900
Pottery workers, St. John's, Que.	Commenced November, 1913. Against a reduction in wages. Un-terminated.	41	1,066
<b>METALS, MACHINERY AND CON- VEYANCES.</b> — Moulders, Brantford, Ont. ....	Locked out May 1. Demand for increased wages. Un-terminated.	5	130
Moulders and coremakers, Sherbrooke, Que.	Commenced September 23. For increased wages. Un-terminated.	36	936
Moulders and patternmakers, Toronto, Ont.	Commenced May 1. For increased wages and shorter hours. Un-terminated.	90	2,340
Shipbuilders, Sorel, Que. ....	Commenced August 12. For increased wages and shorter hours. Un-terminated.	650	16,900



## STRIKES AND LOCKOUTS DURING JANUARY, 1920—Continued.

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days
<b>CLOTHING.—</b>			
Garment workers, Montreal, Que.	Commenced October 20. For recognition of Union. Un-terminated.	20	520
Millinery workers, Marieville, Que.	Commenced October 25. For increased wages and shorter hours. Unterminated.	56	1,456
Millinery workers, Montreal.	Commenced November 27. For increased wages. Unterminated.	200	5,200
<b>MISCELLANEOUS.—</b>			
Glass workers, Thorold, Ont....	Commenced June 18. For increased wages and shorter hours. Unterminated.	80	2,080
Musicians, St. John, N.B.....	Commenced November 4. Against employment of non-unionist. Settled by negotiations; work resumed January 9.	9	63
<b>Strikes commencing during January, 1920</b>			
<b>METALS, MACHINERY AND CONVEYANCES.—</b>			
Armature winders and connectors, Peterborough, Ont.	Commenced January 2. For increased wages. Work resumed January 6 pending Conciliation Award.	24	72
Foundry workers and machinists, London, Ont.	Commenced January 27. For increased wages. Settled by negotiations; demands granted. Work resumed January 29.	12	24
Machinists, St. John, N.B.....	Commenced January 26. For increased wages and shorter hours. Unterminated.	120	720
Moulders, St. John, N.B.....	Commenced January 15. For increased wages. Men returned to work pending settlement of machinists' strike. Work resumed January 22.	6	30
<b>WOODWORKING.—</b>			
Woodworkers, Ottawa, Ont....	Commenced January 26. Against discharge of employee. Strikers obtained work elsewhere about January 31.	32	192
<b>PRINTING AND PUBLISHING.—</b>			
Printers, pressmen and feeders, Hamilton, Ont.	Commenced January 2. For increased wages and shorter hours. Men returned to work pending further negotiations to be carried on with International organizers. Work resumed January 5.	75	150
Printers, pressmen and bookbinders, Hamilton, Ont.	Commenced January 27. For increased wages and shorter hours. Settled by negotiations; demands partially granted. Work resumed January 29.	200	400
<b>CLOTHING.—</b>			
Shoe workers, Merriton, Ont...	Commenced January 24. Owing to stoppage of bonus system. Settled by negotiations, work resumed January 27.	60	120
Rubber workers, Toronto, Ont..	Commenced January 21. For increased wages and abolition of of team work. Unterminated.	450	4,500
<b>FOODS, LIQUORS AND TOBACCO.—</b>			
Bakers, Toronto, Ont.....	Commenced January 24. For increased wages. Settled by negotiations; demands partially granted. Work resumed January 27.	30	90
<b>PUBLIC UTILITIES.—</b>			
Stokers, Hamilton, Ont.....	Commenced January 14. For increased wages. Settled by replacement of strikers and work resumed January 16.	10	20
<b>MUNICIPAL EMPLOYMENT.—</b>			
Waterworks employees, Montreal, Que.	Commenced January 1. For increased wages and shorter hours. Unterminated.	250	6,500
<b>MISCELLANEOUS.—</b>			
Glass workers, Wallaceburg, Ont	Commenced January 9. For increased wages, shorter hours and against discharge of employee. Partial increase granted and work resumed January 15.	75	375

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING DECEMBER, 1919

THE following details with regard to strikes and lockouts in the United Kingdom during December, 1919, based on returns from employers and workpeople, are taken from the January issue of the British *Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes beginning in December was 61, as compared with 48 in the previous month and 51 in December, 1918. In these new disputes nearly 29,600 workpeople were directly and about 3,500 workpeople indirectly involved (*i.e.*, thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition nearly 72,000 workpeople were involved, either directly or indirectly, in 46 disputes which began before December and were still in progress at the beginning of that month. The total number of disputes in progress in December was thus 107, involving about 105,000 workpeople, as compared with over 93,000 workpeople involved in disputes in progress in November, 1919, and nearly 150,000 in December, 1918.

The following table classifies these disputes by groups of trades, and indicates

Groups of Trades.	Number of disputes			Number of workpeople involved in all disputes in December.	Aggregate loss of working days during December.
	Started before 1st December.	Started in December.	Total.		
Mining and Quarrying.....	6	6	12	13,400	45,000
Engineering & Shipbuilding.....	10	9	19	61,900	1,463,000
Other metal.....	3	1	4	3,500	33,000
Clothing.....	4	4	8	10,800	36,000
Transport.....	1	8	9	3,000	14,000
Other trades.....	22	33	55	12,500	97,000
<b>Total.....</b>	<b>46</b>	<b>61</b>	<b>107</b>	<b>105,100</b>	<b>1,688,000</b>

the number of workpeople involved (whether directly or indirectly) at the establishments concerned and the approximate time lost during December in all the disputes in progress:

Of the 1,688,000 working days lost in December, by all disputes in progress, about 1,544,000 were lost by disputes which began before December and were still in progress at the beginning of that month, and only 144,000 by disputes which began in the month. The total aggregate duration of all disputes in progress in November, 1919, was 1,782,000 days, and in December, 1918, was 1,174,000.

**CAUSES.**—Of the 61 new disputes, 36, directly involving about 13,300 workpeople, arose on demands for advances in wages; 5, directly involving 1,000 workpeople, on other wage questions; 8, directly involving 12,900 workpeople, on questions respecting working hours; 9, directly involving nearly 1,600 workpeople, on questions respecting the employment of particular classes or persons; and 3, directly involving about 800 workpeople, on other questions.

**RESULTS.**—During the month settlements were effected in the case of 31 new disputes, directly involving about 20,100 workpeople, and 16 old disputes, directly involving about 2,200 workpeople. Of these new and old disputes, 19, directly involving over 13,600 workpeople, were settled in favour of the workpeople; 5, directly involving nearly 900 workpeople, in favour of the employers; and 23, directly involving nearly 7,800 workpeople, were compromised. In the case of 6 other disputes, directly involving over 2,700 workpeople, work was resumed pending negotiations.



## THE BRITISH INDUSTRIAL COURTS ACT, 1919

**T**HE present article contains a summary of the Industrial Courts Act, 1919, of Great Britain, which received the Royal Assent on November 20. The Act has three main provisions: (a) In place of the Interim Court of Arbitration, which came into existence with the passing of the Wages (Temporary Regulation) Act in November, 1918, it sets up a permanent Court of Arbitration termed the Industrial Court, to which industrial disputes may be referred, if both parties to a dispute consent. (b) It empowers the Minister of Labour in cases of dispute, either before or after a strike or lockout has occurred, to appoint a Court of Inquiry which will make public an impartial account of the merits of the dispute. (c) It continues in force until September 30, 1920, the rates of wages prevailing at the time of the Armistice and new "substituted" rates in accordance with the Wages (Temporary Regulation) Acts, 1918 and 1919, but power to create further new "substituted" rates having statutory effect ceased.

A dispute will be referred for settlement under this Act only after exhaustion of available means for conciliation

already existing. Should the parties to a dispute desire, the matter may be referred to a single arbitrator appointed by the Minister of Labour, or to a special Board of Arbitration composed of members selected by the parties from panels of persons appointed by the Minister of Labour. The Minister may also appoint a conciliator to promote the settlement of any difference reported to him. Disputes regarding "prescribed" or "substituted" rates of wages may be referred to the Industrial Court if reported to the Ministry of Labour by one party only, but in all other cases the consent of both parties to a dispute is required before reference is made to the Industrial Court or to other forms of arbitration under the Act. For the purpose of dealing promptly with urgent matters a rule was made under the Act providing that "The Court may be divided into two or more Divisions as the President may direct, and any case referred to the Court for settlement may be heard and determined as the President may direct, either by one of such Divisions or by a single member of the Court nominated by him."

## ALBERTA COAL MINING INDUSTRY

### Report of Commission of Investigation

**T**HE report of the Commission appointed in June last by the government of Alberta, with wide powers to investigate the coal mining industry in that province in all its bearings, has recently been presented. The Commission was composed as follows: John T. Stirling, chief provincial inspector of mines (chairman); W. F. McNeil, representing the operators; Harvey Shaw, representing the Industrial Commission, Ed-

monton; Walter Smitten, representing the Alberta Federation of Labour; and John Loughran, representing District 18, United Mine Workers of America. The sessions opened at Edmonton on October 6, the itinerary including Drumheller, Wayne, Edson, Lethbridge, Blairmore, concluding at Edmonton on November 26. The initial meeting had been called for June 10, but owing to strikes at that time it was postponed

until July 29. A further postponement was then found necessary owing to conditions existing among the United Mine Workers.

The report is as follows:

To His Honour the

Lieutenant-Governor in Council.

The undersigned commissioners appointed by your Honour by commission bearing date the fourth day of June in the year of our Lord One Thousand Nine Hundred and Nineteen, in accordance with the powers contained therein, beg leave to report that they have held sessions at Edmonton, Calgary, Drumheller, Wayne, Edson, Lethbridge and Blairmore, and have examined seventy-four witnesses, being, in the estimation of your commissioners, a fair representation of all persons interested in the coal mining industry, including the general public.

Your commissioners have made inquiry into and upon all matters pertaining to or concerning the coal mining industry of the Province of Alberta, and have considered various resolutions, correspondence and exhibits, which have been submitted bearing on the questions under investigation. All of these are herewith respectfully presented for your consideration, together with a copy of the evidence taken.

Your commissioners herewith submit their report, which has been made from the evidence submitted, and are of the opinion that the following matters have an important bearing on the coal mining industry.

#### EXTENSION OF MARKETS.

Many mines only operate one half of the year or less. If more continuous operation is obtained, the result will be a reduction in the price of coal to the consumer and steadier employment to the workman.

#### WORKING AGREEMENTS AND METHOD OF HANDLING DISPUTES.

Provisions for making working agreements, the settling of disputes and such matters that employer and employee deal with, are not satisfactory.

#### HOUSING CONDITIONS AND SANITATION.

At many mines the living and housing conditions and matters pertaining to health and sanitation are not in a satisfactory condition.

#### EDUCATIONAL FACILITIES.

In some camps the educational facilities are inadequate.

#### LOSS OF CAPITAL INVESTMENT.

Much capital expenditure has been lost on account of failure to obtain reliable information about properties and marketing conditions be-

fore operations are commenced; and also owing to lack of sufficient capital being provided to carry on operations to a successful issue.

#### LOSS OF MARKET.

A considerable loss of market has been sustained owing to:

- (a) Cessations of work.
- (b) Shortage of railway cars.
- (c) Misrepresentation as to size and quality of coal.

#### SUB-LEASING.

Sub-leasing of coal leases issued by the Federal government has the effect of unnecessarily increasing the cost of coal to the consumer.

#### FREIGHT RATES.

Existing freight rates militate against the marketing of Alberta coal in Manitoba and the United States.

#### PURCHASING, MINE EQUIPMENT AND POWER.

Mine equipment and power, under the present system, are too expensive.

#### CONSERVATION OF COAL.

Large quantities of coal have been and are being lost through improper mining methods, as well as through cessations of work.

#### HOSPITALS.

In many mining camps the hospital facilities are inadequate.

#### OWNERSHIP OF NATURAL RESOURCES.

As the natural resources are not vested in the crown in the right of the province, but in the crown in the right of the Dominion, or in private ownership, it is difficult for your commissioners to determine what should be done with many of the questions which have been brought before them. Your commissioners are of the opinion that for the best interests of the mining industry in this province, steps be taken at as early a date as possible to have the natural resources vested in the crown in the right of the province.

Your commissioners further submit for your consideration the following recommendations, and unanimously recommend that the same be provided for, as far as possible, by legislation at the coming session of the legislature.

#### RECOMMENDATIONS.

1. (a) That employees be required to use every effort to see that all coal is mined properly and free from impurities, so that the best product will be obtained from the working face.
- (b) That employers be required to see that all coal is properly prepared and graded before shipment.
- (c) That railway cars are properly cleaned before being loaded.
- (d) That better facilities for more prompt



dispatch of cars from the mines to the point of consumption be obtained.

(e) That all invoices for coal sold, either by owners or dealers, shall have inserted on them the size and kind of screen over or through which such coal passes, and the name of the mine from which the coal is supplied.

(f) That in order to get correct weights, better provision be made for the taring of railway cars.

(g) That steps be taken to establish testing stations in different provinces, particularly in Manitoba, so that the buying public may be given information as to the uses and value of different coals.

(h) That a complete system of advertising Alberta coal be undertaken.

(i) That attention be given to the question of storage of coal by both consumer and dealer.

2. That a permanent Commission be appointed and given power by legislation to make working agreements and provide for the settlement of disputes.

3. That living and housing conditions and matters pertaining to health and sanitation be dealt with by the said Commission.

4. That the said Commission co-operate with the Department of Education with a view to seeing that satisfactory educational facilities are provided for all children of school age.

5. That before mining operations are commenced, the question of the advisability of opening a mine in any particular field, as well as the question as to the amount of capital required to open in that field, be referred to and approved by the said Commission, and that the administration of the Regulation passed by Order-in-Council P. C. 2303, by the Federal Government, a copy of which is herewith attached, be vested in the said Commission.

6. That all matters pertaining to loss of market be placed under the jurisdiction of the said Commission.

7. That sub-leasing of coal lands leased by the Federal Government be prohibited.

8. That the services of an expert be obtained to investigate the question of freight rates, including the question of a preferential rate on slack coal, and a reduced rate on coal during the summer months previous to the movement of grain, and that the report of such investigation be submitted to the said Commission, with a view to bringing the facts before the Railway Commission for adjustment.

9. Your Commissioners are of the opinion that considerable saving would be attained if owners would establish some central purchasing agency, thereby standardizing equipment; also that a considerable saving would be attained if the power used were obtained from central power plants located in the various fields. The carrying out of these suggestions, in the opinion of your Commissioners, would not only be a saving to the consumer, but, in addition, would tend to increase the market.

10. As this Province has within its borders the largest known coal resources in the world, the conservation of this heritage should be zealously guarded. Your Commissioners therefore recommend that you obtain authority from the Federal Government for the same Commission to be given full powers for the safe-guarding of this national asset.

11. That districts be formed, and proper hospital facilities be provided in the various mining fields.

12. That legislation be enacted at the coming session, making provision for the appointment of a Commission which would be representative of:—

(a) Owners.

(b) Workmen.

(c) Consuming public.

(d) Provincial Government.

That such Commission, in addition to the matters above mentioned, have such authority as may be given to it from time to time by Regulation.

That such Commission also be made responsible for the proper equipment and running of mines to ensure safety.

Evidence has been submitted with respect to Old Age Pensions and Compulsory Health Insurance, but your Commissioners have not obtained sufficient evidence to reach a final conclusion, and recommend that the matter be further investigated.

Dated at Edmonton this twenty-third day of December, A.D. 1919.

(Sgd.) JOHN T. STIRLING,  
Chairman.

(Sgd.) WALTER SMITTEN.

(Sgd.) JOHN LOUGHRAN.

(Sgd.) W. F. McNEILL.

(Sgd.) HARVEY SHAW.

REGULATION REFERRED TO IN RECOMMENDATION  
No. 5.

"The lessee shall before opening any mine on the lands described in the lease, and before extracting any coal therefrom, submit to the Ministry plans and specifications showing in detail the manner in which it is proposed to open up, develop and operate such mine, and if the location contains more than one seam of coal, detailed information shall be furnished as to the particular seam which it is proposed to develop. No work shall be commenced before such plans and specifications have been approved by the proper officer of the Department. The procedure to be adopted in opening up and operating a mine on the lands leased, as well as the particular seam of coal which shall first be operated, shall at all times be in accordance with the provisions of regulations approved by the Minister, and failing to comply with the requirements of such regulations shall render the lease subject to cancellation in the discretion of the Minister."

## SOCIAL WELFARE CONGRESSES IN CANADA

**D**URING the months of November, December and January social welfare congresses were held in various provinces of the Dominion. The meetings took place at Charlottetown, P.E.I., on November 9-11; at Sydney, N.S., on November 13-14; at Edmonton, Alta., on December 4-6; at Regina, Sask., on December 8-10; at Winnipeg, Man., on December 10-12; and at Montreal, Que., on January 14-16.

The proceedings of the various congresses are briefly summarized below.

**CANADA AND QUEBEC:** The Social Service Congress of Canada which was held at Montreal in conjunction with the Social Service Council of Quebec dealt with many subjects. These included child welfare, women and children in industry, unemployment, immigration, etc. A report on immigration was presented by a special committee and the principles embodied therein were accepted by the Council and referred back to the committee for revision. The substance of the report was to the effect that Canada should shape her immigration policy with a view to her own national welfare, and that the volume of immigration must be limited by the possibilities of Canadianizing the newcomers. A resolution was adopted in favour of an eight-hour working day, collective bargaining and the right of every worker to an income adequate to insure a fair standard of living. By another resolution the right of every man accused of a criminal offence to a trial by jury was affirmed, and the hope was expressed that the Dominion parliament would reconsider the legislation passed last session under which British-born citizens and aliens alike, if

charged with sedition, may be deported from the country without trial by jury.

**PRINCE EDWARD ISLAND:** Discussions took place on rural and industrial life, child welfare and delinquency, public health and sanitation, and mental and social hygiene. Resolutions were passed asking for an industrial farm for delinquent boys; and for certain amendments to the criminal law with regard to offences against morality, including the better protection of female employees.

**ALBERTA:** A committee on reconstruction submitted a report to the Alberta congress in which recommendations were made that the governments of the province and the Dominion should take steps to guarantee steady and remunerative employment for all adult workers in the country; that some system of insurance should be introduced to provide against unemployment, accident, disease and old age; that a system of free and competent medical and nursing attention for children be established; that prime consideration should be given in all legislation to making conditions of work safe, sanitary and agreeable; that housing facilities should be adequate and wholesome, and special care should be taken for the well-being of children; that the right of all classes of workers to organize should be recognized, and the problems of industrial and commercial life should be worked out collectively with due regard to the interests of all concerned. The report was adopted by the congress. Other subjects discussed included stricter enforcement of the Liquor Act and amendments to it; tuberculosis, and social welfare legislation.



**SASKATCHEWAN:** A number of matters of industrial interest were brought before the Social Welfare Congress of Saskatchewan. Addresses were delivered on the following subjects: "The Housing Problem in Town and Country in relation to the Conservation of Family Life"; "Industrialism in Saskatchewan with Special Reference to Seasonal Unemployment"; "Conservation of Human Resources." The following resolutions were passed among others: That the government be urged to convert, as fast as possible, the jails into redemptive stations providing work for the prisoners whose wages would be sent to their families; that the Department of Education be commended for its policy of night schools; that the government be asked to amend the Education Act to enable school boards to provide community centre equipment; that leaders of public opinion be recommended to give special attention to the maintaining and developing of morale in the matter of respect for law and law enforcement.

**MANITOBA:** At the Social Welfare Congress of Manitoba, which was held in joint session with the graduate nurses' association, the subjects of public health, school hygiene and child welfare were discussed. Resolutions were passed asking that the incoming executive take measures towards the creation of a provincial bureau of child welfare, and that a survey be made in all districts with a view to promoting child welfare; that proportional representation in government be advocated as a method of political reform; that the incoming executive appoint a committee to investigate police systems and methods of training, with a view to establishing a higher ideal and identifying the police more closely with the interests of the community; that

education for citizenship should be undertaken by the Social Service Council, and that the Dominion Government be urged to amend the Criminal Code to provide further protection for female employees from immoral conduct on the part of their employers.

The officers of the Dominion and provincial organizations are:

**CANADA:** President, Rev. Canon Tucker, London; secretary, Dr. John G. Shearer, B.A., D.D. Business address: Room 504, Confederation Life Building, Toronto.

**PRINCE EDWARD ISLAND:** President, Rev. R. H. Stavert; secretary, Mr. R. C. Sidenius. Business address: Young Men's Christian Association, Charlottetown, P.E.I.

**NOVA SCOTIA:** President, Canon C. W. Vernon, Halifax, Nova Scotia; secretary, Dr. H. R. Grant. Business address: New Glasgow, N.S.

**ONTARIO:** President, Rt. Rev. J. F. Sweeney, D.D., Toronto; secretary, Gilbert Agar, B.A. Business address: Room 610, Confederation Life Building, Toronto.

**ALBERTA:** President, Mrs. L. C. McKinney, M.L.A., Claresholm, Alberta; general secretary, A. W. Coone. Business address: 714 Tegler Block, Edmonton, Alberta.

**SASKATCHEWAN:** President, R. L. Magee, M.L.A.; secretary, Rev. W. J. Stewart, M.A.; treasurer, James Balfour, K.C. Business address: 45 Canada Life Building, Regina, Sask.

**MANITOBA:** President, R. W. Craig, K.C.; general secretary, D. B. Harkness. Business address: 265 Portage ave., Winnipeg, Man.

## JOINT RAILWAY CONTROL AND STANDARDIZATION OF WAGES IN GREAT BRITAIN

### Proposed Representation of Labour and the Public in Management

**F**OLLOWING the termination of the British railway strike on October 6, last, (an account of which appeared in the November, 1919, issue of the *LABOUR GAZETTE*), the Minister of Transport, Sir Eric Geddes, outlined in the House of Commons on December 9, a plan for the future control of railways in Great Britain, based upon negotiations between representatives of the National Union of Railwaymen and the Government. According to the plan proposed, Labour is to share in the management of the railways through its own representatives on the new directing board which would be created. The plan provides also for the representation of the Public on one of the proposed boards.

It will be remembered that one of the terms of the settlement of the strike was that negotiations would be resumed on the understanding that they would be completed before the end of the year. These negotiations proceeded subsequently, along two distinct lines—joint railway control and standardization of wages. At first, however, the wage question (the ostensible issue which led to the strike), was scarcely discussed in the resumed negotiations. It was shelved, temporarily, but was a point of contention in later conferences.

In order to make the Government's proposal clear, it should be stated that, prior to the war each railway was controlled by its general manager, under the orders of its board which represented only shareholders. During the war, all railways were controlled by the Board of Trade through an executive committee, exclusively composed of general managers. At present, and for the next two years, all the railways are under the control of the newly-created Ministry of Transport. Now, the Government proposes that this department shall exercise this control through an "Advisory Com-

mittee" (replacing the executive committee), on which shall be placed three railwaymen, two representing the National Union of Railwaymen and one representing the separate Society of Locomotive Drivers and Firemen. These three representatives of Labour on this Advisory Committee are to have advisory, executive and administrative powers equal to those of the general managers who will form the rest of the committee.

Further, the proposal includes the formation of a joint board, called a "Central Board," composed of five general managers and five representatives of the trade unions (with power on each side to set up a sixth), to negotiate all matters concerning conditions of service. If this Central Board fails to adjust a dispute on wages and working conditions, then the matter would be referred to a tribunal, called the "National Wages Board," comprising four representatives of the railways, four appointed by the employees, and four delegated to look after the interests of the general public. Of the representatives of the public, one would be a trade unionist, not connected with the railways, and one other would represent the co-operative societies. This body would have an independent chairman appointed by the Government.

The right to strike was not withheld from the employees, who, however, agreed that no strike should take place on disputes arising out of matters of wages and conditions until one month after the question in dispute had been referred to the National Wages Board.

The Government later announced the second part of its railway programme, which had reference to the standardization of wages. The National Union of Railwaymen opposed this new wage schedule, and for a time it appeared likely that the new conciliation machinery would be rejected entirely, because of



the dissatisfaction of the National Union of Railwaymen over the basis of the wage rates. The Government's plan (announced December 15), regarding wages, was that sixty shillings a week was to be the average minimum wage. Under this plan, should the cost of living increase before next September, wages would be raised one shilling for every five per cent in the rise in prices. After September there would be a sliding scale varying with the cost of living.

The N. U. R. refused to accept these wage conditions. The Union accepted the principle of standardization, but wanted it based on the highest rate of wages instead of the average rate. The sliding scale was rejected on the ground that other factors are involved besides the cost of living. The Union also demanded increases retroactive to August and the inclusion of the Irish railwaymen in the settlement.

The Government was asked to revise again the wage schedule. On January 15, the revised proposal was submitted to the Union. The main principles of the original proposal were not modified. The Government again adhered to the sliding scale with the wages based on the average, not the maximum, pay. Concessions were made, however, in the form of bonuses for female employees and for some male employees. The Government agreed to extend the plan to Ireland and to consider individual cases where the new adjustment would involve hardship. The men agreed to drop their demand that the plan be made retroactive to August last.

The railway workers approved these last terms of the Government by a majority of only two votes. Meanwhile, the campaign for the nationalization of mines, railways and possibly all essential industries, is being continued.

## ANNUAL REPORT OF UNITED STATES DEPARTMENT OF LABOUR

**T**HE report of the United States Secretary of Labour, Mr. W. B. Wilson, for the fiscal year ending September 30, 1919, has recently been issued. The report reviews the general causes of the present unrest throughout the world, and suggests that the remedy for the high cost of living lies not in increased wages but in increased productivity, making more material available for wages while at the same time reducing the opportunities for "profiteering." The recognition of the principle of collective bargaining is stated to be one of the essentials to industrial peace. The report reads in part as follows:

### Causes of high prices.

The whole world is face to face with the most difficult peace-time problem it has ever had to deal with. The wastage of war has been tremendous. There has been not only the loss of millions of lives and the permanent disability of other millions of people, but also an extra-

ordinary destruction of the material resources of the world. The power of replacement of the things destroyed has been seriously impeded by the conditions that constitute the aftermath of war. Industry has been disarranged by the processes of readjustment to the needs of peace, and commerce has been handicapped by insufficient shipping facilities, rates of foreign exchange, and domestic uncertainty. Many countries are without stable government, and financial inflation in all commercial countries of the world has played havoc with the relative values of money, wages, and commodities.

The effect of these things has been reflected in the high cost of living and the consequent demand for higher wage rates to meet the increasing burden of the family budget. Yet increases in the wage rate do not always give relief. There are but two ways by which the general standard of living of the wage earner can be improved. One is by increased productivity, making more material available for wages. The other is by taking the means of increased compensation out of the profits of the employer. If wages are increased and profits remain the same, the burden is passed on to the consuming public in the form of an increased cost of living and comes back to the wage-worker himself. No portion of improved living

standards can come out of the profits of the employers unless there is profiteering.

And what gives the opportunity for profiteering? The very conditions that we are confronted with to-day—the destructive agencies of war, the disarrangement of industry and commerce, and the unrest and high nervous tension of our people, resulting in a shortage of supply as compared with demand. The whole world is interested in returning to the highest productive efficiency, having due regard to the health, safety and opportunities for rest, recreation and improvement of those who toil. The more productive we are the sooner we shall abolish opportunities for profiteering. There can be no profiteering where there is a free flow of material from producer to consumer. It is only where the production is not sufficient for the needs of the people or where artificial obstructions impede proper distribution that there is any possibility of profiteering.

### Collective bargaining.

We are all interested in industrial peace. But there can be no permanent industrial peace that is not based upon industrial justice. Just as international wrongs may accumulate to the point where war is necessary to bring relief, so industrial wrongs may provoke industrial conflict as an alternative to further endurance of the wrongs imposed. Nor is it permissible that either side to an industrial controversy be the sole judge of what constitutes justice. The means must exist by which all men may know that justice has been secured. We have found ways of regulating all the other relations of mankind. Human intelligence can devise some acceptable method of adjusting the relationship between the employer and employee fairly.

In mutual counsel lies the stability of industrial relations. Just as the peace of nations is promoted by frank and friendly intercourse, so may the peace of industry be maintained by the same methods. But this intercourse cannot come about unless there is first recognized the right of collective bargaining. In the past this right has been conceded by some employers, but vigorously combatted by others. The public interest demands that it be universally recognized, for the primary interest of the public is in peace. The denial of organization is a denial of the only means of peaceable settlement that wage earners have. At a time when labour organizations of a revolutionary or lawless type are especially in the public eye, it is particularly important to point out that the responsibility for the development of such organizations must, in the long run, fall upon the employer who denounces the organization of lawful trade unions.

In an imperfectly developed state of society or in minor instances this failure to recognize the rights of others injures only the persons immediately concerned. But with the increase in the size of productive enterprises and the corresponding increase in the numbers of em-

ployees, many industrial disputes menace many whom, for want of better name, we may call the innocent bystanders. Modern strikes and lockouts tend more and more to affect not only the employer and worker, but all who come within range of the economic controversy. At no time has this been more important than at present.

The right of any man to cease working for another for any reason that is sufficient to himself is the basic element of human liberty. The right of any person to refuse to operate his plant at any time he desires to do so is the exercise of a property right guaranteed by the Constitution. It does not follow that because these rights exist it is necessary to exercise them. They must, nevertheless, be safeguarded. Having done that and having devised the machinery by which justice can be secured and by which everybody at interest has the opportunity of knowing that justice has been secured, it is not likely that the right to cease work will be exercised by sufficient numbers or the right to cease operating industrial plants will be carried to such an extent as seriously to affect the welfare of the rest of the people.

### Conciliation division.

Following the signing of the armistice the good relations between employers and wage earners were much disturbed. The readjustment of industry, the re-employment of demobilized soldiers, and the transfer of workers from war industries to normal production, have all contributed to the general unrest not only in our country, but throughout the world.

The success which has attended the department's efforts in the great majority of disputes has been most gratifying. The volume of work is indicated by the number of persons involved. 1,011,960 workmen were directly and 1,336,072 indirectly affected.

Among the more important adjustments were an agreement negotiated in the oil industry by which collective bargains covering 15,000 workmen will continue in force until June 30, 1920; an adjustment of a serious strike of longshoremen and harbour workers in New York harbour; the adoption of a plan to end jurisdictional disputes in the building trades; and the negotiation of a new agreement between the meat packers and 50,000 workers in Chicago.

During the fiscal year the Department of Labour has assigned commissioners of conciliation to 1,780 cases, made up of 587 strikes, 1,113 disputes and threatened strikes, 63 lockouts, and 17 walkouts. Of these it has succeeded in adjusting 1,223, not including 219 referred to the National War Labour Board. In only 111 instances have the commissioners failed to make settlements.

### Bureau of immigration.

Alien arrivals in the United States for the year numbered 245,647. Of this number 8,626



were excluded, making the number of aliens admitted into the country 237,021. Only 141,132 of these were immigrants, however, an increase of about 30,000 over last year's figures.

During the fiscal year 810,097 seamen were examined, 261,551 identification cards were issued, and 4,053 seamen were certified for loathsome or dangerous contagious diseases and removed to hospitals for treatment.

There have been expelled from the country under departmental process during the past year 3,068 aliens, compared with 1,569 in 1918. Adding together the 8,626 aliens excluded at the ports and returned to countries of origin, the 3,068 arrested and expelled from the country, and the 34 Chinese aliens whose deportation was ordered by courts or commissioners under the exclusion laws, it is shown that the total number of aliens deported during the year was 11,728, compared with 8,916 in 1918.

#### Departmental recommendations.

During the war the department was authorized to set up machinery for investigating working conditions, and where advisable to recom-

mend standards for their improvement. It is sufficient to say that, although this organization was primarily created for the purpose of stimulating war production, the results of its activities have been such as to assure the value of its services in times of peace. It is, therefore, strongly urged that early legislation be enacted with a view to reviving and continuing the activities of the Working Conditions Service.

The duty of encouraging the wage-worker to prepare himself for more profitable employment is clearly within the scope of this department. It has been proved, not only in this country but in others as well, that the most effective method of increasing and improving the workers' capacity for production is through training opportunities within the industries themselves. It is believed that increased skill on the part of the workers, and its consequent stimulus toward greater production, is even more important in peace than in war. And it is felt that the work formerly conducted by the United States Training Service is so urgently needed by industry throughout the country as to warrant continuation of its activities. I recommend, therefore, the enactment of legislation to accomplish that end.

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## SECOND INDUSTRIAL CONFERENCE OF THE UNITED STATES

THE Industrial Conference called by President Wilson after the failure of the National Industrial Conference which met in October, issued a preliminary statement on December 29, in which was introduced a tentative plan for the adjustment of industrial disputes. The conference proposed to divide the United States into twelve districts, in each of which a regional board would be set up for the prevention and settlement of trade disputes. The members of these boards would be chosen from panels of employers and employees prepared by the Secretary of Commerce and the Secretary of Labour, with an impartial chairman appointed by the President, and, where necessary, a vice-chairman appointed by the National Tribunal described below. The names on the panels would be entered in order determined by lot, and the selection from the panels for service on the regional boards would be made in rotation by the regional chairman. The mem-

bers of the board to adjudicate any particular dispute would be selected from the panels, somewhat after the manner of selecting a jury, each side being entitled to a specified number of peremptory challenges. There would also be a National Industrial Tribunal composed of nine members chosen by the President and confirmed by the Senate. Three would be representatives of employers nominated by the Secretary of Commerce, three, representatives of employees nominated by the Secretary of Labour, the remaining three representing the public. When any industrial dispute arises which cannot be settled by existing machinery, the plan provides that the regional chairman may, on his own motion, unless disapproved by the National Industrial Tribunal, request each side concerned in such dispute to submit it for adjustment to the regional board, and he must do so if requested by the Secretary of Commerce, the Secretary of Labour, or the Industrial Tri-

bunal. If no unanimous decision is reached by a regional board, the dispute must be referred either to an umpire or to the National Tribunal. A decision of a regional board, an umpire, or the National Tribunal, would have the force of an industrial agreement.

The conference re-convened on January 12, for the purpose of hearing the views of all persons interested in the plan who wished to present them, but no information was made public as to the proceedings of the conference during the month.

## CONFERENCE OF ORGANIZED LABOUR IN THE UNITED STATES

### Sequel to the United States National Industrial Conference

IT will be remembered that the United States Industrial Conference, called by President Wilson, which met in Washington, D.C., on October 6, last, was broken up on October 23, owing to the withdrawal of the labour representatives as a protest against the attitude of the employers' group towards collective bargaining. Following this, a special labour conference, called by the American Federation of Labour, was held in Washington on December 13, for the purpose of formulating a reconstruction policy and a Declaration, or "Bill of Rights," on behalf of labour. Nearly 300 delegates were in attendance, comprising besides the executive officers of the American Federation of Labour and the Railroad Brotherhoods, the president and secretary of each of the 112 national and international unions, and representatives of several national organizations of farmers. The conference was the third of its kind held by organized labour, the first being in 1914 and the second in 1917.

The use of the injunction by the Government in the coal strike, and the refusal of the employers' group at the President's conference to recognize the right of labour to organize, and the right to collective bargaining through representatives of the workers' choosing, led to the following paragraph being included in the Declaration subsequently adopted by the Conference:

Workers are free, not slaves. They have the constitutional right to cease working. The

strike is a protest against autocratic management. To penalize strikes or to make them unlawful is to apply an unwarrantable and destructive method when a constructive one is available. . . . Legislation which proposes to make strikes unlawful or to compel wage-earners to submit their grievances or aspirations to courts or to government agencies is an invasion of the rights of the wage-earners and when enforced makes for industrial serfdom or slavery. We specifically denounce the anti-strike provisions of the Cummins Bill and all similar proposed legislation as un-American, as being vicious in character, and establishing by legislation involuntary servitude.

The attitude of the conference with respect to the use of the injunction process was outlined in the declaration as follows:

The paramount issues that concern all the people of the United States, and in particular the wage earners, are the perversion and the abuse of the writ of injunction and the necessity for full and adequate protection of the voluntary associations of wage earners organized not for profit. Government by injunction has grown out of the perversion of the injunction process. By the misuse of that process workers have been forbidden to do these things which they have a natural and constitutional right to do. The injunction as now used is a revolutionary measure which substitutes government by judicial discretion or bias for government by law. It substitutes a trial by one man, a judge, in his discretion, for a trial by jury. This abuse of the injunctive process undermines and destroys the very foundation of our free institutions. . . . We declare these abuses in the exercise of the injunction writ are clearly violative of the constitution.

The main features of the Declaration are summarized in the official organ of the American Federation of Labour as follows:



The great victories for human freedom must not have been won in vain.

Right to strike must be maintained.

Steel trust's labour policy is autocratic.

The labour injunction is a revolutionary measure; it violates the federal constitution.

Government employees must be protected in their right to join A. F. of L. unions.

Anti-strike legislation would establish involuntary servitude.

Federal judges should be elected by the people; they have no constitutional right to invalidate laws.

Anti-trust legislation has been used to outlaw unions and has not protected the people against monopolistic outrages.

The system of fixing wages solely on the basis of family budgets and bread bills was denounced.

Inflation of money and credits and profiteering manufacturers, dealers, middlemen and speculators are responsible for high prices.

High prices can be reduced by the deflation of currency, prevention of hoarding and unfair price fixing, Rochdale system of co-operation and the publicity of income tax returns and dividend declarations.

The ideal of America should be the organization of industry for service and not for profit alone.

There cannot be a full release of productive energy under an autocratic control of industry. There must be a spirit of co-operation and mutuality between employers and workers.

Collective bargaining is the first step in the development of our industrial machinery for service.

Credit is social and should be controlled by the government, not by private financiers.

Continue government administration of railroads for at least two years after January 1, 1920, that a thorough test of this theory, under normal conditions, may be made.

Ratification by the Senate of the Treaty of Peace.

The attempt of reactionaries and autocrats to classify the men and women of labour with those who are not in accord with the fundamental principles of our country was resented.

There is a great community of interest between all who serve the world, and all workers, whether of the city or country, "have a common path to tread and a common goal to gain."

The above issues "require the action of our people upon both the economic and political field" and "we urge that every practical action be taken by the American Federation of Labour, with the co-operation of all other organized bodies of workers, farmers and sympathetic, liberty-loving citizens of the United States to carry into effect the principles and purposes set forth in the declarations of this conference.

The Conference voted unanimously that the Government should retain control and operation of the railroads for at least two years after January 1, 1920. Both the Cummins and the Esch bills were condemned as "a move of Wall Street bankers and brokers to mortgage the workers to the railroad executives and managers." It was demanded that the Government be given a further period under peace conditions "to demonstrate whether operation for service rather than for exploitation will prove the better system."

The National Board of Farm Organizations made no official pronouncement defining the attitude of the farmers in regard to any programme of legislation.

## SEVENTH ANNUAL CONVENTION OF ALBERTA FEDERATION OF LABOUR

THE seventh annual convention of the Alberta Federation of Labour was held in Calgary, on January 5-7, about seventy delegates being in attendance.

The report presented to the convention by President Frank Wheatley and Secretary-Treasurer Walter Smitten outlined various amendments to certain

labour laws, which amendments were passed by the Alberta legislature during the past year in response, it was claimed, to the suggestions of the last convention. The Workmen's Compensation Act had been amended with a view to having its application more clearly defined; funeral benefits were raised to \$100; total disability benefits to \$10 per week, with an

additional amount of \$2 for the first dependent and an additional \$1 for each other dependent, with a maximum of \$16 per week; the compensation board was given powers to compel employers to deduct from the wages of workers such sums as in their opinion were deemed necessary for medical aid; the scope of the Act was widened to include all workers on railroads outside of those already coming under certain specified heads. The report pointed out that a large number of workers still remained outside the provisions of the Act, such as farm help, hotel and restaurant employees, janitors, store clerks, etc. The Coal Mines Act had been amended to provide for the appointment of an examining board for the province on which there should be two working miners, and whose duties should be to examine candidates for the position of mine-manager, overman and fireboss; wages were required to be paid twice each month on specified dates. New provisions were also made in regard to the competent inspection of safety lamps by certificated persons; the two persons appointed by the workmen to inspect a mine must be, or have been, practical miners.

The Mothers' Allowances Act had been amended to provide for the appointment of an inspector by every city or town, to consider applications for assistance from widows (or wives of insane persons) who have custody of children under the age of 15 years in the case of boys, and 16 years in the case of girls. The superintendent of neglected children, upon receipt of the Inspector's report may recommend to the attorney-general that such weekly instalments as may be deemed necessary for relief be paid, one-half to be borne by the authorities of the city or town concerned.

The Factory Act was amended by the creation of a commission in each of the four cities, composed of a representative of the government, a representative of the employers, and a representative of the workers, whose duty it shall be, upon request being made by the employees in any industry, to inquire into and make recommendations as to the maximum

hours to be worked and the minimum wages that should be paid. The report pointed out, however, that no request for an inquiry had so far been received, owing, it was stated, to the fact that the workers coming within the scope of the Act were still unorganized.

Reference was made in the report to the western conference held at Calgary last spring, when the One Big Union received an impetus, as follows: "We are more than ever of the opinion that our recommendation to the Medicine Hat convention dealing with this matter was correct, and that only through the regularly constituted channels of our organizations can we do good business, and a meeting such as was held last March without any duly constituted authority, is dangerous." The action here referred to was a resolution passed at the last annual convention as follows: "Believing that the interest of the workers in allied craft unions would be better served by closer relationship we recommend that our members use every effort to bring about a consolidation of activities by an amalgamation of different allied international organizations."

Delegate Fred Sneed, Vice-President for Lethbridge, reported that the One Big Union had been the cause of a little disruption in labour ranks in that city, where coal mining was the chief industry. Vice-President Farmilo, Edmonton, reported that although temporary chaotic conditions had been brought about through One Big Union activities, the finances of the Federation were in a healthy condition, that a large number of unions had retained affiliation, and that the inroads made into the United Mine Workers by the O.B.U. had not wrecked the international movement. Delegate Smitten, a member of the commission appointed by the Provincial Government last June to inquire into the whole coal mining situation in the Province, submitted his report to the convention on the work of the commission. (The report of the Commission is reproduced elsewhere in this issue.)

The following amendments to the



Workmen's Compensation Act were recommended by the Convention:—

“Recommended that the Alberta Federation of Labour get in touch with the U.F.A., with a view to getting their assistance towards extending the scope of the Act to include the agricultural industry.

“Recommended that the Act be amended so as to include all building done by farmers and owners of buildings. Also that all casual labour come within the scope of the Act.

“That the question of poisonous fumes, gases and acids in shops be dealt with by the Act and that the board have power to compel employers to equip their plants with such appliances as will prevent injury to the health of employees from these causes, and also to prevent the employment of anyone in shops or places where danger of such injury exists.

“That first aid appliances of a kind to be approved by the board be installed in all places of industry that come within the scope of the Act.

“That we endorse resolution No. 6 submitted by Bankhead Local U.M.W. of A. *re* centralizing all medical aid fees but would recommend it to be extended to include all industries.

“That we endorse the resolution asking for the inclusion of hotel and restaurant employees within the scope of the Act and further that all workers in all industries be included.

“That we endorse resolution submitted regarding increased indemnities under the Act and specially recommend that the present maximum of \$2,500 be deleted, and no maximum stated.

“That the whole of clause 35 dealing with residents other than Canadians be deleted.”

Among other resolutions the Convention went on record as being “unalterably opposed to universal military training.”

The demand of the Teachers' Alliance was supported, for a \$1,200 minimum wage, and for the privilege of consultation with the school boards on educational questions.

The Provincial Government will be petitioned to reconstruct the Election Act to provide for proportional representation.

A Mechanics Lien Act will be drafted by the Federation executive.

A resolution was adopted strongly condemning the employment of “stool pigeons” in an alleged system of espionage said to be practised by the Dominion Department of Justice in order “to disrupt and disorganize labour in Western Canada,” and demanding that all such agents be at once withdrawn.

A resolution was passed that the incoming executive ask the government that all labour legislation be placed under the administration of the Workmen's Compensation Board until a department of labour has been created, and that the onus of prosecution be lifted from the workers and become a function of the Board.

The following resolution, suggested by the declaration made by Mr. Justice Metcalfe, presiding judge at the Winnipeg strike trials, to the effect that sympathetic strikes were illegal, defined the attitude of the convention on the question of the legality of strikes, and was passed with eight dissentients, the delegates, however, declining to act upon a suggestion that a general 48-hour strike be called to protest against the judge's pronouncement:

“Whereas, the trial and sentence of R. B. Russell, of Winnipeg, for encouraging and assisting in a sympathetic strike has demonstrated that the Government of Canada are determined to use every means in their power to prevent labour from exercising its economic power; and, whereas, the strike is a weapon of defence, and if surrendered by labour must ultimately reduce labour to a state of servility; therefore, be it resolved, that this Convention of the Alberta Federation of Labour inform the Provincial and Federal Governments that this body will not recognize any law that prohibits the right of the worker to strike sympathetically, or otherwise; and that the Dominion Trades and Labour Congress be request-

ed to take a stand on behalf of the whole Canadian labour movement, and a further request made to the effect that the several Governments so amend their laws in a manner that would remove any doubt as to the legality of labour's action in so doing, and that the incom-

ing executive be instructed to co-operate with other organized bodies to this end."

President Frank Wheatley and Secretary-Treasurer Walter Smitten were re-elected, and Edmonton was chosen as the meeting place for the next convention.

## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE FOUR WEEKS' PERIOD, DECEMBER 7, 1919-JANUARY 3, 1920

**R**EPORTS from Employment Offices to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, show a further falling-off in the number of placements during the four weeks from December 7 to January 3, the number of placements recorded being 15,923 as compared with 23,981 during the preceding four weeks.

The following table presents in summary form by provinces a record of placements from the beginning of March to January 3. As has been indicated in previous issues of the LABOUR GAZETTE, regular placements refer only to those applicants for whom the employment found was likely to be of more than one week's duration, while casual placements refer to those applicants for whom the employment found was likely to be of less than one week's duration. It will be observed that the number of placements from the beginning of the record until January 3rd was 259,783, or at the rate of 5,904 per week, while the number of casual placements for the same period was 37,905, or a weekly average of 861. From March 1, 1919, until January 3, 1920, the number of vacancies notified to the Service was 375,359. The number of applications for employment totalled 370,171.

During the period under review, December 7 to January 3, the regular placements were distributed as follows:

Week ending December 13—	4,630
Week ending December 20—	4,764
Week ending December 27—	2,808
Week ending January 3—	3,721

The following table shows in detail the work of the various offices during the four weeks from December 7 to January 3. At the beginning of the period there were 8,362 unplaced applicants as compared with 7,005 unplaced applicants at the beginning of the preceding four weeks, while at the same time there were 13,107 unfilled vacancies as compared with 16,868 vacancies at the beginning of the preceding period, indicating that there was an increase in the number of unplaced applicants, and that these applicants were in a less favourable position regarding opportunities for employment than at the beginning of the preceding period, the number of vacancies having decreased materially. During the four weeks, 36,899 new applications and re-applications were registered, while during the same time 22,194 vacancies were notified, an excess of applications over vacancies of 14,705. The corresponding figures for the preceding four weeks' period were 38,381 and



32,585, or an excess of applications over vacancies of 5,796. It is probable that the situation as reflected in present returns will continue to exist in a greater or less degree until the revival of outdoor construction activity in the spring.

The accompanying chart shows graphically the number of applications and vacancies registered as well as the number of placements made over the period of the record. The chart indicates that

during March and first half of the month of April applications, vacancies and placements retained a constant relation to one another. After that the vacancies, that is the demand, approached the applications, that is the supply, more closely. Indeed, toward the end of April the vacancies equalled the applications. This increase in vacancies, however, was largely due to the spring demand for farm help, and as the ser-

HISTORICAL SUMMARY OF PLACEMENTS (L. and M.)

Week ended.	REGULAR PLACEMENTS										Casual Placements — Canada
	Maritime Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	CANADA			
								Men	Women	Total	
March 8.....6.	13	94	670	88	236	271	231	1,330	273	1,603	210
" 15.....	33	101	647	96	285	196	303	1,380	281	1,661	249
" 22.....	52	106	1,016	85	260	327	348	1,900	294	2,194	242
" 29.....	105	79	1,169	295	448	532	443	2,666	405	3,071	327
April 5.....	145	128	1,332	371	559	493	621	3,315	334	3,649	277
" 12.....	226	101	1,467	457	587	719	754	3,896	415	4,311	370
" 19.....	282	108	1,290	440	542	620	626	3,571	337	3,908	320
" 26.....	228	164	1,474	456	530	596	561	3,712	297	4,009	447
May 3.....	280	319	1,661	406	478	715	639	4,193	305	4,498	546
" 10.....	360	410	1,833	360	505	776	549	4,413	380	4,793	591
" 17.....	445	436	1,735	326	510	813	514	4,438	341	4,779	407
" 24.....	372	407	1,581	235	538	792	431	4,086	270	4,356	409
" 31.....	353	386	2,159	245	416	463	500	4,221	301	4,522	463
June 7.....	371	321	1,715	214	578	507	359	3,791	274	4,065	374
" 14.....	381	499	1,875	385	695	570	495	4,578	322	4,900	406
" 21.....	516	477	2,293	425	638	546	610	5,055	450	5,505	473
" 28.....	493	401	2,062	791	740	565	662	5,181	533	5,714	539
July 5.....	556	391	1,674	861	673	535	646	4,882	454	5,336	551
" 12.....	503	438	2,211	1,150	699	640	1,025	6,205	461	6,666	959
" 19.....	485	436	2,250	1,150	670	613	773	5,754	623	6,377	515
" 26.....	564	478	2,507	1,253	824	636	836	6,608	490	7,098	933
Aug. 2.....	454	490	2,417	1,791	944	735	787	7,196	422	7,618	879
" 9.....	380	619	2,102	3,274	1,522	789	963	9,216	433	9,649	771
" 16.....	416	669	2,415	4,340	2,051	875	883	11,129	520	11,649	1,124
" 23.....	434	747	2,387	4,527	2,359	1,027	1,080	12,030	531	12,561	1,322
" 30.....	496	717	2,618	2,652	1,425	1,319	937	9,710	454	10,164	1,261
Sept. 6.....	396	542	2,144	1,971	1,693	784	730	7,913	347	8,260	1,141
" 13.....	425	633	2,072	1,806	1,247	784	1,004	7,647	324	7,971	1,274
" 20.....	447	729	2,299	1,983	1,023	910	1,156	8,098	449	8,547	1,238
" 27.....	411	710	2,469	2,576	1,111	911	812	8,639	361	9,000	1,246
Oct. 4.....	483	687	2,127	1,810	980	943	913	7,599	344	7,943	1,216
" 11.....	482	634	2,051	1,600	705	862	814	6,781	367	7,148	1,234
" 18.....	410	672	1,839	849	644	862	761	5,700	337	6,037	1,248
" 25.....	403	656	2,049	1,778	588	1,052	709	6,886	349	7,235	1,634
Nov 1.....	541	513	2,104	752	764	1,017	634	5,940	385	6,325	1,485
" 8.....	546	673	2,177	1,010	772	785	794	6,358	399	6,757	1,425
" 15.....	503	663	1,986	1,623	454	685	995	6,476	433	6,909	1,247
" 22.....	474	588	1,942	755	508	819	837	5,482	441	5,923	1,450
" 29.....	517	538	1,791	681	684	679	880	5,343	427	5,770	1,310
Dec. 6.....	418	438	1,901	637	479	535	971	4,974	405	5,379	1,308
" 13.....	378	348	1,819	481	309	538	757	4,294	336	4,630	1,250
" 20.....	437	358	1,669	409	341	563	987	4,358	406	4,764	1,191
" 27.....	196	179	975	348	220	414	476	2,646	162	2,808	1,029
1920.....											
Jan. 3.....	275	300	1,264	465	245	473	699	3,443	278	3,721	954
	16,685	19,383	81,238	48,207	32,479	30,286	31,505	243,033	16,750	259,783	37,905

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JANUARY 3RD, 1920.

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Charlottetown.....	45	0	116	1	7	0	28	1	36	1	22	0
Prince Edward Island.....	45	0	116	1	7	0	28	1	36	1	22	0
	45		117		7		29		37		22	
Amherst.....	48	8	95	1	13	0	78	1	48	1	14	1
Halifax.....	214	38	323	40	32	43	214	91	238	37	235	17
New Glasgow.....	43	11	70	8	25	39	74	10	52	11	31	8
Sydney.....	40	2	195	1	448	5	154	0	175	1	144	1
Yarmouth.....	16	0	52	0	5	5	38	0	37	0	37	0
	391	59	735	50	523	94	568	102	550	50	424	27
Nova Scotia....	450		735		617		670		600		451	
Bathurst.....	64	2	138	1	59	0	133	1	130	1	109	0
Campbellton.....	10	0	71	0	1	6	99	6	77	0	65	0
Fredericton.....	22	1	157	2	74	19	154	10	120	2	110	2
Moncton.....	39	3	681	14	55	4	430	10	472	15	373	11
Newcastle.....	20	0	79	0	1	0	100	0	68	0	67	0
St. John.....	155	9	328	20	18	12	111	49	122	13	65	11
	310	15	1,454	37	208	41	1,027	76	989	31	789	24
New Brunswick..	325		1,491		249		1,103		1,020		813	
Hull.....	53	0	182	0	277	0	65	0	117	0	60	0
Lachine.....	33	0	42	0		0		0	25	0	30	0
Montreal-St. James St	208	21	424	27	27	31	166	44	260	23	81	12
Montreal, P. & B. Sect.	137	0	57	0	38	0	53	0	64	0	27	0
Montreal, Windsor St	720	0	5,440	0		0	223	0	1,113	0	696	0
Quebec.....	182	0	247	7	167	0	45	0	119	6	17	6
Quebec, Merger Bldg	73	0	408	0				0	107	0	94	0
Sherrbrooke.....	66	12	86	19	87	13	65	16	86	19	86	19
Three Rivers.....	100	16	111	5	17	29	55	2	111	6	55	2
	1,572	49	6,997	58	613	73	672	73	2,002	54	1,146	39
Quebec.....	1,621		7,055		686		745		2,056		1,185	
Belleville.....	0	0	40	2	18	0	83	2	37	2	34	2
Brantford.....	5	0	105	6	4	0	69	5	91	6	69	6
Brockville.....	5	1	54	0	4	1	30	0	38	0	30	0
Chatham.....	0	0	160	0	0	0	160	0	160	0	160	0
Cobalt.....	6	0	92	0	68	0	107	1	82	0	82	0
Cornwall.....	12	0	58	2	7	0	31	0	46	0	28	0
Fort William.....	81	1	253	12	425	5	652	9	111	6	198	3
Galt.....	0	0	59	0	35	16	65	0	49	0	49	0
Guelph.....	168	0	165	7	55	0	153	15	153	7	111	7
Hamilton.....	94	28	776	89	65	216	274	106	228	44	219	41
Kingston.....	61	0	318	0	21	0	93	0	99	0	102	0
Kitchener.....	0	0	111	0	24	45	111	0	111	0	111	0
Lindsay.....	2	0	45	0	2	0	30	0	29	0	29	0
London.....	35	22	229	74	116	277	114	80	104	57	83	45
Niagara Falls.....	0	0	34	0	32	41	34	0	34	0	33	0
North Bay.....	0	0	311	0	104	0	311	0	311	0	199	0
N. E. Ontario, P. & B.	37	0	49	0	0	0	40	0	43	0	40	0
Orillia.....	6	0	71	0	69	0	35	0	25	0	35	0
Oshawa.....	2	0	61	0	24	0	69	0	54	0	54	0
Ottawa.....	1	0	349	0	1,374	0	96	0	376	0	107	0
Ottawa, Dalhousie St.	80	52	94	55	1,001	91	163	195	500	49	215	35
Ottawa, Queen St.....	11	0	81	1	2	2	43	0	47	1	39	1
Owen Sound.....	10	4	171	1	45	0	78	0	169	0	93	0
Pembroke.....	29	0	191	2	6	6	269	56	174	1	147	0
Port Arthur.....	12	2	405	1	300	3	623	0	378	0	347	2
St. Catharines.....	5	0	181	8	7	3	125	8	123	8	108	8
St. Thomas.....	10	0	113	0	20	0	119	0	96	0	87	0
Sarnia.....	8	0	53	1	14	0	45	3	53	1	43	1
Sault Ste. Marie.....	3	0	311	2	43	0	379	2	289	2	311	2
Stratford.....	16	2	89	0	31	12	71	0	56	0	48	0
Sudbury.....	0	1	637	1	915	0	779	3	525	0	771	0
Timmins.....	0	0	249	0	0	0	236	0	249	0	236	0



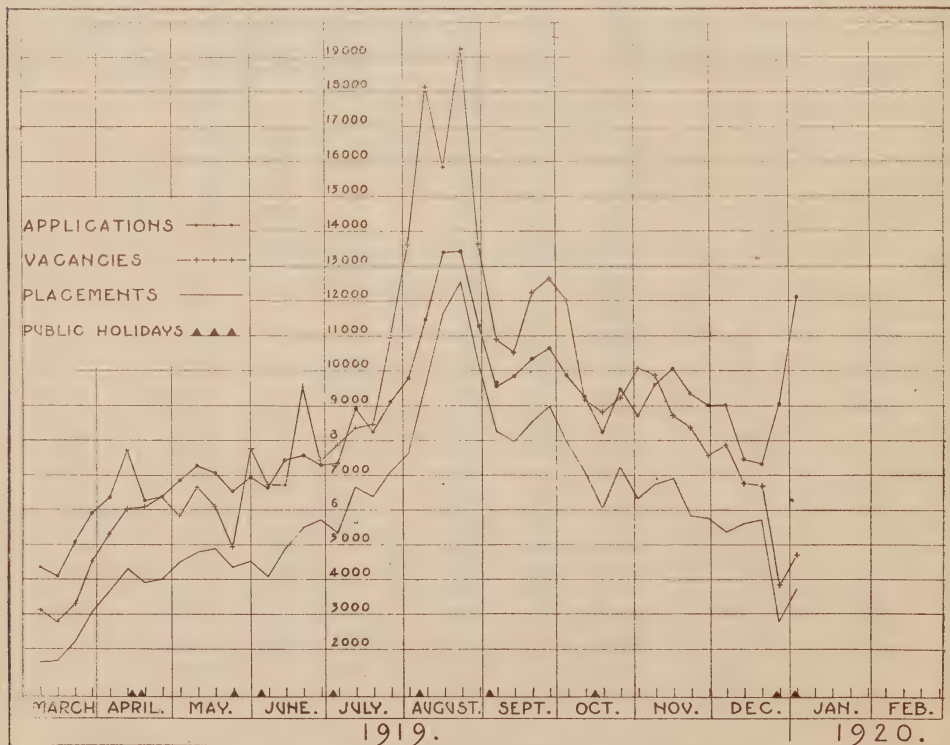
## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JANUARY 3RD, 1920—Continued

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Toronto:—</b>												
45 King Street W....	898	190	5,014	496	487	1,553	1,187	1,194	943	302	418	231
" " P. & B. Sect.	180	0	167	0	96	0	92	0	143	0	71	0
1254 Bloor St. W....	43	0	499	0	2	0	120	0	108	0	103	0
172 Front St. W....	1	0	522	0	47	0	365	0	413	0	291	0
287 Queen St. W. (Haudicap Sect)....	35	0	31	0	0	0	26	0	25	0	24	0
Welland.....	25	1	94	4	35	0	95	1	82	1	56	1
Windsor.....	9	2	259	10	77	14	156	12	176	10	176	10
	<b>1,890</b>	<b>306</b>	<b>13,304</b>	<b>774</b>	<b>5,566</b>	<b>2,285</b>	<b>7,535</b>	<b>1,692</b>	<b>6,730</b>	<b>497</b>	<b>5,332</b>	<b>395</b>
<b>Ontario.....</b>	<b>2,196</b>		<b>14,078</b>		<b>7,851</b>		<b>9,227</b>		<b>7,227</b>		<b>5,727</b>	
<b>Brandon.....</b>	33	8	249	20	79	21	211	23	194	22	136	16
Dauphin.....	0	0	32	0	12	0	64	6	32	0	32	4
Deloraine.....	0	0	3	0	3	0	2	0	3	0	3	0
Portage La Prairie...	24	1	112	15	10	32	103	38	109	16	95	14
<b>Winnipeg:—</b>												
311 Tribune B. P. & B.	209	6	221	2	11	11	112	1	123	1	48	0
Winnipeg, 4 offices...	271	490	1,800	134	1,689	672	2,416	360	1,818	176	1,223	132
	<b>537</b>	<b>505</b>	<b>2,417</b>	<b>171</b>	<b>1,804</b>	<b>736</b>	<b>2,908</b>	<b>428</b>	<b>2,279</b>	<b>215</b>	<b>1,537</b>	<b>166</b>
<b>Manitoba.....</b>	<b>1,042</b>		<b>2,588</b>		<b>2,540</b>		<b>3,336</b>		<b>2,494</b>		<b>1,703</b>	
<b>Estevan.....</b>	2	2	51	6	13	0	43	12	41	6	37	5
Moose Jaw.....	26	3	200	28	32	10	97	33	69	22	71	18
North Battleford....	15	0	37	2	26	0	33	3	34	2	33	1
Prince Albert.....	16	5	408	1	45	4	311	2	229	1	295	1
Regina.....	62	10	559	74	23	39	198	86	338	55	185	48
Saskatoon.....	179	5	673	66	67	25	347	97	642	59	254	59
Swift Current.....	4	1	83	8	0	1	42	7	68	8	36	4
Weyburn.....	3	0	26	0	11	4	27	0	25	0	21	0
Yorkton.....	3	2	62	5	8	0	54	6	54	6	42	5
	<b>310</b>	<b>28</b>	<b>2,099</b>	<b>190</b>	<b>225</b>	<b>83</b>	<b>1,152</b>	<b>246</b>	<b>1,500</b>	<b>159</b>	<b>974</b>	<b>141</b>
<b>Saskatchewan.....</b>	<b>338</b>		<b>2,289</b>		<b>308</b>		<b>1,338</b>		<b>1,659</b>		<b>1,115</b>	
<b>Calgary.....</b>	164	19	1,207	53	25	10	651	116	695	55	585	30
Drumheller.....	18	0	166	0	20	0	144	0	144	0	144	0
Edmonton.....	133	17	1,841	167	135	12	986	194	881	155	853	131
Lethbridge.....	6	2	72	2	0	0	66	0	66	0	66	0
Medicine Hat.....	24	0	165	18	2	0	112	18	112	18	112	18
Red Deer.....	5	0	49	0	36	0	67	0	32	0	49	0
	<b>350</b>	<b>38</b>	<b>3,500</b>	<b>240</b>	<b>218</b>	<b>22</b>	<b>2,026</b>	<b>328</b>	<b>1,930</b>	<b>228</b>	<b>1,809</b>	<b>179</b>
<b>Alberta.....</b>	<b>383</b>		<b>3,740</b>		<b>240</b>		<b>2,354</b>		<b>2,158</b>		<b>1,938</b>	
<b>Cranbrook.....</b>	73	0	170	1	112	0	149	0	90	0	129	0
Fernie.....	1	0	64	0	69	0	89	0	64	0	64	0
Kamloops.....	49	0	203	0	148	0	165	0	243	0	143	0
Kelowna.....	2	0	23	0	0	0	25	0	25	0	25	0
Nanaimo.....	37	0	43	1	0	1	26	0	22	1	21	1
Nelson.....	37	3	112	8	8	2	123	8	111	5	99	5
New Westminster....	97	0	186	0	3	0	95	0	98	0	86	0
Penticton.....	0	0	51	0	0	0	51	0	51	0	51	0
Prince Rupert.....	77	0	107	0	4	0	90	0	67	0	68	0
Revelstoke.....	0	0	23	0	0	0	29	0	23	0	23	0
<b>Vancouver:—</b>												
Homer & Dunsmauir	545	41	1,311	285	0	11	611	206	749	204	607	168
" " P. & B.	172	0	160	0	3	0	68	0	67	0	59	0
Powell Ave.....	472	0	1,409	0	204	0	1,187	0	1,279	0	1,130	0
Vernon.....	48	0	137	0	14	0	168	0	95	0	69	0
Victoria.....	282	21	402	60	3	27	149	93	154	41	134	37
	<b>1,892</b>	<b>65</b>	<b>4,401</b>	<b>355</b>	<b>558</b>	<b>41</b>	<b>3,025</b>	<b>307</b>	<b>3,138</b>	<b>251</b>	<b>2,703</b>	<b>211</b>
<b>British Columbia.....</b>	<b>1,957</b>		<b>4,756</b>		<b>609</b>		<b>3,332</b>		<b>3,389</b>		<b>2,919</b>	
<b>Totals for Canada.....</b>	<b>7,297</b>	<b>1,065</b>	<b>35,023</b>	<b>1,876</b>	<b>9,732</b>	<b>3,375</b>	<b>13,941</b>	<b>3,253</b>	<b>19,154</b>	<b>1,485</b>	<b>14,741</b>	<b>1,182</b>
	<b>8,362</b>		<b>38,899</b>		<b>13,107</b>		<b>22,194</b>		<b>20,640</b>		<b>15,923</b>	

vice found it very difficult to persuade workers to leave the cities for farm employment, placements, while they were considerably increased, did not maintain the same relation to vacancies as formerly. About the end of May demand increased sufficiently to exceed applications, and except for brief periods in June and July demand continued in excess of supply until the middle of October. In August the demand for harvesters in the west brought the number of vacancies in one week to 19,250; in that week 13,436 persons applied for employment and 12,561 placements were made. This was the record week of the year. From this peak, demand declined until the middle of September when a marked recovery began, due to the early opening of bush operations in the east. In two weeks of October applications for employment slightly outnumbered vacancies, and in the second week of

November, on account of the release of numbers of men from railroad and construction operations and farm work, supply mounted above demand, where it has since remained and in all probability will remain throughout the winter.

Since December 20 the chart indicates a steadily increasing number of applicants to have been registered, the number registered during the week ending January 3 being 12,140, representing the largest number of applications since the harvest period. The increase may be attributed largely to registration under the Federal Emergency Appropriation. The number of vacancies reported to the Service, on the other hand, showed a marked falling-off, especially during the last two weeks of the record, representing largely curtailment of activity at the close of the holiday season, and the beginning of the usual stocktaking and inventory period.





## EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD DECEMBER 13-JANUARY 10, AS REPORTED BY EMPLOYERS

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from December 13 to January 10, show that further decreases in the volume of employment were registered during that period, especially noteworthy declines being registered during the second and third weeks.

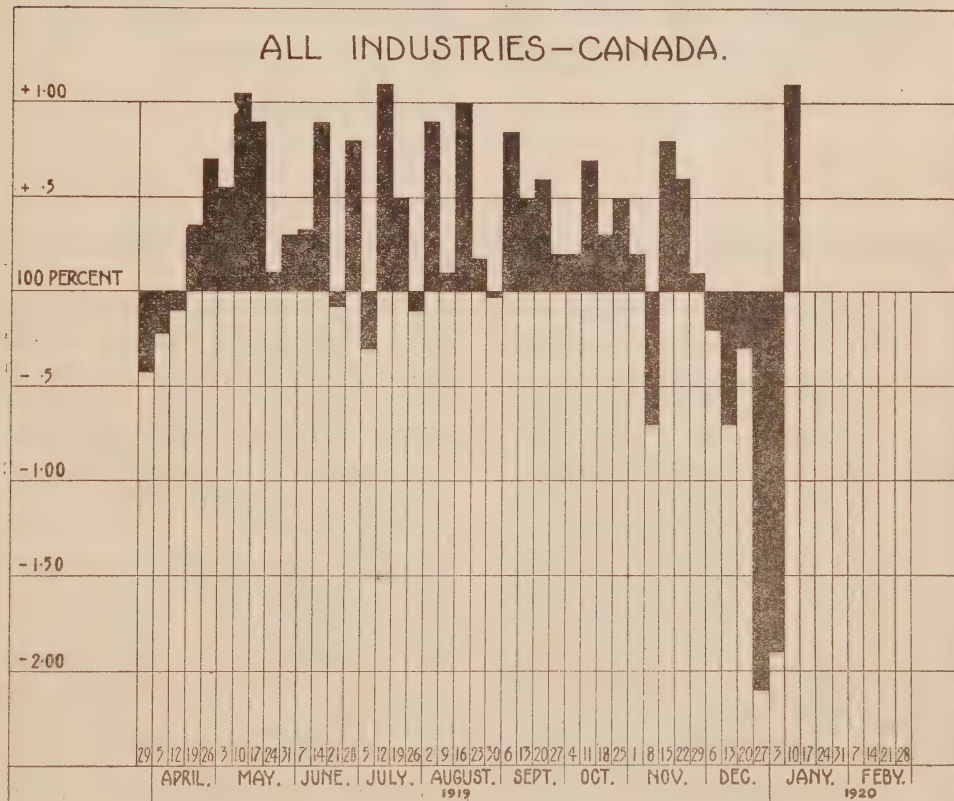
The following chart shows weekly the percentage increases or decreases in the volume of employment over the full period of the record of March 22 until January 10. As formerly the chart presents a series of percentages, each percentage recording the increase or decrease in the volume of employment

during that week as compared with the preceding week. As the number of firms reporting varies from week to week no attempt should be made to read the chart as a cumulative record. The chart indicates that substantial decreases in the volume of employment were registered in three weeks of the period, the week ending January 10 being the only week in which an increase was reported. The changes recorded were:

Week ending Dec. 20—a decrease of .3 per cent.

Week ending Dec. 27—a decrease of 2.1 per cent.

Week ending Jan. 3—a decrease of 1.9 per cent.



Week ending Jan. 10—an increase of 1.1 per cent.

While the increase during the week ending January 10 was a substantial one, it represents only a partial recovery from the losses registered during the first three weeks of the period. These losses represented largely curtailment of staffs with the close of the holiday season and during the usual stocktaking period.

Reports from the various districts indicate that conditions were substantially the same throughout Canada. The Maritime Provinces reported decreases during the first two weeks of the period and increases during the latter two weeks. Quebec registered decreases during the first three weeks and an increase in the last week of the period. Ontario registered increases in the first and last weeks and decreases on December 27 and January 3. The Prairie Provinces reg-

istered an increase on December 20 and decreases on December 27, January 3 and 10.

Summarizing the returns by industrial groups, Clay, Glass and Stone Products; Leather and Leather Goods; Vehicles; Woodworking and Railway Operation registered increases in the first and last weeks and decreases during the weeks of December 27 and January 3. Commercial and Mercantile registered an increase during the first week and decreases during the remaining weeks of the period. Building and Construction; Quarrying and Mining; Lumbering; Pulp, Paper and Printing; Textiles and Miscellaneous registered decreases during the first three weeks followed by recovery on January 10. Railway Construction; Food, Drink and Tobacco registered decreases during all four weeks.

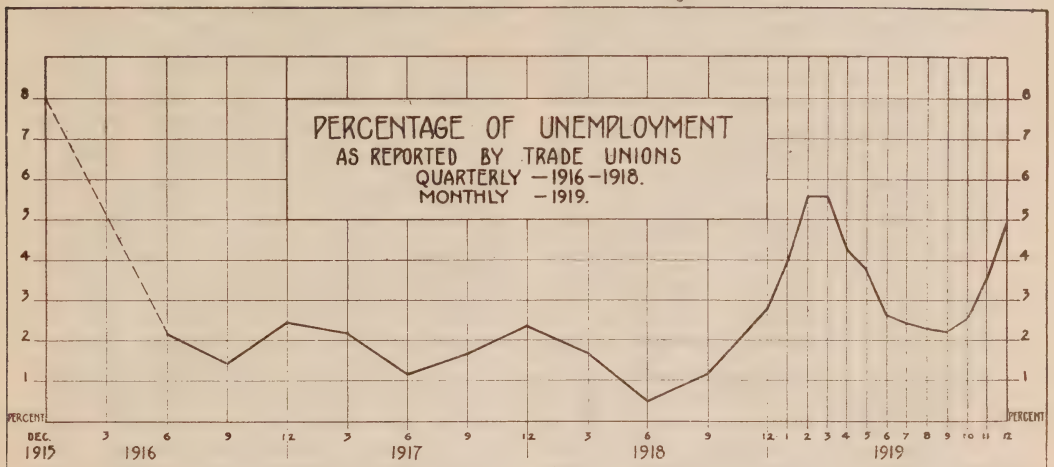
## UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF DECEMBER, 1919

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of December, 1919, and is based on returns received from 1,434 labour organizations with a total membership of 174,203. For all occupations reported 4.98 per cent of the members were unemployed as compared with 3.58 per cent in November, 1919, 2.76 per cent in December, 1918, 2.42 per cent in December, 1917, 2.17 per cent in December, 1916, and 8.7 per cent in December, 1915. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons

occupied in work other than their own trades, or who are idle because of sickness or as the direct result of strikes or lockouts are not considered as unemployed. The chart given below shows the percentage of unemployment by quarters for 1916, 1917 and 1918, and by months for 1919.

The chart shows the closer application of the labour force in Canada year by year during the war. From a trade union unemployed percentage of eight on December 31, 1915 (percentage for March, 1916, not available), employment except for seasonal slackness continued to expand, culminating in an unemploy-





ed report of only one-half of one per cent in midsummer, 1918. The chart shows plainly the rise in unemployment following the armistice, when there was added to the usual winter slackness unemployment caused by the cessation of war orders, the demobilization of Canada's army and the general uncertainty in regard to future prices and markets. After registering a trade union unemployment percentage of 5.6 in February and March, 1919, the highest since December 31, 1915, the curve of unemployment declined steadily to slightly over two per cent at the end of September, which may perhaps be considered almost normal in peace times. With the approach of winter the curve had begun to mount slightly, and at the end of October it stood at 2.5 per cent, rising in December to 4.98 per cent. If the chart is turned upside down, it may be read as an employment rather than an unemployment curve, which in some ways is more satisfactory.

That the percentage out of work is larger in December than in the previous month is due partly to seasonal inactiv-

ity and partly to conditions consequent upon the holiday period.

Unemployment in the manufacturing and mechanical industries as reported by 365 unions having a combined membership of 51,429 was less prevalent than in the preceding month and also than in December, 1918 and 1915. The percentage of members reported as being idle, however, was larger than in December, 1917 and 1916, the percentage unemployed in December, 1919, being 2.79 per cent as compared with 3.16 per cent in November, 1919, 2.89 per cent in December, 1918, 2.77 per cent in December, 1917, 2.3 per cent in December, 1916, and 3.1 per cent in December, 1915. The percentage unemployed in the metals, machinery and conveyances group was smaller than in November, 1919. It was, however, larger than in December of preceding years. The tradesmen in this group were still affected by conditions in the shipbuilding industries and by the continued shortage of steel. There was less activity for workers in the food, tobacco and liquors group than in any previous month on record. This

slackness was partly caused by seasonal inactivity particularly in the meat packing industries. Textiles, carpets and cordage report a slightly larger percentage of unemployment than in November, 1919. The percentage in December, 1918, however, was considerably larger. In December of 1917, 1916 and 1915, no union members in these industries were reported as unemployed. Workers in the clothing industry were more fully engaged than in November and also than in any corresponding month in the record. The same is true also of employees in the leather, boots, shoes and rubber industries, with the exception of December, 1915, when no unemployment in this group was reported. The pulp, paper and fibre workers showed a smaller percentage unemployed than in the preceding month, but the percentage was larger than in December of previous years. There was a slight increase in the percentage unemployed as reported by the printing, publishing and paper goods tradesmen in comparison with November, 1919, and also in comparison with December of the three previous years. In 1915, however, the unemployed percentage was considerably larger. Reports from 13 unions of furniture and woodworkers indicated better conditions than in November and also than in any previous December of the record, with the exception of December, 1918, when no unemployment was reported. Glass bottle blowers and oil refinery workers reported higher percentages of unemployment than in November, and also than in December of previous years. Jewelry workers continued to be fully engaged. In addition to the members actually unemployed, considerable short time was also reported by unions of machinists, engineers, boilermakers and iron shipbuilders, blacksmiths, pattern makers, glass bottle blowers, paper makers, bookbinders and printers.

Reports from 604 organizations of transportation workers having a total membership of 70,891 indicated that 5.03 per cent were unemployed as compared with 3.87 per cent in November, 1919,

1.48 per cent in December, 1918, .70 per cent in December, 1917, 1.52 per cent in December, 1916, and 3.0 per cent in December, 1915. There was more unemployment among steam railway employees (whose returns constitute nearly 75 per cent of the entire group membership reporting) than in the previous month and also than in December of previous years with the exception of December, 1915. This slackness was largely due to the continued laying-off of maintenance of way employees for the winter months. Some trainmen, locomotive engineers and firemen, carmen, road employees and maintenance of way employees also reported considerable short time. Street and electric railway employees were less fully employed than in November and also than in any previous December on the record with the exception of December, 1915. Navigation workers continued to show a large percentage of unemployment, partly due to seasonal slackness. On the Pacific Coast, workers in this group were also affected by dullness in the shipbuilding industries. Teamsters and chauffeurs were more fully employed than in November, 1919, but the percentage out of work was larger than in December of previous years.

In the mining, quarrying and refining of ores group, reports were received from 31 unions with an aggregate membership of 11,543 and show that 2.10 per cent were unemployed as compared with 1.14 per cent in November, 1919, 1.24 per cent in December, 1918, 2.09 per cent in December, 1917, .65 per cent in December, 1916, and 5.9 per cent in December, 1915. Employment for miners and mill and smeltermen showed less activity than in the preceding months, but quarry workers continued to be well engaged.

The percentage out of work in the building and construction group as reported by 231 organizations having a combined membership of 22,917 was 12.06 per cent as compared with unemployed percentages of 5.82 in November,



1919, 8.68 in December, 1918, 9.58 in December, 1917, 5.24 per cent in December, 1914, and 28.3 per cent in December, 1915. The increase in the percentage out of work in this group was partly caused by the extremely cold weather prevailing throughout the country at the end of December, which made outside work practically impossible. Continued slackness in the shipyards in British Columbia also added materially to the number unemployed, particularly among carpenters and joiners. Bricklayers, carpenters and joiners, electrical workers, tile layers, lathers and roofers, and bridge and structural iron workers showed more unemployment than in November, 1919, and also than in December, 1918. The percentages out of work, however, among bricklayers, masons and plasterers, electrical workers, tile layers, lathers and roofers and bridge and structural iron workers have been exceeded in December of previous years. Granite and stone cutters were more fully engaged than in November and in any previous December except in 1916. Plumbers and steamfitters showed less unemployment than in the preceding month, but the percentage out of work was larger than in December of any previous year on record except 1915. Painters, decorators and paperhangers had less employment than in November, 1919, or in December, 1917 and 1916, but the percentages in 1918 and 1915 were larger than that for 1919. Steam shovel and dredgemen showed considerably more members out of work than in November. With the exception of 1917 the percentages reported in December of previous years were considerably larger than that reported in 1919. Hod carriers and building labourers showed more unemployment than in any month except December, 1918, but the number out of work was not large. Considerable short time was reported by bricklayers, masons and plasterers, carpenters and joiners and electrical workers.

In the public employment group, as

reported by 72 unions having a total membership of 6,154, the percentage out of work was .91 as compared with unemployment percentages of .47, .47, .17, .11 and 0, respectively, in November, 1919, December, 1918, 1917, 1916 and 1915.

Unemployment in the group of miscellaneous trades, as indicated by returns received from 129 unions with 11,075 members, was more prevalent than in November and any December of the record with the exception of December, 1915. Slight increases in the percentage of idleness were reported by retail clerks, hotel and restaurant employees and unclassified workers in comparison with November and also with December of previous years. There was more unemployment for musicians and theatre employees in December, 1915, only. Barbers and stationary engineers and firemen recorded smaller percentages of unemployment as compared with November, 1919. In comparison, however, with December of preceding years, the percentages were larger in December, 1915, only. In addition to the members entirely unemployed considerable short time was also reported by musicians, stationary engineers and firemen, and unclassified workers.

The percentages reported idle in the different group occupations are indicated in Table I on page 160.

Table II summarizes the returns by provinces. In Ontario only was the percentage of unemployment smaller than in November, 1919. In comparison with December, 1918 and 1917, Nova Scotia and Ontario show a smaller percentage of idleness. Increases were shown in all the other provinces.

The percentages reported idle in some of the larger industrial centres are indicated in Table III.

The tabular statement on pages 162-163 presents the returns in some detail:

TABLE I.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF OCCUPATIONS

Occupation.	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, Mar., 1918	Dec., 1917	Sept., 1917	June, Mar., 1917	Dec., 1916	Sept., 1916	June, Dec., 1915			
Manufacturing and Mechanical Industries....	2.79	3.16	2.27	2.57	3.33	2.95	3.16	4.05	3.17	4.18	4.29	3.32	2.89	.96	.42	.91	2.77	4.05	1.79	1.22	2.3	1.3	1.1	3.1
Metals, machinery and conveyances	3.72	5.73	4.60	4.60	5.39	4.84	4.69	7.27	4.26	5.51	5.54	3.21	3.63	1.24	.14	.28	.76	.15	.11	.29	.71	0	0	0
Food, tobacco and liquors	11.32	1.58	1.29	.80	5.42	1.83	1.90	3.82	4.06	6.79	8.90	8.24	8.63	1.47	1.78	.85	3.29	2.12	1.50	1.75	1.2	.5	4.9	.8
Textiles, carpets and cordage	.36	.05	.05	1.08	.87	.60	1.54	.32	2.04	3.99	12.99	11.50	1.41	0	.05	.05	0	0	0	0	.5	0	0	0
Clothing	.12	.44	.85	.05	.55	0	.32	.73	0	2.27	.26	3.22	3.42	0	.18	3.40	11.21	11.13	4.95	5.46	6.48	1.0	.6	3.3
Pulp, paper and fibre	.62	2.23	.21	.30	1.07	.34	1.61	1.17	.76	3.29	.96	2.23	.43	.75	0	0	.34	0	0	0	0	0	0	0
Printing, publishing and paper goods	1.08	1.05	1.13	1.71	1.45	1.86	1.64	.46	.59	.59	.70	.69	.86	.83	.72	.78	.67	2.05	.79	.52	.34	1.2	.8	3.7
Woodwork and furniture	.16	.50	.14	.13	.59	0	4.08	0	1.07	2.21	2.78	10.57	0	.63	2.20	4.60	3.00	.89	.62	.69	.6	0	5.9	3.7
Leather, boots, shoes and rubbers	.44	.47	.20	.15	.37	.06	.19	.13	8.63	4.22	4.00	1.19	1.33	0	0	7.83	2.02	30.70	6.28	4.18	4.33	1.0	0	0
Glass bottle blowing	6.22	2.71	1.61	1.18	64.33	0	9.89	5.96	7.93	10.03	9.44	0	.32	1.49	0	2.23	4.48	13.84	3.56	1.92	0	12.17	0	0
Jewelry workers	0	0	0	0	0	0	0	0	0	.48	.74	.27	0	0	0	0	0	0	0	0	0	0	0	0
Oil refiners	5.60	0	0	0	0	0	0	0	0	0	4.61	5.88	0	0	0	0	0	0	0	0	0	0	0	0
Transportation	5.03	3.87	2.61	2.06	2.02	2.05	1.84	2.21	3.48	4.75	4.56	2.02	1.48	.38	.42	1.22	.70	.55	.51	1.26	1.62	.6	.5	3.00
Steam railways	1.50	1.17	.76	.99	1.42	1.83	1.98	1.62	2.40	2.87	2.74	1.78	.85	.16	.21	.29	.76	.25	.35	1.12	.62	.6	.5	2.4
Street & electric railways	.62	.24	2.19	.13	1.39	.14	.53	.15	.20	.38	3.42	.33	.06	0	0	.38	.17	.44	.18	.09	.20	0	.3	2.3
Navigation	29.37	17.49	10.88	8.62	5.05	3.99	2.93	10.29	9.60	17.73	18.17	6.73	7.80	1.76	2.12	8.80	.64	2.38	1.79	10.57	1.2	2.3	12.2	0
Teaming and driving	2.80	3.43	1.36	.36	2.26	1.25	2.28	.82	4.66	2.63	3.69	2.98	2.57	.27	.05	.08	0	0	0	0	0	0	0	0
Mining, quarrying and refining of ores	2.10	1.14	.91	1.11	.45	.47	.58	2.84	2.69	1.87	3.79	1.42	1.24	.35	.18	.40	2.09	.22	.32	.80	.65	.7	1.2	5.9
Building & construction	12.06	5.82	5.42	2.91	2.86	3.88	4.71	8.63	12.05	16.45	16.44	16.29	8.68	1.31	1.57	7.63	9.38	2.26	3.21	7.47	5.24	6.3	8.6	28.3
Public employment	.91	.47	.06	.11	.17	0	0	0	.01	.07	.48	.33	.47	1.54	.02	0	.17	.04	.04	.47	.11	.1	0	0
Fishing	72.16	20.75	0	0	0	0	0	4.10	0	0	17.54	50.50	0	0	0	0	0	0	0	0	0	0	0	23.3
Miscellaneous	4.23	3.24	2.95	2.07	1.58	2.79	3.99	7.26	4.80	4.74	4.07	2.84	2.29	1.40	.49	1.25	1.56	.80	.99	2.11	1.3	1.9	3.1	8.4
All occupations	4.08	3.58	2.71	2.19	2.33	2.40	2.57	3.83	4.38	5.62	5.61	3.94	2.76	.72	.50	1.68	2.42	1.71	1.25	2.16	2.17	1.4	2.1	8.01



TABLE II—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Province.	Dec. 1919	Nov. 1919	Oct. 1919	Sept. 1919	Aug. 1919	July 1919	June 1919	May 1919	April 1919	Mar. 1919	Feb. 1919	Jan. 1919	Dec. 1918	Sept. 1918	June 1918	Mar. 1918	Dec. 1917	Sept. 1917	June 1917	Mar. 1917	Dec. 1916	Sept. 1916	June 1916	Dec. 1915
Nova Scotia and Prince Edward Island.	1.47	1.21	3.19	1.53	5.44	4.11	2.68	4.66	2.41	2.41	5.68	1.25	2.01	.03	.16	.03	2.64	.11	.25	2.72	.74	.47	.49	.36
New Brunswick.	5.80	1.53	11.06	1.22	1.69	1.15	2.43	3.38	2.46	2.93	2.58	.84	.42	.32	.27	.21	3.07	.11	.20	1.78	1.66	.09	.8	.7
Quebec.	5.39	2.93	2.39	2.12	2.52	2.51	3.79	5.15	4.21	6.93	6.70	4.07	3.46	1.41	.44	3.90	2.96	4.66	2.23	2.95	3.02	2.43	1.8	9.9
Ontario.	1.99	2.02	.81	1.41	1.25	1.52	1.87	2.60	4.25	6.65	5.48	4.64	2.95	.22	.37	1.75	2.44	.99	.94	1.53	1.55	.72	1.7	8.1
Manitoba.	4.97	2.07	1.28	.73	.81	.92	1.19	1.47	1.65	1.20	2.82	3.62	1.31	.45	.29	.78	1.07	.86	.58	2.81	1.01	.83	1.2	3.2
Saskatchewan.	6.01	1.20	.59	1.29	1.95	2.77	2.51	2.86	3.95	5.31	4.47	5.73	2.15	.28	.18	1.72	2.41	.46	.25	1.77	1.63	.219	2.6	7.0
Alberta.	2.79	.52	.93	.94	1.09	1.90	1.68	1.43	2.26	3.56	4.16	1.97	2.07	.89	.39	1.08	1.55	.17	.84	1.09	1.70	.92	3.03	4.3
British Columbia.	18.62	16.18	11.58	8.03	5.81	5.82	3.32	6.52	9.65	8.05	7.97	5.20	3.81	1.95	1.70	1.59	3.05	2.05	2.50	3.00	3.86	3.37	5.3	14.3
Canada.	4.98	3.58	2.71	2.19	2.33	2.40	2.57	3.83	4.38	5.62	5.61	3.94	2.76	.72	.50	1.68	2.42	1.71	1.25	2.16	2.17	1.47	2.1	8.01

TABLE III—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY CITIES

City	Dec. 1919	Nov. 1919	Oct. 1919	Sept. 1919	Aug. 1919	July 1919	June 1919	May 1919	April 1919	Mar. 1919	Feb. 1919	Jan. 1919	Dec. 1918	Sept. 1918	June 1918	Mar. 1918	Dec. 1917	Sept. 1917	June 1917	Mar. 1917	Dec. 1916	Sept. 1916	June 1916	Dec. 1915
Hallfax.	3.77	2.74	2.14	1.65	1.12	6.13	3.56	1.90	2.69	7.36	4.10	4.40	1.31	.12	.27	.14	.34	.42	1.03	.98	.24	0	4.03	0
St. John.	10.45	2.29	24.29	1.27	2.14	.80	4.95	6.48	2.01	2.04	2.62	1.94	.64	.70	1.18	.57	5.69	.16	.43	2.94	.47	.18	.09	2.92
Montreal.	6.94	3.11	2.88	2.35	1.93	2.97	3.10	6.30	4.95	6.77	10.31	6.21	2.77	.58	.60	6.35	3.73	4.48	2.95	4.17	4.61	.50	2.6	10.6
Toronto.	1.14	2.90	.87	2.55	.84	1.78	1.61	1.88	6.34	8.96	6.74	6.36	4.61	.11	.13	.81	3.81	1.68	1.74	1.06	1.32	.63	1.8	10.6
Winnipeg.	4.63	.82	.91	.76	1.09	.17	1.35	.95	1.75	1.08	2.32	3.55	.88	.53	.25	.76	1.07	1.02	.72	2.53	.98	.58	1.9	2.6
Regina.	6.04	2.36	.19	1.63	2.76	2.79	.93	3.17	5.28	11.13	5.41	8.66	4.10	0	.10	2.64	5.63	0	0	3.73	1.75	.65	1.38	14.31
Edmonton.	1.29	1.19	1.10	.86	.56	.97	1.90	2.80	3.20	4.99	5.20	2.57	1.54	.67	.23	.51	2.41	.55	1.68	1.11	3.32	4.27	1.78	8.43
Vancouver.	8.12	7.81	11.13	3.48	5.30	5.54	3.35	4.65	6.01	8.73	6.31	5.59	3.65	1.42	1.05	1.94	3.28	2.99	2.67	4.75	4.55	4.56	8.1	18.0

## UNEMPLOYMENT ON DECEMBER 31, 1919.

OCCUPATIONS	Nova Scotia & Prince Ed. Island.				New Brunswick				Quebec				Ontario			
	No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed	
	Unions	Members- ship	Members	Per cent	Unions	Members- ship	Members	Per cent	Unions	Members- ship	Members	Per cent	Unions	Members- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.</b>	<b>9</b>	<b>745</b>	<b>23</b>	<b>3.09</b>	<b>14</b>	<b>797</b>	<b>4</b>	<b>50</b>	<b>68</b>	<b>17285</b>	<b>577</b>	<b>3.34</b>	<b>189</b>	<b>21585</b>	<b>257</b>	<b>1.19</b>
2-(a) METALS, MACHINERY & CONVEYANCES.	5	494	23	4.66	9	536	2	37	21	5529	443	8.01	88	8388	145	1.73
3- Moulders.	2	104	3		2	73	0		1	750	100		20	1934	41	
4- Blacksmiths.					2	166	0		3	324	5		9	585	18	
5- Boilermakers & iron shipbuilders.					2	153	0		3	2120	200		9	998	18	
6- Patternmakers.									1	190	12		7	260	3	
7- Metal polishers, buffers & platers.													6	218	4	
8- Machinists.	1	26	0		2	118	2		10	1838	126		32	3650	56	
9- Sheet metal workers & tinsmiths.	2	364	20		1	20	0		3	307	0		5	743	5	
10-(b) FOOD, TOBACCO AND LIQUORS.					1	16	0	0	3	244	20	8.20	14	1787	23	1.29
11- Flour and cereal mill employees.													2	345	0	
12- Meat cutters and butchers.									2	183	20		7	793	22	
13- Bakers and confectioners.					1	16	0		1	61	0		3	553	1	
14- Cigar and tobacco makers.													2	98		
15- Brewery workers.									1	1580	0	0	3	445	9	1.80
16-(c) TEXTILES, CARPETS AND CORDAGE.	1	194	0	0					3	592	1	17	21	1412	2	14
17-(d) CLOTHING AND LAUNDERING.													10	343	2	
18- Tailors.													7	400	0	
19- Garment workers.									3	532	1		4	669	0	
20- Hat, glove and fur workers.									16	2743	33	1.18	11	2326	3	13
21-(e) PULP, PAPER AND FIBRE.					1	112	0	0	11	1924	24	1.25	31	4395	58	1.32
22-(f) PRINTING, PUBLISHING & PAPER GOODS.	3	57	0	0	3	133	2	1.50	5	986	8		13	2034	42	
23- Compositors.	2	42	0		2	103	2		2	440	1		7	1207	3	
24- Pressmen and assistants.	1	15	0		1	30	0		1	317	8		2	532	10	
25- Bookbinders.									1	46	3		3	109	0	
26- Stereotypers and electrotypes.									2	135	4		5	446	3	
27- Engravers and lithographers.													1	67	0	
28- Others.									3	1362	0	0	8	1210	2	17
29-(g) WOODWORK AND FURNITURE.									6	2463	0	0	10	1038	16	1.54
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.									3	712	58	7.87	2	184	0	0
31-(i) GLASS BOTTLE BLOWING.									1	86	0	0	1	400	0	0
32-(j) JEWELRY WORKERS.																
33-(k) OIL REFINING.																
<b>34-Transportation.</b>	<b>40</b>	<b>3449</b>	<b>85</b>	<b>2.49</b>	<b>34</b>	<b>5253</b>	<b>359</b>	<b>7.02</b>	<b>43</b>	<b>15484</b>	<b>1188</b>	<b>7.66</b>	<b>258</b>	<b>27802</b>	<b>515</b>	<b>1.65</b>
35-(a) STEAM RAILWAYS.	35	2762	73	2.64	29	3031	65	2.12	72	11134	90	.81	225	21951	317	1.44
36- Conductors.	1	42	0		2	114	0		5	321	1		25	1151	0	
37- Locomotive engineers.	7	215	0		3	256	1		12	815	4		33	2306	1	
38- Locomotive firemen.	4	294	1		1	72	10		7	649	0		30	3198	28	
39- Carmen.	3	170	0		2	592	0		9	4498	0		35	3690	21	
40- Trainmen.	5	688	11		6	834	11		9	1650	28		27	4801	45	
41- Telegraphers (local unions).	2	103	1						1	21	0		2	105	0	
42- Telegraphers.																
43- Road maintenance men.	6	716	20		8	593	34		17	2115	57		36	4226	222	
44- Shop employees.																
45- Railway employees (N.E.S.).	8	534	40		7	600	9		12	1085	0		37	2465	0	
46-(b) STREET & ELECTRIC RAILWAY EMPLOYEES.					1	115	0	0	1	148	0	0	12	3198	0	0
47-(c) NAVIGATION.	2	122	3	2.46	3	1877	304	16.20	6	3147	1043	33.14	13	1239	175	14.12
48- Marine engineers.	1	74	4		1	74	4		3	197	43		5	258	108	
49- Longshoremen.	2	122	3		2	1803	300		2	2550	1030		6	297	67	
50- Others.									1	400	0		2	684	0	
51-(d) TEAMSTERS AND CHAUFFEURS.	2	555	10	1.77	1	200	0	0	4	1055	53	5.02	8	1427	23	1.61
<b>52-Mining, Quarrying &amp; Refining of Ores.</b>	<b>14</b>	<b>6533</b>	<b>5</b>	<b>.08</b>									<b>3</b>	<b>1411</b>	<b>40</b>	<b>2.83</b>
53- Miners.	13	6383	5										1	440	20	
54- Quarry workers.	1	250	0													
55- Mill and smeltermen.													2	971	20	
<b>56-Building and Construction.</b>	<b>8</b>	<b>907</b>	<b>60</b>	<b>6.62</b>	<b>11</b>	<b>729</b>	<b>31</b>	<b>4.25</b>	<b>32</b>	<b>4361</b>	<b>360</b>	<b>8.25</b>	<b>128</b>	<b>12375</b>	<b>457</b>	<b>3.69</b>
57- Bricklayers, masons and plasterers.	3	327	33		1	80	20		1	13	0		3	235	206	
58- Carpenters and joiners.	1	169	15		3	476	0		20	2457	317		44	5427	121	
59- Electrical workers.	2	204	0		1	17	0		2	805	12		9	1125	29	
60- Granite and stone cutters.									2	195	0		6	350	5	
61- Painters, decorators & paperhangers.	1	190	12		3	84	10		3	78	12		14	1154	45	
62- Plumbers and steamfitters.	1	17	0		3	72	1		2	319	4		17	988	26	
63- Tile layers, lathers and roofers.													3	44	0	
64- Bridge & structural iron workers.													2	221	22	
65- Steam shovel and dredgemen.													1	191	3	
66- Hod carriers and building labourers.									2	370	15		1	140	0	
<b>67-Public Employment.</b>	<b>2</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1437</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>2321</b>	<b>20</b>	<b>.86</b>
68- Civic employment.					3	136	0		6	1107	0		8	1858	20	
69- Letter carriers and postal employees.	2	73	0		2	47	0		3	330	0		18	463	0	
<b>70-Fishing.</b>																
<b>71-Miscellaneous.</b>									<b>15</b>	<b>3528</b>	<b>144</b>	<b>4.08</b>	<b>76</b>	<b>4084</b>	<b>73</b>	<b>1.79</b>
72- Retail clerks.									1	350	0		1	133	1	
73- Hotel and restaurant employees.													2	159	0	
74- Barbers.									2	19	2		20	753	3	
75- Musicians and theatre employees.									3	788	81		22	1516	37	
76- Stationary engineers and firemen.									4	729	4		20	1004	28	
77- Others.									5	1642	57		11	519	4	
<b>All occupations.</b>	<b>73</b>	<b>11807</b>	<b>174</b>	<b>1.47</b>	<b>64</b>	<b>6862</b>	<b>404</b>	<b>5.80</b>	<b>207</b>	<b>42095</b>	<b>2267</b>	<b>5.39</b>	<b>681</b>	<b>68622</b>	<b>1382</b>	<b>1.99</b>

\*Commercial and Railway—organised in interprovincial system divisions.



AS REPORTED BY TRADE UNIONS

Manitoba				Saskatchewan				Alberta				British Columbia				Canada											
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed									
Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent								
																		Nov. 1919	Dec. 1919	Dec. 1918	Dec. 1917	Dec. 1916	Dec. 1915				
17	4231	236	5.46	12	729	108	14.81	19	1362	9	0.66	37	4889	219	4.47	365	51422	1432	3.16	2.78	2.89	2.77	2.3	3.1			
1	2193	4	.18	3	184	2	1.22	7	681	1	0.15	12	2438	133	5.46	151	28421	768	5.73	3.77	3.56	7.76	7.1	.8			
2	1910	0	0	2	115	0	0	1	150	0	0	3	1806	31	1.72	22	7252	249	1.43	3.42	1.43	4.2	.08	6.0			
2	183	0	0	1	49	2	4.08	4	463	1	0.22	6	505	70	13.86	58	6832	257	3.59	3.76	4.43	2.5	.06	0.2			
1	25	0	0	1	281	103	36.65	4	150	0	0	7	539	72	13.36	33	3975	450	1.58	11.32	8.63	3.29	1.23	8.5			
1	959	232	24.19	1	281	103	36.65	4	150	0	0	7	539	72	13.36	33	3975	450	1.58	11.32	8.63	3.29	1.23	8.5			
1	415	2	0.48	1	281	103	36.65	4	150	0	0	7	539	72	13.36	33	3975	450	1.58	11.32	8.63	3.29	1.23	8.5			
1	529	230	43.48	1	281	103	36.65	4	150	0	0	7	539	72	13.36	33	3975	450	1.58	11.32	8.63	3.29	1.23	8.5			
1	24	0	0	1	281	103	36.65	4	150	0	0	7	539	72	13.36	33	3975	450	1.58	11.32	8.63	3.29	1.23	8.5			
1	35	0	0	1	281	103	36.65	4	150	0	0	7	539	72	13.36	33	3975	450	1.58	11.32	8.63	3.29	1.23	8.5			
1	115	0	0	1	281	103	36.65	4	150	0	0	7	539	72	13.36	33	3975	450	1.58	11.32	8.63	3.29	1.23	8.5			
6	829	0	0	8	284	3	1.05	6	332	1	0.30	6	332	1	0.30	6	332	1	0.30	6	332	1	0.30	6	332		
1	502	0	0	5	219	3	1.36	6	332	1	0.30	6	332	1	0.30	6	332	1	0.30	6	332	1	0.30	6	332		
1	176	0	0	2	53	0	0	2	66	0	0	2	66	0	0	2	66	0	0	2	66	0	0	2	66		
1	183	0	0	1	12	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6		
1	28	0	0	1	12	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6		
1	40	0	0	1	12	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6		
1	35	0	0	1	12	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6		
1	115	0	0	1	12	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6	0	0	1	6		
45	5443	158	2.90	51	3829	92	2.40	40	3768	15	4.0	53	5863	1144	19.81	604	70891	3595	3.87	5.93	1.48	7.0	1.52	3.0			
43	4375	157	3.59	48	3624	87	2.40	38	3603	15	3.9	53	5863	1144	19.81	604	70891	3595	3.87	5.93	1.48	7.0	1.52	3.0			
5	286	2	0.7	5	284	2	0.7	4	315	2	0.6	5	284	2	0.6	52	2767	7	1.19	25	0.4	47	44	0.36			
5	376	0	0	9	410	1	0.2	5	352	0	0	6	304	2	0.6	50	5034	9	1.19	18	30	21	41	0.27			
3	532	6	1.1	9	620	0	0	4	387	0	0	5	403	0	0	66	6215	45	1.52	72	0.2	0.2	32	0.43			
3	130	0	0	6	166	0	0	5	430	1	0.2	4	111	0	0	67	9796	22	3.4	22	0	0.3	77	0.43			
1	83	0	0	6	759	0	0	4	597	0	0	4	409	10	2.4	64	10261	105	8.5	1.02	62	56	48	1			
17	2100	149	7.09	7	846	61	7.19	9	1049	10	0.9	12	995	20	1.9	112	12640	583	2.60	1.51	80	.62	1.06	11.1			
3	285	0	0	6	539	23	4.3	7	473	2	0.2	3	104	0	0	89	6065	74	5.5	1.22	38	10.14	.93	0			
1	1050	0	0	1	100	0	0	2	535	0	0	2	535	0	0	18	5133	25	2.4	62	0.5	17	20	2.3			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5	4.76	2	165	0	0	5	337	20	5.93	31	8768	5975	17.49	29.37	7.80	64.10	.57	12.2			
1	18	1	5.56	2	105	5																					

## EMPLOYMENT IN THE BUILDING TRADES DURING DECEMBER, 1919, AS INDICATED BY BUILDING PERMITS

**E**MPLOYMENT in the building trades as indicated by the value of building permits issued in 35 cities showed a decrease during December as compared with the preceding month, the total value of building permits falling from \$6,936,438 in November to \$4,945,539 in December, a decrease of \$1,990,899, or 28.7 per cent. Nova Scotia was the only province to record an increase in this comparison.

As compared with the corresponding month in 1918 there was an increase of 201.1 per cent, the value for December, 1918, being \$1,642,362. In this com-

parison all the provinces recorded substantial increases.

Of the larger cities, Montreal, Toronto, Winnipeg, Edmonton and Vancouver recorded declines as compared with the preceding month. In comparison with December, 1918, these cities reported large increases.

Of the smaller centres, Halifax, Sydney, Moncton, Sherbrooke, Westmount, Kingston, London, St. Thomas, Moose Jaw, Saskatoon and Victoria all recorded substantial increases both as compared with November, 1919, and with December, 1918.

### ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS ISSUED IN THIRTY-FIVE CITIES.

City.	Nov., 1919	Dec., 1919	Dec., 1918	December, 1919, compared with November, 1919		December, 1919, compared with December, 1918.	
				Increase (+)	Decrease (—)	Increase (+)	Decrease (—)
				Amount	Per cent	Amount	Per cent
<b>Nova Scotia.....</b>	<b>\$244,795</b>	<b>\$374,083</b>	<b>\$98,756</b>	<b>+</b>	<b>\$129,288</b>	<b>+</b>	<b>\$275,327</b>
Halifax.....	224,210	341,240	74,390	+	117,030	+	266,850
Sydney.....	20,585	32,843	24,366	+	12,258	+	8,477
<b>New Brunswick.....</b>	<b>278,930</b>	<b>67,600</b>	<b>5,825</b>	<b>+</b>	<b>211,330</b>	<b>+</b>	<b>61,775</b>
Moncton.....	52,430	67,600	5,825	+	15,170	+	61,775
St. John.....	226,500			—	226,500	—	
<b>Quebec.....</b>	<b>1,218,407</b>	<b>828,151</b>	<b>192,420</b>	<b>—</b>	<b>390,256</b>	<b>—</b>	<b>635,731</b>
Montreal-Maisonneuve.....	890,864	658,401	176,045	—	232,463	—	482,356
Quebec.....	171,378	91,150	5,575	—	80,228	—	85,575
Sherbrooke.....	5,000	15,600		+	10,600	+	15,600
Three Rivers.....	124,875	15,800	5,600	—	109,075	—	10,200
Westmount.....	26,290	47,200	5,200	+	20,910	+	42,000
<b>Ontario.....</b>	<b>4,123,791</b>	<b>3,187,337</b>	<b>1,132,118</b>	<b>—</b>	<b>936,454</b>	<b>—</b>	<b>2,055,219</b>
Brantford.....	194,945	78,325	1,565	—	116,620	—	76,760
Fort William.....	4,700	850	54,365	—	3,850	—	53,515
Guelph.....	20,325	4,100	350	—	16,225	—	3,750
Hamilton.....	525,140	180,750	309,900	—	344,390	—	129,150
Kingston.....	12,793	143,885	8,548	—	131,092	—	135,337
Kitchener.....	86,690	17,380	400	—	69,310	—	16,980
London.....	109,960	431,200	27,980	—	321,240	—	403,220
Ottawa.....	264,550	118,575	58,163	—	145,975	—	60,412
Peterborough.....	4,940	3,243	3,175	—	1,697	—	68
Port Arthur.....	10,968	1,714	4,721	—	9,254	—	3,007
Stratford.....	10,805	1,465	35	—	9,350	—	1,420
St. Catharines.....	44,035	29,125	15,545	—	14,910	—	13,580
St. Thomas.....	6,610	64,050	85	+	57,440	+	63,965
Toronto.....	2,536,045	2,039,625	610,451	—	496,420	—	1,429,174
Windsor.....	291,285	73,060	36,835	—	218,225	—	36,225
<b>Manitoba.....</b>	<b>316,400</b>	<b>156,610</b>	<b>10,150</b>	<b>—</b>	<b>159,790</b>	<b>—</b>	<b>146,460</b>
Brandon.....	7,900	7,160	300	+	160	+	6,860
Winnipeg.....	309,400	149,450	9,850	—	159,950	—	139,600
<b>Saskatchewan.....</b>	<b>201,995</b>	<b>90,885</b>	<b>62,160</b>	<b>—</b>	<b>111,140</b>	<b>—</b>	<b>28,695</b>
Moose Jaw.....	8,200	48,900	47,950	+	40,700	+	950
Regina.....	173,350	12,400	5,160	—	160,950	—	7,240
Saskatoon.....	20,445	29,555	9,050	+	9,110	+	20,505
<b>Alberta.....</b>	<b>139,205</b>	<b>53,600</b>	<b>37,100</b>	<b>—</b>	<b>85,605</b>	<b>—</b>	<b>16,500</b>
Calgary.....	56,000	34,000	27,300	—	22,000	—	6,700
Edmonton.....	83,205	19,600	9,800	—	63,605	—	9,800
<b>British Columbia.....</b>	<b>412,915</b>	<b>187,303</b>	<b>103,833</b>	<b>—</b>	<b>225,612</b>	<b>—</b>	<b>83,470</b>
New Westminster.....	10,200	9,500	11,440	—	700	—	1,940
Vancouver.....	387,530	118,453	81,653	—	269,077	—	36,800
Victoria.....	15,185	59,350	10,740	+	44,165	+	48,610
<b>Total—35 Cities.....</b>	<b>\$6,936,438</b>	<b>\$4,945,539</b>	<b>\$1,642,362</b>	<b>—</b>	<b>\$1,990,899</b>	<b>—</b>	<b>\$3,303,177</b>

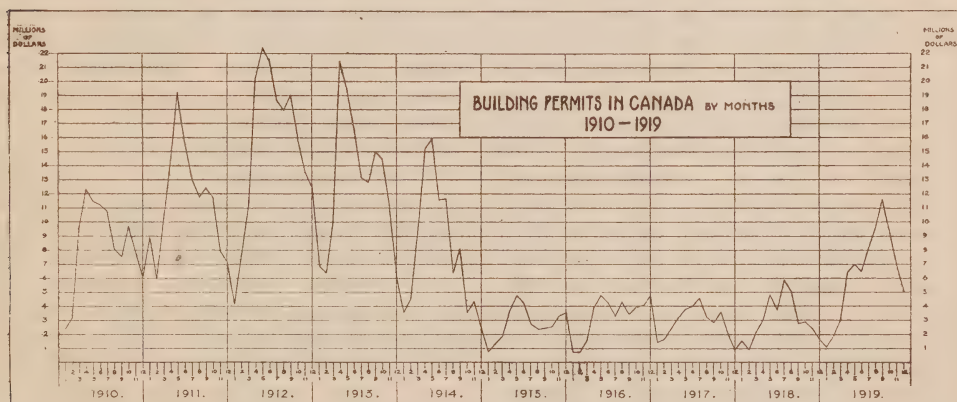


## EMPLOYMENT IN THE BUILDING TRADES IN THE YEARS 1910-1919 AS INDICATED BY BUILDING PERMITS

IN the table on the following pages and in the chart given below is shown the volume of employment in the building trades since 1910 as indicated by the value of building permits issued in 35 cities with populations of 15,000 or over. The estimated cost of the building work in these cities in 1919 was \$77,113,413 as compared with \$36,838,270 in 1918, an increase of \$40,275,143, or 109.3 per cent. In reading these figures, however, the increases in the cost of building materials and in wages should be taken into account. According to figures prepared in the Department the price of these materials has advanced at least twenty per cent within the past year, and wage rates in the building trades have also advanced materially. The unsettled labour conditions

its peak in 1912 was followed by slackness consequent upon the curtailment of all but absolutely necessary building during the war. The post-bellum revival in 1919 was quite remarkable in its extent, but was tardy in getting underway, the value of building permits not showing any unusual increases until the early summer.

The accompanying table shows that increases over 1918 have been registered in the eight provinces for which figures are available. The largest actual increase — \$22,107,822 — was recorded by Ontario. Substantial increases, however, were shown in Quebec, Nova Scotia, New Brunswick and Alberta. All the cities included, except Peterborough, reported marked gains. The largest total for any one city was registered by Toronto with \$19,617,838. Montreal follows with \$10,-



which prevailed throughout most of the building season in different parts of the country, taken in conjunction with the increased costs, made the year somewhat abnormal for the building industry, and comparisons with figures for the pre-war years are therefore scarcely justifiable. The chart shows the value of building permits by months since January, 1910, and the curve indicates that the extreme activity in employment during the building boom in the years before the war with

033,901; Halifax, with \$5,194,805, and Hamilton with \$5,087,462. In addition, permits to the value of over a million dollars were issued at Moncton, Quebec, Three Rivers, Brantford, Kitchener, London, Ottawa, Port Arthur, Windsor, Winnipeg, Regina, Saskatoon, Calgary and Vancouver.

Grouping the returns by districts, it is apparent that the Maritime Provinces with \$8,573,052 had 11.1 per cent of the total value of building permits issued

in Canada as compared with \$3,794,383 in 1918, an increase of \$4,778,669, or 125.9 per cent. The figures show that in all the provinces the pre-war level of employment in the building trades was not exceeded except in Nova Scotia. The total for the two cities in that province was 78.9 per cent higher than in 1918, and 337.4 per cent larger than the previous high mark in 1916. Halifax, with a total of \$5,194,805, largely accounted for the increase, the activity, as in 1918, representing to a considerable extent new construction to replace that destroyed in the disaster of December, 1917. In New Brunswick a high level of employment in the building trades was also indicated, the largest percentage increase over 1918 being reported in this province. Moncton, with permits issued to the value of \$2,132,176, reported a larger total than in any previous year. In St. John, however, the increase was less noticeable.

Quebec and Ontario together issued 72.3 per cent of the value of the building permits, the total for these two provinces being \$55,751,685 as compared with a total of \$25,329,366 during 1918. This district accounted for 75.5 per cent of the increase throughout the country. The Province of Quebec, which registered the only large decline in 1918 over 1917, reported for 1919 an increase in building permits of \$8,314,497, or 121.3 per cent. Montreal recorded an increase of \$5,151,028, or 105.5 per cent, as compared with 1918. Substantial increases were also recorded by the other cities in this province. The fifteen cities in Ontario, with a total of \$40,584,834, registered 52.6 per cent of the total value of the building permits issued in Canada. The percentage increase over 1918 in this province was 119.7. The value of the building permits issued in Toronto was 48.3 per cent of the total for the province. Hamilton, Ottawa, Windsor and London reported large totals, while substantial percentage increases were shown in all the other cities with the exception

of Peterborough where a slight decline was registered.

As might have been expected, in the western provinces the falling off in building has been very much more marked than in the East, although some improvement has been indicated in the past two years. The prairie provinces, which in 1912 accounted for about 42 per cent of the total value of building permits issued in Canada, issued in 1919 only about 13 per cent of the total. The total increases in Manitoba, Saskatchewan and Alberta constitute only about 10 per cent of the total increase of the building permits issued. This, however, is no doubt in part a reflection of the unsettled labour conditions which prevailed, especially during the early summer. Saskatchewan reported the most substantial total issued in the prairie provinces and Alberta showed the largest percentage increase. Winnipeg had the largest total of any of the western cities. Manitoba, however, recorded the smallest total of the three provinces and also the smallest percentage gain. Calgary, Regina and Saskatoon registered large totals and also large increases over 1918.

The total for British Columbia (\$2,904,284) represents not quite 4 per cent of the value of building permits issued in Canada as compared with 15.7 per cent in the record year of 1912. In 1918 British Columbia registered a slightly larger proportion of the total, the percentage being 5. There was in 1919, however, an increase of \$1,055,995, or 57.1 per cent, in this province in comparison with 1918, the figures for that year being \$1,848,289. British Columbia reported a larger actual and percentage increase than Manitoba, while both these figures were smaller than those registered in Saskatchewan and Alberta. Vancouver with \$2,271,411 recorded the largest total of the cities in British Columbia, but the percentage increase over 1918 was practically the same in the three municipalities.



## ESTIMATED COST OF BUILDING WORK IN THE YEARS 1910-1919, AS INDICATED BY BUILDING PERMITS ISSUED IN THIRTY-FIVE CITIES.

City.	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1919 compared with 1918	
											Increase (+)	Decrease (-)
											Amount	Per cent
<b>Nova Scotia.</b>	\$ 831,594	\$ 1,004,958	\$ 1,209,781	\$ 1,158,954	\$ 990,293	\$ 1,262,087	\$ 1,348,434	\$ 1,230,647	\$ 3,295,635	\$ 5,898,336	+	78.94
Halifax	484,040	509,316	555,020	837,556	879,820	1,063,955	1,220,329	904,377	2,866,852	5,194,805	+	81.20
Sydney	347,554	495,642	654,761	321,198	110,973	198,102	128,105	416,270	428,783	703,531	+	64.08
<b>New Brunswick.</b>	469,215	645,556	689,795	2,882,780	852,655	864,339	675,980	870,963	498,748	2,674,716	+	436.29
Moncton	84,913	82,956	121,845	470,780	337,355	518,064	211,630	339,713	417,425	2,192,176	+	1346.28
St. John.	384,902	562,600	567,950	2,412,000	515,300	346,275	464,356	531,250	351,323	542,540	+	54.53
<b>Quebec.</b>	20,003,900	25,705,190	26,672,257	34,893,449	24,527,591	12,267,849	9,890,630	8,794,149	6,652,354	15,166,851	+	121.34
Montreal-Maisonneuve.	16,742,019	22,516,332	22,433,398	29,723,452	24,022,640	8,263,021	5,927,544	5,601,918	4,882,877	10,033,901	+	105.49
Quebec	526,498	795,264	933,002	1,939,781	2,759,573	2,758,824	2,912,157	2,159,386	904,375	2,134,219	+	135.99
Sherbrooke	555,000	920,004	1,100,004	747,450	191,322	354,876	368,530	254,000	150,920	873,150	+	722.230
Three Rivers	218,400	133,008	372,800	482,450	652,130	434,205	397,345	422,860	638,975	1,242,450	+	94.44
Westmount	1,961,985	1,340,092	1,833,093	2,000,316	698,165	589,405	544,754	154,985	275,211	883,131	+	220.89
<b>Ontario.</b>	33,603,186	39,669,026	50,022,468	49,474,905	38,558,430	14,353,828	20,229,574	17,407,571	18,477,012	50,884,834	+	119.65
Brantford	681,030	613,860	1,167,105	1,015,886	435,510	235,606	282,677	287,195	761,500	1,173,580	+	54.11
Port William	2,401,525	2,936,785	4,210,285	4,009,565	1,530,865	638,930	400,525	658,445	535,615	627,330	+	17.24
Georgetown	513,690	513,690	395,695	357,335	521,734	619,972	155,222	111,435	83,044	603,259	+	626.42
Hamilton	2,603,605	4,255,730	5,491,800	5,110,000	3,703,865	1,522,348	2,410,131	2,746,675	2,746,254	5,087,462	+	105.78
Kingston	220,092	314,569	642,915	666,474	728,577	244,088	184,321	150,705	318,943	657,679	+	106.21
Kitchener	356,807	372,948	553,123	680,721	728,320	334,404	324,838	205,352	226,062	1,176,962	+	105.74
London	805,123	1,036,880	1,137,108	1,739,920	1,837,735	1,207,630	926,125	837,890	877,660	2,455,170	+	179.74
Ottawa	3,022,650	2,997,610	3,621,850	3,991,280	4,397,820	1,605,160	1,530,400	1,041,017	2,635,612	3,252,322	+	23.40
Peterborough	517,958	345,372	565,893	488,240	452,335	97,610	128,040	953,503	241,251	196,368	+	18.60
Port Arthur	1,066,116	595,180	2,492,554	1,935,575	1,234,085	83,625	1,565,095	1,345,174	1,048,845	1,708,845	+	179.90
Stratford	187,094	99,003	365,831	316,407	440,715	209,800	190,619	449,036	89,786	278,888	+	210.61
St. Catharines	265,435	810,435	810,435	759,468	782,253	445,981	595,715	79,875	465,727	861,636	+	35.44
St. Thomas	202,000	207,420	67,150	166,146	388,915	134,215	145,865	216,338	53,395	285,525	+	434.74
Toronto	20,740,498	24,373,949	27,401,761	27,038,913	20,694,288	6,651,889	8,831,671	19,617,338	5,635,331	11,082,507	+	129.84
Windsor	391,990	740,595	1,093,563	1,148,975	1,121,413	722,870	1,508,330	1,161,375	570,305	2,601,370	+	356.14
<b>Manitoba.</b>	16,034,738	19,258,082	21,769,957	19,231,259	13,240,385	1,862,455	2,752,173	2,392,788	2,140,672	3,046,541	+	42.32
Brandon	920,288	1,424,532	1,165,207	609,609	395,335	36,155	244,873	180,338	90,022	98,541	+	9.46
Winnipeg	15,105,450	18,233,550	20,593,750	18,621,650	12,845,050	1,826,300	2,507,300	2,212,450	2,050,650	2,948,000	+	43.76
<b>Saskatchewan.</b>	6,240,649	12,521,629	20,947,160	13,007,665	2,783,235	574,987	687,170	1,294,659	2,177,290	3,694,505	+	69.68
Moose Jaw	1,071,590	2,431,738	5,275,797	4,355,470	459,860	90,722	318,945	295,460	566,575	590,895	+	4.29
Regina	2,351,288	5,137,615	88,046,238	4,018,330	1,761,875	464,065	222,075	416,460	1,006,000	1,699,020	+	68.89
Saskatoon	2,817,771	4,952,276	7,625,125	4,433,845	561,506	20,200	146,150	582,739	604,715	1,404,590	+	132.27
<b>Alberta.</b>	7,750,850	16,712,432	34,840,639	17,862,103	8,938,627	460,375	895,040	858,000	1,548,270	3,143,346	+	103.02
Calgary	5,589,594	12,907,638	20,395,820	8,619,653	3,425,350	150,550	663,500	548,200	1,196,800	2,212,000	+	84.83
Edmonton	2,161,256	3,804,794	14,446,819	9,242,450	5,513,277	309,825	231,540	309,800	351,470	931,346	+	164.99
<b>British Columbia.</b>	15,423,410	22,653,517	29,080,352	15,151,727	6,889,765	1,920,825	3,245,463	997,649	1,848,289	2,904,284	+	57.13
New Westminster	13,150,365	17,501,512	20,423,197	10,423,197	4,184,476	85,130	85,307	81,515	1,030,300	166,282	+	57.982
Vancouver	2,273,045	4,025,555	8,077,370	3,769,555	2,143,660	242,450	2,989,893	768,255	1,450,229	2,271,411	+	821.182
Victoria								147,879	289,760	466,591	+	61.03
<b>Total—35 Cities.</b>	\$ 160,357,546	\$ 138,170,390	\$ 185,233,449	\$ 153,662,842	\$ 96,780,981	\$ 33,566,749	\$ 39,724,466	\$ 33,936,426	\$ 36,838,270	\$ 77,113,413	+	109.33

†No record is available for New Westminster before 1911.

### EMPLOYMENT FOR CIVIC EMPLOYEES IN FIFTEEN CITIES. DURING THE YEAR, 1919

THE accompanying tables show the volume of employment, both contract and municipal work, afforded work-people temporarily employed by fifteen city corporations during the year 1919, as compared with 1918, and indicate that increases of 1,226 persons or 14 per cent in the number of employees and \$1,646,687.08 or 23 per cent in the wages paid, were recorded, in comparison with the preceding year. During the year the 15 cities employed on an average 9,964 persons, and the payrolls amounted to \$8,744,743.55 as compared with an average of 8,738 persons and an aggregate payroll of \$7,098,056.47 during 1918.

Taking the returns by cities, it is evident that Montreal reported the largest number of persons employed by any one

city. With the exception of St. John and Montreal, increases in comparison with 1918 were recorded by all the cities for which figures are available, the most substantial increases being reported by Toronto, Winnipeg and Ottawa.

As to wages, increased aggregates were reported by all the cities included, except St. John, Montreal and Victoria. The increases, however, are probably as much due to increased wage rates as to there having been more work for these temporary employees. Montreal showed the largest amount of wages, the totals for Toronto and Winnipeg coming next. The largest increase in wages as in the number of persons engaged, was registered by Toronto, with Winnipeg and London having the next largest gains.

TABLE I.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS DURING THE YEAR 1919 AS COMPARED WITH 1918

City.	Monthly average of employees temporarily employed. 1918	Monthly average of employees temporarily employed. 1919	Amount of wages paid employees temporarily employed. 1918	Amount of wages paid employees temporarily employed. 1919
St. John.....	329	327	\$249,023.76	\$247,052.05
Montreal.....	3,356	3,167	2,369,436.30	2,051,067.50
Ottawa.....	463	674	400,813.42	560,802.25
Toronto.....	1,360	1,671	1,094,440.98	1,604,762.77
Hamilton.....	405	580	361,292.48	598,181.91
London.....	243	332	189,309.86	359,837.05
Winnipeg.....	559	806	481,104.81	731,493.48
Brandon.....	50	58	37,391.25	47,344.62
Regina.....	333	343	323,167.93	398,230.35
Moose Jaw.....	83	111	90,383.10	134,125.25
Saskatoon.....	252	282	259,118.98	339,792.81
Calgary.....	338	420	305,412.65	440,794.15
Edmonton.....	313	430	302,063.81	453,786.81
Vancouver.....	442	554	413,372.31	556,851.43
Victoria.....	207	209	221,724.83	220,621.12
<b>Total.....</b>	<b>8,738</b>	<b>9,964</b>	<b>\$7,098,056.47</b>	<b>\$8,744,743.55</b>

With the exception of the first three months in the year, increases were registered throughout 1919 in comparison with the preceding year. The totals rose steadily from May until August, the largest number of persons being employ-

ed during that month, from which time the figures declined continuously. In 1918, the largest number of employees was registered in February, the figures for that month exceeding those for August, the peak month in 1919.



The amount of the wages paid in 1919, following the number of employees, was smaller during the first three months of the year than in the corresponding months of 1918. From February, 1919, however, the wages rose steadily to July.

Declines from the total for that month were registered during August and September. In October, the figures exceeded any reported, except for the peak month. Decreases were recorded during the last two months of the year.

TABLE II.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS BY MONTHS DURING THE YEAR 1919 AS COMPARED WITH 1918.

Month.	Number of employees temporarily employed by months during 1918	Number of employees temporarily employed by months during 1919	Amount of wages paid employees temporarily employed by months during 1918	Amount of wages paid employees temporarily employed by months during 1919
January.....	10,815	7,845	\$626,121.15	\$564,261.27
February.....	11,537	8,682	655,210.60	422,669.01
March.....	10,775	10,293	629,817.29	467,149.23
April.....	10,269	10,631	541,524.13	718,729.16
May.....	8,009	9,997	585,037.77	759,412.30
June.....	7,903	10,519	567,942.19	762,628.96
July.....	8,108	11,134	640,373.08	853,638.85
August.....	7,939	11,222	588,434.98	907,507.45
September.....	7,546	10,521	611,293.73	859,356.21
October.....	7,531	10,521	607,485.02	910,614.57
November.....	7,289	9,690	553,016.47	748,426.69
December.....	7,135	8,446	491,795.06	670,349.85
Total.....			\$7,098,056.47	\$8,744,743.55
Average No. of employees.....	8,738	9,964		

## MINIMUM WAGES FOR WOMEN IN BRITISH COLUMBIA

IN accordance with the provisions of the British Columbia Minimum Wage Act, conferences of representatives of employers and employees were held during December, 1919, to decide and recommend minimum wage rates for women workers in the fishing and the fruit and vegetable industries of the province. Orders of the British Columbia Minimum Wage Board based on the recommendations of these conferences were gazetted on January 15, 1920, and will come into effect on February 28.\*

The orders of the Board regarding the fishing industry are, in brief, as follows:

The minimum wage for every experienced female in this industry who is of the age of eighteen years or over (except women to whom a special license may be issued under section 10 of the Minimum Wage Act) shall be at the rate of \$15.50 per week. The minimum wage for every inexperienced female who is of the age of eighteen years or over (except women to whom a special license may be issued) shall be at the following rate: Not less than \$12.75 for the first four months, \$13.75 for the second four months, and \$14.75 for the third four months.

According to definition "fishing industry" includes the work of females engaged in the washing, preparing, pre-

\*For previous Orders see LABOUR GAZETTE, FEBRUARY, 1919, p. 178; May, 1919, p. 606; October, 1919, p. 1237.

serving, drying, curing, smoking, packing or otherwise adapting for sale or use, or for shipment, any kind of fish except in the case of canned fish. The term "experienced female employee" means a female employee who has worked in the fishing industry for a period of at least twelve months. "Inexperienced employee" means a female employee who has worked in the fishing industry for a period of less than twelve months.

The following is a synopsis of the orders of the Minimum Wage Board regarding the fruit and vegetable industry:

The minimum wage for every experienced female employee engaged in the fruit and vegetable industry, who is of the age of eighteen years or over (except women to whom a special license may be issued), and who is employed on a time-rate basis, shall be the sum of \$14 for a week of forty-eight hours. The minimum wage for every inexperienced female in this industry, who is of the age of eighteen years or over, and is employed on a time-rate basis, shall be the sum of \$10 a week for the first month, \$11 a week for the second month, and \$12 a week for the third month. Where payment of wages is made on a piece-rate basis instead of a time-rate basis in the preparation of any product, the minimum

piece rates shall be such as will produce the wages mentioned above. In an emergency period, the hours of labour for an employee may be extended to ten hours a day or up to sixty hours in any one week. The minimum wage for an employee during the time of labour in any day in excess of eight hours, and up to and including ten hours a day, shall be such as will produce a wage of thirty cents an hour. The minimum wage, whether on time-rate basis or a piece-rate basis, for an experienced female employee who is of the age of eighteen years or over, during the time of labour in any day in excess of ten hours, shall be such as will produce a wage of forty-five cents an hour.

In this order, the expression "fruit and vegetable industry" includes the work of females engaged in canning, preserving, drying, packing, or otherwise adapting for sale or use, any kind of fruit or vegetable. "Experienced female employee" means a female employee who has worked in the industry for at least three months; "inexperienced female employee" means a female employee with less than three months' experience. "Emergency period" means a period of ninety days in any twelve months during which the hours of labour for female employees may be extended.

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Building and Construction

GRANITEVILLE, QUE. — THE PAVING CUTTERS' UNION, BRANCH No. 60, AND THE QUARRY MASTERS.—Agreement in effect from January 1, 1920, to December 31, 1920.

Eight hours shall constitute a day's work, which shall be paid at the rate of 75 cents per hour, and the following rates per M.: blocks  $3\frac{1}{2}$  to  $4\frac{1}{2}$  wide,  $4\frac{3}{4}$  to  $5\frac{1}{4}$  deep, 9 to 13 long, \$30;  $3\frac{1}{2}$  to  $4\frac{1}{2}$  wide,  $4\frac{3}{4}$  to  $5\frac{1}{4}$  deep, 8 to 10



long, \$27;  $3\frac{1}{2}$  to  $4\frac{1}{2}$  wide,  $4\frac{1}{2}$  to 5 deep, 7 to 10 long, \$27;  $3\frac{1}{2}$  to  $4\frac{1}{2}$  wide, 4 to  $4\frac{1}{2}$  deep, 7 to 10 long, \$25.20; 4x4 cubes, \$16.80; 4x3 cubes, \$18; flange blocks,  $3\frac{1}{2}$  to  $4\frac{1}{2}$  wide,  $4\frac{3}{4}$  to  $5\frac{1}{4}$  deep, 9 to 10 long, \$45;  $3\frac{1}{2}$  to  $4\frac{1}{2}$  wide,  $4\frac{3}{4}$  to  $5\frac{1}{4}$  deep, 5 to 6 long, \$40.

LONDON, ONT.—THE OPERATIVE PLASTERERS' AND CEMENT FINISHERS' INTERNATIONAL ASSOCIATION, No. 159, AND THE MASTER PLASTERERS.—Agreement in effect from March 1, 1919, to March 1, 1920.

Eight hours shall constitute a day's work for five days of the week and four hours on Saturday. All overtime and work on Sundays and holidays shall be paid at the rate of time and one-half.

The rate of wages shall be  $62\frac{1}{2}$  cents per hour, and foremen in charge of work shall receive not less than 40 cents per day additional.

GRIMSBY, ONT.—THE UNITED BROTHERHOOD OF CARPENTERS AND JOINERS, LOCAL No. 1969, AND VARIOUS LOCAL CONTRACTORS.—Agreement in effect from May 1, 1919, to April 30, 1920; notice of any desired change must be given by either party before December 31.

Eight hours shall constitute a day's work the first five days of the week and four hours on Saturday. Time worked over these hours shall be paid for at time and one-half, and work on Sundays and holidays at double time.

The minimum wage rate for journeymen shall be 60 cents per hour, and for foremen at least five cents additional per hour.

WINNIPEG, MAN. — THE DISTRICT COUNCIL OF CARPENTERS, LOCAL UNION No. 172, AND THE MILLMEN'S SECTION OF THE BUILDERS' EXCHANGE.—Agreement in effect from August 1, 1919, to May 1, 1921.

Nine hours shall constitute a day's work until November 1, 1919, after which eight hours shall constitute a day's work, work to be performed between 7 a.m. and 5 p.m. except on Saturday, when work shall cease at noon. Time and one-half shall be paid for all overtime except Sundays and holidays for which double time shall be paid.

The following minimum wage rates shall be paid: Per hour—Benchmen, stickermen, shapermen, trimmen, millwrights, wood turners and all round machine men, August 1, 1919, to April 30, 1920, 70 cents; May 1, 1920, to May 1, 1921, 75 cents; less capable benchmen, August 1, 1919, to April 30, 1920,  $62\frac{1}{2}$  cents; May 1, 1920, to May 1, 1921,  $67\frac{1}{2}$  cents; competent machine men, August 1, 1919, to April 30, 1920, 60 cents; May 1, 1920, to May 1, 1921, 65 cents; all other employees employed around the mill except teamsters and labourers, August 1, 1919, to April 30, 1920, 45 cents; May 1, 1920, to May 1, 1921, to be adjusted on or before May 1, 1920.

#### Domestic and Personal (including amusements)

QUEBEC, QUE.—THE INTERNATIONAL ALLIANCE OF THEATRICAL STAGE EMPLOYEES AND MOVING PICTURE OPERATORS, LOCAL No. 523, AND VARIOUS LOCAL EMPLOYERS.—Agreement in effect from September 1, 1919, to September 1, 1920.

*Stage Employees.*—The hours of labour in combination, vaudeville theatres and stock houses or other places of amusement for regular hands shall be as follows: Any day with arrival of show in morning, 8 a.m. to noon, 1 p.m. to 5 p.m.; balance of week 10 a.m. to noon, 1.30 p.m. to 4 p.m. When matinees are given, the hours shall be 1.45 p.m., night, from 30 minutes before opening of show, work to finish with the striking of scenes used in last act. Extra or added attractions whether put on prior to, during or after the performance shall be paid for at overtime rate. Rehearsals and taking in or putting out electrical apparatus stored in the theatre shall be paid at overtime rate. The regular overtime rate shall be 50 cents per hour. In combination and vaudeville theatres or other places of amusement in which six or eight performances per week are given, each permanent employee shall be entitled to one afternoon off per week, and in theatres giving twelve performances a week, to one morning off per week.

Wage scale: Per week—Carpenters, \$28; assistant carpenter, electrician, property man, fly-man, \$26. All extra men engaged as grips and fly-men and lamp-operators shall be paid \$1.50 per performance.

*Moving Picture Operators.*—The hours of labour shall be as follows: Vaudeville theatres, Monday, report for spot cues at rehearsal; balance of week, 1.30 p.m. to 7.30 p.m. Continuous vaudeville: report for cues at rehearsal; balance of week thirty minutes before performance starts; two and a half hours for supper. Moving picture houses, 2 p.m. to 5 p.m., 7.30 p.m. to 11 p.m. Any theatre playing two performances a day, operator to report thirty minutes in advance.

The minimum wage rate shall be \$25 per week of six days. Screening of pictures shall be considered as extra work and shall be paid at the rate of \$2 per picture. Entertainments such as churches, lodges, lectures, one operator, five hours or less, shall be paid \$5 per performance; for putting up or taking down machine, booth, etc., \$1 per hour. Overtime on week days shall be paid for at the rate of 75 cents per hour and Sunday work \$1 per hour.

#### Food, Liquors and Tobacco

MOOSE JAW, SASK.—THE INTERNATIONAL UNION OF FLOUR AND CEREAL WORKERS AND THE ROBIN HOOD MILLS, LIMITED. — Agreement entered into April 1, 1919, provides the following schedule for eight-hour day workers: Per hour—Operating millers, operating engineers, 72½ cents; head packers and assistant foremen, 67½ cents; machine tenders, flour packers, ear checkers, firemen, 62½ cents; smutters and oilers, feed packers, 60 cents; truckers and loaders, 57 cents; sweepers, 52½ cents; ashmen, common labour, 50 cents; women labellers, machine tenders, loaders and other female labour, 50 cents maximum, 37½ cents minimum, depending on nature of work and skill of worker; head teamster, \$125 per month.

Overtime shall be paid for at the rate of time and one-half and work on Sun-

days and holidays (when plant is in operation) at double time. Repair work on Sundays and holidays (when plant is not in operation) time and one-half.

Ten-hour day workers are paid the same rates per hour as the rates paid eight-hour day workers with overtime after ten hours. The following schedule gives rates for ten-hour workers not covered in the eight-hour schedule given above: Per hour—(1) Package department: charge hand, 67½ cents; box maker, first, 62½ cents, second, 60 cents, experienced box maker's helper, 57½ cents, inexperienced box maker's helper, 55 cents; tube makers and lidmakers, 62½ cents. (2) Elevator: charge hand, 67½ cents; elevator operator, 62½ cents; oiler, grain sampler, 60 cents; wheat shovellers, 57 cents; inexperienced common labour, 50 cents. (3) Cooper shop: head setter up, 62½ cents; cooper helpers, 55 cents; inexperienced common labour, 50 cents. (4) Local warehouse, sackroom, yard: charge hand, 67½ cents; store keeper, 62½ cents; truck drivers, yard man, 60 cents; teamsters, sackman's helper, 57 cents; coal shovellers, stenciller, 55 cents. (5) Miscellaneous ten-hour men: Machinist engineer, 72½ cents; warehouse and loading foremen, 67½ cents; sackman, stockkeeper, boiler washer, pipe fitters, blacksmiths (temporary), 62½ cents; boiler washer's helpers, 57 cents.

The work in these departments usually varies with the busy and dull seasons, and it is understood that such work shall be on an 8-hour basis during the dull period of the year, and on a 10-hour basis during the busy period.

VANCOUVER, B.C.—THE BAKERY AND CONFECTIONERY WORKERS' INTERNATIONAL UNION, LOCAL NO. 179, AND VARIOUS CONTRACT SHOPS.—A conference was held in accordance with Section 11 of the existing agreement, which states that in the event of an increase in the cost of living the union shall have the right to call a conference with a committee of the employers for the purpose of increasing the scale of wages. As a result of the conference the wages were changed as follows: Per day—Foremen,



from \$5.50 to \$6; dough mixers and ovenmen, from \$5 to \$5.50; bench hands, from \$4.50 to \$5; helpers, from \$4 to \$4.50. These changes became effective on January 1, 1920.

VANCOUVER, B.C.—THE CIGARMAKERS' UNION, No. 357, AND VARIOUS LOCAL EMPLOYERS.—Agreement adopted May 13, 1918, and in effect till April, 1920, contains piece rates for the various classes of work.

Manufacturers who do not employ a journeyman for his full time shall not be allowed an apprentice. One apprentice for one man; two apprentices for ten men; one returned soldier for five men employed; two returned soldiers for twenty men employed, in addition to the regular apprentice law, and no more. When journeymen are laid off, apprentices are to be laid off in proportion. No manufacturer shall hire new men while those in the shop are working on a limit. No limit shall be placed on one day's work.

When any shop has laid off for one week or more, the manufacturer shall not be allowed to hire any new men until the shop has worked for two full weeks, dating from commencement of week. The same shall apply when the men have been working on a limit for two weeks or more.

#### Leather

BRANTFORD, ONT.—THE BOOT AND SHOE WORKERS' UNION, LOCAL No. 136, AND VARIOUS EMPLOYERS.—Agreement in effect from April 19, 1919, to April 19, 1920.

Forty-seven hours shall constitute a week's work, 7.30 a.m. to noon and 1 p.m. to 5 p.m. the first five days of the week, and 7.30 to noon on Saturdays. Overtime shall be paid for at the rate of time and one-half, Sundays and holidays at double time.

Apprentices in all departments shall be paid as follows: Per hour—First three months, 12½ cents; second three months, 15½ cents; after six months, 17½ cents; thereafter to be increased according to efficiency till maximum is reached.

Wage Scale: (1) Cutting department: Per week—outside cutters, \$27; balking, \$12; Per hour—lining cutters, 38½ cents; trimming cutters, 27½ cents. (2) Stitching department: Per week—Vamping, \$21; skiving, \$16; making linings, edge stitch, \$15; closing, \$14.50; eye-letting, \$14; folding, \$13.50; stitching back stays, stitching foxings, stitching eyelet row, \$13.20; checking off, staying, fitting, \$12; finishing table, \$11 and \$8. (3) Lasting room: Per hour—assembling, 45 cents; pulling over, 50 cents; side lasting, 50 cents; No. 5 bed machine, 50 cents; Per week—Picking out lasts, \$13, piece rates per dozen and per 100 pairs from 11 cents to \$2.50. (4) Bottom finishing: Per week—Finishing bottoms, \$25; buffing, \$20; finishing heels, \$14. (5) Sole leather department: Per week—first operator, \$19.50; second operator, \$15. (6) Treeing department: Per week—Repairing, patent, \$18.15, tan, \$16.50, dull, \$14; packing, \$12; piece rates at 2¼ and 3 cents per pair, 6 cents per dozen, and 88 cents per 60 pairs.

#### Metals and Machinery

MONTREAL, QUE.—THE AMALGAMATED ASSOCIATION OF SHEET METAL WORKERS, LOCAL No. 116, AND VARIOUS EMPLOYERS.—Agreement in effect from September 1, 1919, to June 30, 1920.

Eight hours shall constitute a day's work, between 8 a.m. and 5 p.m. for the first five days of the week and 8 a.m. to noon on Saturdays. All work done from 5 p.m. to midnight and on Saturdays from noon to midnight shall be paid for at the rate of time and one-half, from midnight to 8 a.m. and on Sundays and holidays at double time. Minimum rate of wages shall be 60 cents per hour.

#### Printing and Publishing

MONTREAL, QUE.—THE INTERNATIONAL BROTHERHOOD OF BOOKBINDERS, LOCAL No. 91, AND THE GRAPHIC ARTS SECTION OF THE CANADIAN MANUFACTURERS' ASSOCIATION.—Agreement in effect from July 1, 1919, to June 30, 1921.

Forty-eight hours shall constitute a week's work, eight hours per day, be-

tween 7 a.m. and 6 p.m. except Saturday when work shall cease at noon.

The minimum wage shall be as follows: Per week—Journeymen, July 1, 1919, to June 30, 1920, \$30; July 1, 1920, to June 30, 1921, \$31. Journeywomen, July 1, 1919, to June 30, 1920, \$13; July 1, 1920, to June 30, 1921, \$13.50. All overtime shall be paid for at the rate of time and one-half. Overtime shall be during the first four hours after quitting time, but no one shall work more than three hours at a time-and-one-half rate on any particular day. After these hours double time. The night shifts shall receive fifteen per cent over the day scale; overtime to be paid on the same basis as day scale.

The scale of wages for apprentices shall be as follows: Per month—male, first year, first six months, \$7, second six months, \$8; second year, first six months, \$9, second six months, \$10; third year, first six months, \$11, second six months, \$12; fourth year, first six months, \$13, second six months, \$15; fifth year, first six months, \$18, second six months, \$21; after fifth year, journeymen's wages. Female, first year, first six months, \$6.50, second six months, \$7; second year, first six months, \$7.50, second six months, \$8; third year, first six months, \$9, second six months, \$10; after third year, journeywomen's wages.

OTTAWA, ONT.—THE INTERNATIONAL TYPOGRAPHICAL UNION, No. 102, AND THE EMPLOYING PRINTERS.—Agreement in effect from July 1, 1919, to May 31, 1921.

Forty-eight hours shall constitute a week's work, work to be completed between the hours of 7 a.m. and 6 p.m. each week day except Saturday when work shall cease at noon. The night shift shall also consist of forty-eight hours per week and shall be completed in five nights. Not more than ten hours shall be worked on any one night. No member on night work shall be required to work more than five hours without intermission for lunch.

When three shifts are employed, two

of them shall be considered night work. If day men are required to transfer to night shift they shall be paid at night rate for a full week's labour. For less than a full week, the overtime day rate shall be paid. If night men are transferred to day shift they shall be paid night rate for a full week's labour. For less than a full week the overtime night rate shall be paid.

Wage Scale: Per week—hand compositors, floor men, stonemen, make-ups, linotype and monoline operators, \$32; linotype and monotype machinists and machine tenders, typecasters on typesetting machines, and proofreaders who are practical printers and members of the Union shall receive not less than the prevailing compositors' scale and be governed by the conditions of the composing room. The rate for night shift shall be 25 per cent over day rates. Overtime shall be paid for at time-and-one-half for first three hours on wages paid, over three hours double time and on Sundays and holidays. When required to work lunch hour, members shall be paid said hour and continuous time at overtime rate until relieved.

Apprentices' minimum scale of wages: Per week—First two years, at the option of the office; third year, first six months, \$11, second six months, \$12; fourth year, first six months, \$14, second six months, \$17; fifth year, first six months, \$19, second six months, \$22.

FORT WILLIAM, ONT.—THE INTERNATIONAL TYPOGRAPHICAL UNION, Local No. 417, AND VARIOUS NEWSPAPERS. — Agreement in effect from November 1, 1919, to October 30, 1920.

Forty-eight hours shall constitute a week's work, eight hours per day, six consecutive days, between 6 a.m. and 6 p.m. for day work. Forty-two hours shall constitute a week's work, seven hours per night, between 6 p.m. and 6 a.m.; not less than thirty minutes shall be allowed for lunch. All work over eight hours in any one day, or over seven hours in any one night, shall be paid for at time and one-half for the first three hours, after that double time.



Work on Sundays and holidays except Labour Day at time and one-half, Labour Day at double time.

Wages: Per week—Ad., stone and job men, linotype and monoline operators, day work, not less than \$35, night work, not less than \$38. Apprentices, first two years, at the option of the office; third year, \$15; fourth year, \$20; fifth year, \$25.

SASKATOON, SASK. — THE INTERNATIONAL TYPOGRAPHICAL UNION, LOCAL No. 663, AND VARIOUS LOCAL EMPLOYERS. — Agreement which expired October 31, 1919, revised and in force from November 1, 1919, to October 31, 1921.

Eight hours shall constitute a day's work, between 7 a.m. and 6 p.m., and seven and one-half hours a night's work between 7 p.m. and 6 a.m. The middle shift shall work seven and one-half hours and shall receive night scale of wages. Overtime shall commence when time is called, and for the first three hours shall be at the rate of time and one-half, after that double time. When a member is called back either before or after his regular day's work, he shall receive one dollar extra for said call-back, provided that in no case shall he receive less than one hour's pay at overtime rate in addition to the compensation for call-back. Any work done on Sundays and holidays shall be paid for at double minimum wage scale: Per week—Make-ups, bankmen, proofreaders, operators, machinists and all employees engaged in hand composition and distribution, November 1, 1919, to October 31, 1920, day shift \$42, night shift \$45; November 1, 1920, to October 31, 1921, day shift \$44, night shift \$47. Apprentices, first year, 33 $\frac{1}{3}$  per cent of journeymen's scale; second year, 42 per cent of journeymen's scale; third year, 53 per cent of journeymen's scale; fourth year, 78 per cent of journeymen's scale; fifth year, 80 per cent of journeymen's scale.

Machine learners: The term for apprenticeship for beginners on linotype and monotype machines shall be thirteen weeks at the following scale: Per week

—first three weeks, \$22; next five weeks, \$28; last five weeks, \$35.

The situations of employees who enlisted may be filled during their absence provided that upon reporting for duty the situations formerly held by these employees shall be restored to them.

LETHBRIDGE, ALTA. — THE INTERNATIONAL TYPOGRAPHICAL UNION, LOCAL No. 551, AND VARIOUS EMPLOYERS. — Agreement in effect from July 1, 1919, to June 30, 1920, and if any change is desired by either party, notice must be given sixty days prior to the expiration of the agreement.

Eight hours shall constitute a day's work between 7 a.m. and 6 p.m. and seven and one-half a night's work between 7 p.m. and 6 a.m. Overtime up to four hours shall be paid for at time and one-half. Overtime extending over four hours shall be paid for at double rate. Work performed on New Year's, Good Friday, Victoria Day, Civic Holiday, and Thanksgiving Day shall be paid at time and one-half, provided this shall not apply to morning papers published every week day, or to night staffs on afternoon papers who work six nights a week. Double time shall be paid for all work performed on Dominion Day, Labour Day or Christmas and Sundays except in case of morning papers or night staffs on afternoon papers. A regular employee called to work outside of regular hours shall receive one dollar extra for call besides overtime pay.

Scale of Wages: Per day—Make-ups, admen, bankmen, journeymen engaged in hand composition or distribution, operators of typesetting machines, machine tenders (machinists), day work, \$40, night work, \$42; machinist-operators (one machine), day work, \$43, night work, \$45. Machinist-operators shall receive 50 cents for each additional machine taken care of. Apprentices shall be paid for the first two years, at the option of the office; third year, not less than 40 per cent of journeymen's wages; fourth year, not less than 66 $\frac{2}{3}$  per cent of journeymen's wages; fifth year, not less than 75 per cent of journeymen's wages.

NEW WESTMINSTER, B.C.—THE INTERNATIONAL TYPOGRAPHICAL UNION, LOCAL No. 632, AND VARIOUS LOCAL EMPLOYERS.—Agreement in effect from January 1, 1920, to December 31, 1923, and thereafter until terminated by either party by a previous three months' notice.

Seven and one-half hours shall constitute a shift's work, day shift between 7 a.m. and 6 p.m. and night shift between 7 p.m. and 6 a.m.

Wage Scale: Per shift—Day shift, \$6.75; night shift, \$7.35. Men working second shift commencing at 3 p.m. shall be paid at the same rate as day men. The foreman shall be paid at least 50 cents extra per shift. Machinist-operators shall be paid at least 50 cents per shift extra for the first four machines. If more than four machines are put in operation a regular machinist shall be employed. All work performed part day and part night shall be paid for at the scale of wages for which the larger part of the time has been worked.

Overtime shall be paid for at the rate of time and one-half and work done on Sundays and holidays at double time. All work done on morning newspapers on New Year's Day, Good Friday, Empire Day, Dominion Day, Thanksgiving Day, Labour Day and Christmas Day, five hours shall constitute a shift, to be paid for in full wages.

Apprentices shall be paid as follows: Per week—First two years at the option of the office; third year, first six months, \$13.50, second six months, \$16; fourth year, first six months, \$19, second six months, \$22; fifth year, first six months, \$27, second six months, 30.

Learners on typesetting machines shall be paid the following wages (no learner to work more than six days nor average less than four days per week): Per week—First four weeks, \$20; next three weeks, \$25; following three weeks, \$30; last three weeks, \$35.

VANCOUVER, B.C. — THE INTERNATIONAL TYPOGRAPHICAL UNION, LOCAL No. 226, AND VARIOUS BOOK AND JOB EMPLOYERS.—Agreement which is the result of negotiation and conciliation between

the parties concerned is to be in effect from January 1, 1920, to December 31, 1920, and thereafter unless thirty days' notice to re-open same has been given by either party.

Forty-eight hours shall constitute a week's work, eight hours per shift, day shift between 7 a.m. and 6 p.m., night shift between 6 p.m. and 4 a.m.

Wage Scale: Per week—compositors, stonemen and proofreaders, day work, \$40.50; night work, \$44.10. Machinists, machinist-operators and operators in job offices shall work for the same wages and hours as those prevailing in news rooms.

Overtime shall be paid for at time and one-half and work on Sundays and holidays at double time.

Apprentices, Wage Scale: First two years, at the option of the office; third year, at least one-third of journeymen's wages; fourth year, at least one-half of journeymen's wages; fifth year, at least two-thirds of journeymen's wages.

VANCOUVER, B.C. — THE INTERNATIONAL TYPOGRAPHICAL UNION, No. 226, AND THE VANCOUVER PRINTING AND PUBLISHING COMPANY.—Agreement in effect from January 1, 1920, to December 31, 1922, is the result of negotiation and conciliation, and the wages and hours the result of arbitration in accordance with the arbitration contract between the International Typographical Union and the American Newspaper Publishers' Association.

Six days or six nights shall constitute a week's work, seven and one-half hours per day, between 7 a.m. and 6 p.m., and seven and one-half hours per night between 6 p.m. and 7 a.m.

Wage Scale: Per hour—Day work, 90 cents; night work, 98 cents.

Overtime shall be paid for at the rate of time and one-half. The foreman shall receive overtime only at the option of the employer. All work done on Sundays, Christmas Day, Labour Day, and Dominion Day, on both morning and evening newspapers, shall be at double price. All work done on Good Friday, Victoria Day, Thanksgiving Day and New Year's Day shall be paid for at



time and one-half, provided that it shall be permissible to work on the last four named days and for five hours for a full day's pay at the option of the publishers. Employees called back after one hour shall receive one dollar for such call-back in addition to the prescribed rate of pay.

**Apprentices, Wage Scale:** First two years at the option of the office; third year, at least one-third of the journey-men's wage; fourth year, at least one-half of the journeymen's wage; fifth year, at least two-thirds of the journeymen's wage.

**Machine learners:** The period of learners on machines shall be seventeen weeks and the wage scale as follows: First three weeks, 40 per cent of scale; second three weeks, 50 per cent of scale; third three weeks, 66⅔ per cent of scale; next four weeks, 75 per cent of scale; last four weeks, 85 per cent of scale.

#### **Vehicles for Land and Water Transportation**

OTTAWA, ONT.—THE INTERNATIONAL

**BROTHERHOOD OF BOILERMAKERS, IRON SHIPBUILDERS AND HELPERS, CAPITAL LODGE, No. 394, AND VARIOUS EMPLOYERS.**—Agreement in effect from May 1, 1919, to April 30, 1920.

A day's work shall be eight hours and forty minutes commencing at 7.20 a.m. and ceasing at 5 p.m.; Saturdays from 7.20 a.m. till noon. Forty-eight hours shall constitute a week's work for men on night work, said hours to be divided equally five nights, and all time worked over forty-eight hours to be paid at the rate of time and one-half. For day work overtime shall be time and one-half from 5 p.m. to 10 p.m. and double time after 10 p.m. for new work both inside and outside the shop.

All repair work done outside of shop, inside or outside the city, shall be paid at the rate of 10 per cent over and above rate of wages, and double time all overtime. Work on Sundays and holidays shall be paid for at double time.

**Scale of Wages:** Per hour—Boilermakers, 65 to 68 cents; improvers, 50 to 60 cents; helpers, 45 to 47 cents.

### **FURTHER REGULATIONS AFFECTING WESTERN COAL MINES**

**THREE** new orders have been received from the Director of Coal Operations for Alberta and Eastern British Columbia.\* Order No. 142 contains a list of companies at whose mines the agreement made on December 18 between the Western Coal Operators' Association and District 18 of the United Mine Workers of America will be effective. A copy of this agreement is given in the January issue of the *LABOUR GAZETTE* on page 72. Order No. 143 contains a request for information regarding earnings of contract miners in District 18. Order No. 144 relates to a dispute at the Pacific Pass Mines

of the North American Collieries with regard to cost of living awards.

**ORDER No. 142.**—In accordance with the agreement between the United Mine Workers of America and the Western Coal Operators' Association, which was confirmed by Order No. 141, it is directed that the terms and conditions as set out in this order shall be in force at the following mines: Alberta Block Coal Company, Ltd., Drumheller, Alta., Atlas Coal Company, Ltd., Drumheller, Alta., Bankhead Mines (C.P.R. Co.), Bankhead, Alta., Corbin Coal and Coke Co., Ltd., Corbin, B.C., Drumheller Land Company, Ltd., Drumheller, Alta., Excelsior Collieries, Ltd., Wayne, Alta., Galt Mines (C.P.R. Co.), Lethbridge,

\*For details of previous orders see *LABOUR GAZETTE*, January, 1920, p. 73, and various preceding issues.

Alta., Hamilton Coal Company, Ltd., Wayne, Alta., Hy-Grade Coal Company, Ltd., Drumheller, Alta., Jewell Collieries, Ltd., Wayne, Alta., Mountain Park Coal Co., Ltd., Mountain Park, Alta., Newcastle Coal Company, Ltd., Drumheller, Alta., Newcastle Junior Coal Co., Ltd., Drumheller, Alta., Premier Coal Company, Ltd., Drumheller, Alta., Rosedale Coal & Clay Products, Ltd., Rosedale, Alta., Rosedeer Coal Mining Co., Ltd., Wayne, Alta., Scranton Coal Company, Ltd., Drumheller, Alta., Western Commercial Coal Co., Ltd., Wayne, Alta.

ORDER No. 143.—In order to obtain definite knowledge regarding earnings of contract miners throughout District 18, a regulation was issued requesting the mining companies to forward to the of-

fice of the Director of Coal Operations each month, until further notice, information showing (1) the number of contract miners employed at each mine, (2) the average earnings per shift of all contract miners employed, less charges for explosives, etc.

ORDER No. 144.—A dispute arose at the Pacific Pass Mines of the North American Collieries, Limited, Lovett, Alta., regarding the payment of cost of living awards to employees working over eight hours per day. It was ruled by the Director that Order No. 124 provides that nine hours' pay shall be paid for eight hours' work, and that it also provides for the payment of the cost of living increases (92 cents per day) in the same manner from the date it was issued.

### FAIR WAGE CONTRACTS, JANUARY, 1920

**D**URING January the Department of

Labour received for insertion in the LABOUR GAZETTE the following information relative to 9 fair wage contracts, 5 of which were awarded by the Department of Public Works, and 4 by the Department of Railways and Canals. All the contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour element.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

#### DEPARTMENT OF PUBLIC WORKS.

Extension to Breakwater, Scotch Cove (White Point), N.S. Name of contractors, A. W. Girroir & W. F. MacKinnon, Antigonish, N.S. Date of contract, De-

cember 22, 1919. Amount of contract: schedule of prices.

Wharf, Le Pas, Man. Name of contractors, M. J. Wylie & Lionel Berry, Winnipeg, Man. Date of contract, November 1, 1919. Amount of contract: schedule of prices.

Dairy building (Experimental Farm), Ottawa, Ont. Name of contractors, R. Taylor & J. Lackey, Ottawa, Ont. Date of contract, January 13, 1920. Amount of contract, \$29,680.00.

Addition to administration building in connection with Dalton sanatorium, North Wiltshire, P.E.I. Name of contractor, Peter G. Clarke, Summerside, P.E.I. Date of contract, January 15, 1920. Amount of contract, \$7,500.00.

Addition to the office building of Department of Soldiers' Civil Re-establishment, Ottawa, Ont. Name of contractors, Grant Bros., Ottawa, Ont. Date of contract, January 27, 1920. Amount of contract, \$5,692.30.

#### DEPARTMENT OF RAILWAYS AND CANALS.

Roofing of government grain elevator, Port Colborne, Ont. Name of contrac-



tors, Ebsary Fireproofing and Gypsum Block Company, Toronto, Ont. Date of contract, January 5, 1920. Amount of contract, \$13,135.

Sheet metal and roofing work in connection with repairs to government elevator at Port Colborne, Ont. Name of contractors, A. E. Holmes & Bro. Co., Port Arthur, Ont. Date of contract, January 5, 1920. Amount of contract, cost plus 17 per cent based on labour expenditure.

Construction of the substructure for a double track railway bridge over the Tantramar River about one mile east of Sackville, N.B. Name of contractors, The Nova Scotia Construction Company, Limited, Halifax, N.S. Date of contract, November 5, 1919. Amount of contract: schedule rates.

Construction of a station building and freight shed at Dartmouth, County of Halifax, N.S. Name of contractors, Standard Construction Company, Limited, Halifax, N.S. Date of contract, January 23, 1920. Amount of contract,

\$24,560 for station building; \$16,614 for freight shed.

#### POST OFFICE DEPARTMENT.

The following is a statement of payments made in January for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of Orders.	Amount of Orders
Making metal dating stamps and type and making other hand stamps and brass crown seals.....	\$1,537 86
Making rubber stamps.....	239 20
Supplying stamping materials, pads and ink.....	801 43
Supplying mail bag fittings.....	2,867 00
Repairing motors.....	84 60
Repairing scales.....	28 85
Making up and supplying letter carriers' uniforms.....	8,934 59
New mail bags supplied.....	1,119 20
Mail bagging.....	26,359 64
Mail clerks' boxes, and letter boxes, repaired	101 75

#### PRICES RETAIL AND WHOLESALE IN CANADA, JANUARY, 1920

THE prices movement continued upward both in retail prices of foods and in the wholesale prices of many commodities. The chief increases were in grains, fodder, livestock, meats, potatoes, flour, bread, sugar, textiles, metals, building materials and in raw furs.

In retail prices the average cost of a family budget of staple foods in some sixty cities rose to \$15.30 at the middle of January as compared with \$14.73 in December, \$13.78 in January, 1919, and \$7.73 in January, 1914. The chief increases were in sugar and potatoes, but there were also advances in meats, eggs, butter, milk, bread and flour.

In wholesale prices the index number rose to 338.4 for January, as compared with 322.7 for December, 286.5 for January, 1919, and 136.5 for January, 1914.

The chief increases appeared in the groups: Grains and Fodder, Animals and Meats, Fruits and Vegetables, Miscellaneous Foods, Textiles, Metals, Building Materials, and Raw Furs. In Dairy Products, eggs and butter and cheese declined slightly.

The weekly budget for a family of five, including staple foods, laundry starch, coal, wood and coal oil, and rent, is based upon the estimated importance of the various commodities included, these being slight modifications of those employed in similar calculations by various official bodies. For some articles comparatively large quantities are included, owing to the omission of other important foods of the same class. For instance, the only fruits are evaporated apples and prunes, and the only fresh

vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly the relative proportion of expenditure on the various foods therefore tends to be maintained. In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It is estimated that these calculations represent from 60 to 80 per cent of the expenditure of an ordinary family, according to the total income.

The index number of wholesale prices is based upon the quotations of 271 commodities, one having been dropped in 1915, and is the simple average of the percentages which the current prices of the several commodities bear to their average prices for the base period, 1890-1899, these being therefore made equal to 100.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in the previous year. The table of retail prices shows the prices of some 30 foods at the middle of the month in 60 localities in Canada having a population of 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE from dealers doing a considerable trade with workingmen. All prices are for delivered goods. The rates for rent are for six-roomed houses in districts occupied by workingmen.

### Retail Prices

Meats were upward, there being slight increases in some of the cities. Mutton averaged the same, while salt pork and lard were slightly lower. Eggs averaged slightly higher, fresh eggs being up 4c. and storage eggs 1c., but prices were down in some of the cities and up in

others, according to local conditions, etc. Milk advanced at Three Rivers, Brockville, Belleville, St. Thomas and Calgary, but fell at Winnipeg and Saskatoon. Butter averaged higher, both for creamery and dairy, but the prices fluctuated, being higher in some of the cities and lower in others. New cheese averaged slightly higher. Bread was slightly higher owing to advances in a number of the cities. In flour the increase was greater, being nearly 1c. per pound on the average. Rolled oats, rice and beans were slightly higher. Canned vegetables were steady. In sugar there was a considerable advance, averaging about 2c. per pound. Potatoes also rose considerably, advances occurring in nearly all of the cities. Anthracite and bituminous coal both showed advances, there being slight changes in a number of the cities. In wood and coal oil there were also slight advances. In rent no changes were reported for the month, but there were numerous reports of increases to take effect in the spring.

### Wholesale Prices

GRAINS AND FODDER.—Manitoba wheat was steady at the higher prices for millers determined by the Wheat Board at the end of December. At the end of January the prices of winter wheat in all the provinces were advanced by the Board 25c. per bushel. Barley at Winnipeg rose from \$1.65 to \$1.78 per bushel. There was a similar advance at Toronto. Oats advanced at Winnipeg from 93c. to 95c., but receded later. Oats at Toronto rose from 98c. to \$1.00 per bushel. Corn and flaxseed fluctuated, but averaged slightly higher. Peas advanced from \$2.75 per bushel to \$3.00. Rye advanced to \$1.90, but fell back to \$1.78. Hay rose \$1.00, reaching \$26.00 per ton at Montreal. Straw advanced \$1.50, reaching \$17.00 per ton.

ANIMALS AND MEATS.—Cattle fluctuated at Winnipeg between \$12.00 and \$13.00 for the higher grades, averaging slightly higher than in December. At Toronto, choice butchers rose from \$13.75



**COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS OF THE  
AVERAGE PRICES IN SIXTY CITIES IN CANADA**

Commodities.	Quantity	*1900	*1905	1910	1911	1912	1913	Jan. 1914	Jan. 1915	Jan. 1916	Jan. 1917	Jan. 1918	Jan. 1919	Dec. 1919	Jan. 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs	27.2	30.4	37.8	39.8	41.6	44.4	46.4	47.2	47.2	52.8	63.8	73.6	69.4	71.4
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	32.6	32.8	32.4	34.8	45.0	51.6	45.6	46.4
Veal, roast, forequarter...	1 "	10.0	11.3	12.8	14.0	14.4	15.7	16.6	17.6	17.8	20.3	25.3	27.7	25.5	25.7
Mutton, roast, hindq'r.....	1 "	11.8	12.2	15.8	18.0	17.8	19.1	20.9	20.4	21.1	24.8	31.2	34.9	32.3	32.3
Pork, fresh, roast, ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.6	19.0	19.9	24.6	33.1	36.9	35.7	36.5
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	36.2	35.8	36.0	44.8	62.6	70.8	70.6	69.6
Bacon, breakfast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	24.8	25.1	26.7	31.2	44.8	51.0	51.8	52.4
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	37.2	35.6	36.6	48.6	66.6	73.8	77.8	77.6
Eggs, fresh.....	1 doz	25.7	30.0	33.3	32.6	34.3	33.7	45.5	45.5	46.4	56.9	63.3	73.6	82.4	86.6
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	28.1	32.4	34.9	36.1	45.3	51.2	62.5	68.5	69.5
Milk.....	6 qts.	36.6	39.6	43.0	49.2	49.8	51.6	55.2	55.2	52.2	59.4	71.4	82.8	88.8	90.6
Butter, dairy, solid.....	2 lbs	44.2	49.4	52.0	53.0	53.4	53.0	61.0	61.8	66.6	88.4	93.8	106.0	132.4	135.2
Butter, creamery, prints	1 "	25.5	27.7	31.9	31.5	31.7	33.9	35.9	35.0	38.1	48.9	51.2	59.1	12.6	74.8
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	21.3	22.5	24.4	30.5	33.3	35.7	40.9	40.9
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	19.6	20.5	22.4	28.8	30.4	33.9	37.6	38.1
Bread, plain, white.....	15 "	55.5	58.5	68.0	64.5	60.0	61.5	64.2	67.5	66.0	91.5	114.0	120.0	118.5	120.5
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	32.0	39.0	37.0	53.0	65.0	69.0	67.0	74.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	21.5	24.5	24.0	27.0	35.0	40.0	39.5	40.0
Rice, good, medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	12.0	12.2	12.0	13.6	19.6	25.2	29.0	30.4
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	11.8	13.2	16.9	24.4	33.4	30.2	23.0	23.2
Apples, evaporated.....	1 "	9.9	9.7	11.5	13.8	13.5	12.0	12.4	12.1	12.5	14.6	19.7	22.7	26.6	26.2
Prunes, medium size.....	1 "	11.5	9.6	9.8	12.2	12.9	11.9	12.2	12.9	12.7	13.6	17.3	19.6	25.2	25.7
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	22.8	30.8	31.2	36.8	42.8	49.2	55.2	62.0
Sugar, yellow.....	2 "	10.0	9.8	10.8	11.0	12.0	11.0	10.2	14.0	14.4	17.0	19.8	22.4	25.2	28.6
Tea, black, medium.....	$\frac{1}{2}$ "	8.2	8.3	8.7	8.9	8.8	8.9	9.1	9.6	9.7	10.1	12.5	15.9	15.9	16.0
Tea green, medium.....	$\frac{1}{2}$ "	8.7	8.7	9.1	9.4	9.5	9.3	9.2	9.6	10.0	10.1	12.1	15.3	16.5	16.7
Coffee, medium.....	$\frac{1}{2}$ "	8.6	8.8	8.9	9.2	9.3	9.4	9.5	9.9	9.8	9.9	10.1	11.8	14.3	14.7
Potatoes.....	2 pks	24.1	28.0	30.3	44.6	46.3	36.0	38.0	31.7	47.0	64.7	72.7	62.3	86.7	103.0
Vinegar, white wine.....	$\frac{1}{8}$ pt.	.7	.7	.7	.7	.8	.8	.8	.8	.8	.8	.8	.9	.9	.9
<b>All foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.95</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.73</b>	<b>\$7.97</b>	<b>\$8.28</b>	<b>\$10.27</b>	<b>\$12.42</b>	<b>\$13.78</b>	<b>\$14.73</b>	<b>\$15.30</b>
Starch, laundry.....	$\frac{1}{2}$ lb.	c. 2.9	c. 3.0	c. 3.1	c. 3.1	c. 3.2	c. 3.2	c. 3.3	c. 3.3	c. 3.2	c. 3.5	c. 4.6	c. 4.8	c. 4.8	c. 4.7
Coal, anthracite.....	$\frac{1}{8}$ ton	39.5	45.2	48.1	48.8	51.9	55.0	54.1	54.1	53.2	64.0	72.4	82.5	83.1	87.8
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	39.7	37.1	38.0	36.9	47.7	55.9	63.4	64.0	65.2
Wood, hard.....	" cord	32.5	35.3	38.8	41.4	41.4	42.5	42.9	42.5	41.6	45.7	63.7	76.8	80.0	80.6
Wood, soft.....	" "	22.8	25.5	29.4	30.0	30.0	30.6	32.1	31.2	30.7	32.7	41.2	56.5	60.0	62.5
Coal oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	23.9	22.7	23.0	23.2	25.8	28.2	29.6	31.0
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.90</b>	<b>\$1.90</b>	<b>\$1.85</b>	<b>\$2.13</b>	<b>\$2.65</b>	<b>\$3.07</b>	<b>\$3.17</b>	<b>\$3.27</b>
<b>Rent.....</b>		<b>\$2.37</b>	<b>\$2.89</b>	<b>\$4.05</b>	<b>\$4.05</b>	<b>\$4.60</b>	<b>\$4.75</b>	<b>\$4.83</b>	<b>\$4.37</b>	<b>\$3.98</b>	<b>\$4.03</b>	<b>\$4.50</b>	<b>\$4.83</b>	<b>\$5.54</b>	<b>\$5.54</b>
<b>Grand total.....</b>		<b>\$9.87</b>	<b>\$10.50</b>	<b>\$12.73</b>	<b>\$13.00</b>	<b>\$13.79</b>	<b>\$14.02</b>	<b>\$14.49</b>	<b>\$14.27</b>	<b>\$14.14</b>	<b>\$16.46</b>	<b>\$19.89</b>	<b>\$21.73</b>	<b>\$23.45</b>	<b>\$24.15</b>

**AVERAGE COST OF STAPLE FOODS BY PROVINCES**

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.41	\$7.85	\$8.31	\$10.16	\$12.45	\$14.01	\$14.77	\$15.35
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.69	6.81	7.03	8.63	10.63	12.25	12.42	13.42
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.45	7.75	8.29	9.92	12.33	13.41	14.32	14.97
Quebec.....	5.15	5.84	6.33	6.46	6.97	6.87	7.28	7.41	8.01	10.03	12.18	13.19	13.95	14.67
Ontario.....	5.01	5.80	6.50	6.67	7.25	7.20	7.27	7.71	8.13	10.35	12.51	13.70	14.75	15.35
Manitoba.....	5.85	6.19	7.46	7.41	7.88	7.87	8.23	8.13	8.44	9.80	11.84	13.50	15.20	16.09
Saskatchewan.....	6.86	6.92	7.89	8.08	8.18	8.25	8.52	8.86	8.47	10.44	12.18	14.31	15.15	15.39
Alberta.....	8.02	6.50	8.00	8.08	8.15	8.33	8.76	8.57	8.31	10.53	12.72	13.84	15.16	15.83
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	9.08	8.98	8.71	10.64	12.69	14.51	15.64	16.11

\*December only.

## RETAIL PRICES OF STAPLE ARTICLES OF CONSUMPTION

Commodity	Nova Scotia					P.E.I.	New Brunswick					Quebec			
	Sydney	Westville	Halifax	Truro	Average	Charlottetown	Moncton	St. John	Fredericton	Bathurst	Average	Quebec	Three Rivers	Sherbrooke	Sorel
Per	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1-Beef, sirloin steak.... lb	40	30-35	45	40	39.4	25-30	35-40	45	35	30	36.9	29-30	38	25	30
2-Beef, round steak.... "	35	20-33	32-40	37	34.9	25-30	30-35	35	30	30	31.9	28-30	35	25	30
3-Beef, rib roast prime.... "	35	22-25	32-38	35	32.1	25-30	28	35	25	20	27.0	23-24	30	25	25
4-Beef, shoulder roast.... "	28-32	20-22	25-27	22	27.3	20-25	24	25	20	18	21.8	16-19	25	20	20
5-Veal, roast, forequarter.... "	.....	25	22	22	23.0	12-14	.....	25	16	.....	20.5	20-25	20	18	25
6-Mutton, leg roast, h'q.... "	24-32	28	35	.....	30.3	20-25	30-35	35	25	18	27.6	25-28	30	.....	30
7-Pork, fresh, roast, ham.... "	40	25-30	35	33	33.9	22-35	35	35	30	28	32.0	30-32	35	35	32
8-Pork, fresh chops.... "	40	30-35	42	35	37.4	32-35	35	35	35	28	33.3	28-30	35	35	35
9-Pork, salt, mess.... "	40	30-35	33	35	35.1	35	35	35	34	35	34.8	30-32	35	32	32
10-Bacon, br'fast, not ali'd.... "	55	50	48	45	49.5	46	50	50	45	45	47.5	48	55	52	55
11-Fish, fresh, g. quality.... "	8-30	15-30	9-30	15-18	.....	12-35	12-35	10-35	10-35	8-30	.....	12-15	13-30	15-35	12-35
12-Fish, salt, herrings.... doz	75	50-60	.....	60	.....	65	60	60	70	40	.....	75	75	80	80
13-Salmon, canned, med. lb	.....	.....	.....	.....	.....	45	.....	35	.....	.....	.....	35	40	40	40
14-Lard, pure leaf, best.... "	45	40-45	37	40	41.1	38	38	40	35	40	38.3	38	40	35	40
15-Eggs, new laid.... doz	80	75-88	70	80	77.9	65-70	89	85	80-85	75	80.6	100	110	80-100	70-90
16-Eggs, storage.... "	.....	.....	.....	.....	.....	.....	.....	70	70	70	70.0	65	70	.....	.....
17-Milk, delivered.... qt	14-16	14	.....	14	14.3	11-12	14-15	15	15	12	14.1	16	16	14.3	14
18-Butter, dairy solids.... lb	.....	65	65	70	66.7	59-60	65	68-70	65	55	63.5	60-63	70	.....	65
19- " creamery prints.... "	80	70-75	80	80	78.1	65	70	75	75	70	77.5	65-68	73	75	70
20-Cheese, old.... "	40	40	38	.....	39.3	35	.....	.....	40	38	39.0	38-40	45	40	35
21-Cheese, new.... "	.....	.....	.....	40	40.0	35	35	35	38	.....	36.0	34-36	40	.....	35
22-Bread, plain white.... "	10	8.7	10-8.7	9.3	9.4	7.3	9.3-10	10-10.7	10	11.2	10.3	8.5	8.5	.....	7.7
23-Flour, family.... "	8.3	8.4	6.9	7.9	7.9	7.1	7.7	8.1	7.7	7.7	7.8	8.5	8.3	7.5	7.1
24-Rolled oats, standard.... "	8	8	7	8	7.8	8	8	8	8	8	8.0	7	8	10	10
25-Rice, medium.... "	16	.....	.....	15	15.5	16	.....	15	14	15	14.7	13	15	20	15
26-Rice, Patna, etc.... "	.....	12-15	.....	18	15.8	.....	.....	18-20	18	.....	18.6	.....	20	25	18
27-Tapioca, medium pearl.... "	22-25	15-20	20	20	20.3	20	20	20	18	18	19.0	16	.....	23	20
28-Tomatoes, canned 3's can.... "	25	20-25	19-20	25	23.0	18-20	20-22	20	18-20	22	20.5	20	.....	20	17
29-Peas, canned 2's.... "	25	15-25	18-19	20	20.9	15-16	18-20	20	18-20	20	19.5	18	19-20	20	25
30-Corn, canned 2's.... "	25	25	17-18	20	21.9	18-20	22-24	18	16-18	20	19.5	20	23-25	20	20
31-Beans, common, dry.... lb	14	12	11	12	12.3	12	13	10	14	12	12.3	9	12.5	15	12
32-Apples, evaporated.... "	25	.....	28	30	27.7	.....	20	25	27	.....	24.0	20	30	.....	30
33-Prunes, medium.... "	25-30	20	25	23	23.9	24	22	25	26	25	24.5	25	30	30	25
34-Sugar, granulated.... "	14	14	15.4	16	14.9	.....	15.4	15.4	16.7	16	15.9	16	16	16	15
35-Sugar, yellow.... "	12.5	13	14.3	13.8	13.4	14.3	14.3	14.3	15.4	15	14.8	15	15	15	15
36-Tea, black, medium.... "	60-75	55-70	60-65	60	63.1	60-65	55	55-65	55-60	60	58.1	65-70	60	55-70	70
37-Tea, green, medium.... "	.....	.....	.....	.....	.....	.....	55-60	70	.....	.....	63.8	65-70	.....	55-70	70
38-Coffee, medium.... "	60	60	40	60	55.0	60	65	65	55	65	62.5	55-60	60	55	.....
39-Potatoes, local, per bag of 1½ bu., 90 lbs.... "	\$ 2.00	\$ 2.70	\$ 2.75	\$ 2.25	\$ 2.44	\$ 1.92	\$ 2.40	\$ 4.05	\$ 2.75	\$ 2.25	\$ 2.86	\$ 2.00	\$ 2.81	\$ 2.88	\$ 2.25
40-Vinegar, white wine, XXX, per quart.... "	.13	.125	.12	.13	.123	.15	.12	.13	.10	.15	.125	.22	.15	.15	.13
41-Starch, laundry, per pound.... "	.15	.15	.12	.15	.139	.14	.15	.16	.14	.15	.150	.14	.15	.15	.15
42-Coal, anthracite, stove size, per ton, 2,000 lbs.... "	.....	8.10	17.00	14.25	13.12	17.00	.....	16.50	14.50	16.00	15.67	13.00	13.50	12.50	13.00
43-Coal, bituminous, domestic, per ton, 2,000 lbs.... "	6.65	8.00	10.50	9.50	8.63	10.50	10.50	13.25	10.50	9.50	10.44	11.75	10.00	11.00	10.00
44-Wood, hard, best, per long cord (128 cu. ft.).... "	6.00	8.00	14.00	9.00	9.25	10.00	10.00	15.00	13.00	8.00	11.50	14.67	12.00	12.00	12.00
45-Wood, soft, best per long cord (128 cu. ft.).... "	4.00	8.00	9.00	5.00	6.50	8.00	7.00	8.00	5.00	7.00	6.75	12.67	9.00	10.00	9.00
46-Coal oil, prime white, per gallon.... "	.30	.30	.28	.35	.308	.30	.28	.32	.30	.30	.289	.22	.35	.25	.40
47-Rent, house, 6 roomed, san. conveniences, mon.... "	14.00	18.00	.....	18.00	18.83	15.00	25.00	15.00	18.00	20.00	20.75	17.00	.....	16.00	14.00
48-Rent, house, 6-roomed, no san. con., per month.... "	18.00	25.00	.....	20.00	12.00	18.00	.....	18.00	.....	.....	.....	20.00	15.00	13.00	7.00



IN CANADA, AT THE MIDDLE OF JANUARY, 1920

Quebec (Continued)						Ontario																
St. Hyacinthe	St. John's	Thetford Mines	Montreal	Hull	Average	Ottawa	Brockville	Kingston	Belleville	Peterborough	Orillia	Toronto	Niagara Falls	St. Catharines	Hamilton	Brantford	Chatham	Guelph	Kitchener			
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.		
20	33	35	25	30	29.5	35	30-32	40-45	.....	40	33-35	22-40	40	36-38	26	40	40	40	35	1		
20	33	25	25	30	28.0	20	25-28	38-42	.....	35	28-33	25-30	38	22-35	24	35	38	35	30	2		
.....	35	30	20	20	26.1	25	25	35-40	30	25	25-30	25-35	30	30-33	25	32	33	31-33	30	3		
15	23	28	14	20	20.3	20-22	20-23	28-30	25	23	23-25	20-25	25	25-28	20	28	28	28-30	25	4		
20	25	25	18	33	22.9	25	22	25	30	32-33	20-25	30	30-35	20-25	35	28	30-32	35	5			
18	35	30	28	25	25.3	25	30	35	35	35	25	25-30	35	35-37	25	30	35	35	6			
28	30	35	38	35	33.4	30-35	30-32	38-42	25	40	30-32	32-35	38	37	35	45	38	55	38	7		
28	30	35	40	35	33.6	35	33	40-45	35	44	35	40-45	45	40-42	33	45	43	42	40	8		
30	35	35	35	25	32.2	.....	35	35	32	30	.....	35-40	35	35	35	40	33	35	9			
55	60	50	45	.....	52.5	45	50-54	50	48	50	58	45-50	50	45	43-50	50	48	46	45	10		
20	15-28	9-35	8-28	.....	.....	30	10-30	10-30	13-22	10-30	8-25	8-30	12-28	22-32	15-35	15-30	15-33	12.5-30	10-30	11		
.....	60	.....	90	.....	.....	.....	50	50	.....	75	65	60	.....	100	75	.....	.....	75	12			
.....	40	38	30	40	.....	40	45	38	45	45	40	40	45	45	40	45	.....	40	40	13		
35	40	35	35	36	37.1	45	35	38	35	37	38	36	36	35	34	40	35	38	35	14		
75	75-80	75-80	90-110	90-100	90.0	75-100	75-85	90-125	85-90	85-90	75	100	95	85	80-90	85	80-85	90	85	15		
60	65	70	.....	65	65.8	.....	65-70	65	70	70	65	67	75	70	.....	70	70	70	68	16		
14	14	16	16	14	14.9	14	14	14-16	13	13-6	14	15.4	16	15	15	14-15	12.5	14	.....	17		
.....	68	65	68	67	66.4	70	65-68	65-68	65	68	65	.....	.....	70	73	72	68	70	68a	18		
70	72	75	72	72	71.7	75	70-75	68-70	72	73	70	75	75	70	76	75	75	74	70	19		
.....	45	35	38	38	39.4	45	39	42	38	44	45	40	37	.....	40	40	45	40	20			
35	35	.....	38	38	36.6	38	.....	40	.....	40	40	.....	35	38	34	40	34	40	21			
6.7	6.7	7.3	8.7	8.7	7.9	9.3	8.3	8.7	8	8.7	8.7	7.3	8	8	7.3	8.7	8.7	8.7	8.7	22		
7.9	7.3	7.3	7.9	7.5	7.7	8.8	7.9	7.5	7.7	6.3	7.9	6.9	6.9	6.9	6.7	8.1	7.3	6.3	6.7	23		
8	8	8.2	7.5	7.5	8.2	8	7	7	8.5	8	7	7.5	8	7.1	6.3	10	8.3	8.3	8	24		
15	13	14	15	.....	15.0	.....	15	12.5	.....	15	15	.....	15	13	15	20	15	15	.....	25		
18	18	.....	22	.....	20.2	.....	15	18	.....	18	15	.....	15-16	15	15	20	20	15	.....	26		
18	20	13	18	18	18.3	20	20	18	20	18	20	18	20	18	17	20	20	18	20	27		
20	20-22	20	18-20	20	19.6	20	20	18	20	19-20	20	20	19-20	18	18	18-20	20	22	20	28		
20	20	20	18-20	18	19.9	20	20	14	20	14-20	20	18-20	19-20	18	18	18-20	20	20	20	29		
20	22	25	16-18	20	20.9	25	22	20	25	20-22	20	18-20	19-20	18	18-20	22	20	20	20	30		
10	8	10	12	10	11.1	12.5	10-12.5	7	12.5	12.5	10	13	12.5	12.5	10	10	8.5	12.5	10	31		
.....	22	30	23	25	25.7	25	25	25	.....	25	28	.....	28	.....	25	.....	25	.....	20	32		
18	22	20	25	20	23.9	30	25	20	30	25	25	25	30	28	15	25	20-30	25-20	25	33		
16	16	16	16	16	15.9	16	15.4	16	16	16	16	16	16.7	12.9	13	16.7	16.7	16.7	16.7	34		
14.8	14.3	12	15	15	14.6	15	14.3	14.3	15.4	15.4	14.8	15	14.3	12.1	11.5	14.3	16.7	16.7	16.7	35		
60	60-70	70-80	55-70	60-70	65.3	40-70	60-70	60-70	60-70	70	50-70	60-70	70-75	60-70	60-70	70	60	60-65	65-70	36		
60	60-70	70	55-70	50-70	64.7	40-70	60	60-70	.....	70-75	50-70	60-70	70	55-70	60-70	70-80	60	60-65	65-70	37		
60	70	45	55	50	56.6	60	65	60	45	60	50	55	65	60-70	60	65	65	55	50	38		
\$	\$	\$	\$	\$	\$	\$	\$	\$2.75-	\$	\$	\$	\$	\$	\$	\$	\$	\$b	\$	\$			
2.40	2.50	2.70	3.75	4.00	2.71	3.75	3.00	3.25	2.50	3.00	2.75	4.40	3.25	2.95	3.00	4.00	2.40	3.00	3.50	39		
.14	.16	.13	.13	.10	.143	.10	.15	.125	.12	.15	.15	.13	.14	.13	.10	.15	.13	.15	.12	40		
.12	.13	.12	.13	.13	.134	.15	.125	.13	.12	.14	.15	.13	.13	.13	.09	.15	.15	.13	.15	41		
13.00	13.00	14.00	13.00	12.90	13.10	12.90	12.00	12.50	12.50	13.50	14.00	12.25	.....	12.50	12.50	13.00	14.00	13.50	13.50	42		
.....	9.00	.....	10.00	.....	10.29	12.75	.....	10.00	11.00	.....	9.00	.....	9.00	.....	12.00	9.50	14.00	10.00	10.50	43		
e-g	16.00	14.00	10.00	13.00	12.88	12.50	19.39	14.00	14.00	10.50	11.00	16.00	d	.....	14.00	16.00	16.00	16.00	14.00	44		
e	13.33	9.00	8.00	10.00	9.92	8.00	17.51	10.00	11.00	6.50	8.00	14.00	d	.....	12.00	14.00	12.00	12.50	11.00	45		
.32-	.25-	.30-	.28-	.30-	.28-	.28-	.28-	.23-	.28-	.23-	.28-	.20	.....	.30	.27	.23	.28	.30	.25	.30	46	
.34	.30	.28	.32	.30	.295	.30	.28	.30	.25	.30	.20	.....	.30	.27	.23	.28	.30	.25	.30	46		
10.00	12.00	20.00	18.00	22.00	15.58	28.00	18.00	25.00	22.00	25.00	16.00	35.00	25.00	25.00	20.00	20.00	20.00	20.00	30.00	47		
6.00	12.00	12.00	15.00	.....	.....	.....	15.00	18.00	14.00	11.00	.....	15.00	.....	19.00	.....	14.00	14.00	20.00	20.00	48		
7.00	10.00	15.00	13.00	17.00	11.00	20.00	12.50	20.00	20.00	18.00	13.00	25.00	20.00	20.00	20.00	15.00	14.00	14.00	20.00	48		

§Including New Glasgow and district. aDairy prints. bCalculated per bag from price per pound.  
†Including Newcastle district. °Whey butter. dNatural Gas

## RETAIL PRICES OF STAPLE ARTICLES OF CONSUMPTION

Commodity.	Ontario (Continued)												Manitoba			
	Woodstock	Stratford	London	St. Thomas	Chatham	Windsor	Owen Sound	Cobalt	Sault Ste. Marie	Port Arthur†	Port William†	Average	Winnipeg	Brandon	Average	
Per	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1-Beef, sirloin steak.....lb	35-38	38	35-40	32-38	40	40	35	40	40	40	40	37.0	40	30	35.0	
2-Beef, round steak....."	32-35	36	30-35	30	38	38	32	35	35	35	35	33.3	30	25	27.5	
3-Beef, rib, roast, prime...."	30	34	32	25	28	30-38	30	35	30	25-38	28	30.1	30	25	27.5	
4-Beef, shoulder roast....."	25	30	25	20	25	30	25-28	22-30	25	25-28	20	25.2	22	22	22.0	
5-Veal, roast, forequarter...."	28	28	.....	28	30	25	28-30	40	35	25	18-22	29.2	22	30-35	27.3	
6-Mutton, leg roast, hind q'ter"	25	35	.....	35	30	38	35	.....	30	42	35	32.3	40	40	40.0	
7-Pork, fresh, roast, ham...."	40-45	44	35	35	35	42	35-38	40	35	40	35	37.2	38	38	38.0	
8-Pork, fresh, chops....."	48	44	45	40	45	54	38	40	35	45	40-45	41.1	45	40	42.5	
9-Pork, salt, mess....."	.....	32	.....	35	30	.....	.....	.....	.....	45	.....	34.6	.....	.....	.....	
10-Bacon, breakfast, not sliced"	50	55	50	50	50	60	50	50-58	52	55	.....	50.1	55	50	52.5	
11-Fish, fresh, and frozen...."	12.5-20	12.5-30	12.5-25	8-30	12-35	12-35	18-25	8-30	10-30	16-18	14-30	.....	16-30	18-30	.....	
12-Fish, salt, herrings.....doz	60	60	.....	40	.....	.....	.....	70	60	.....	.....	.....	.....	.....	.....	
13-Salmon, canned, medium....lb	35	50	36	30	42	40	35	40	40	40-45	40-45	.....	40	40	.....	
14-Lard, pure leaf, best....."	37	38	38	40	38	45	35	40	35	40-45	40-45	37.5	42	45	43.5	
15-Eggs, new laid.....doz	90	85	90-100	70-85	90-100	95	75	80-100	75-100	80	70-85	87.9	70-110	75-100	88.8	
16-Eggs, storage....."	70	70	70	.....	80	75	.....	70	.....	.....	.....	70.1	.....	.....	.....	
17-Milk, delivered.....qt	12	12	14	13 3	16	16-20	14.3	20	16	.....	.....	14.6	15	17	16.0	
18-Butter, dairy, solids.....lb	a70	a70	72	70	65	80	65	.....	68	.....	65-70	69.1	.....	70	70.0	
19-Butter, creamery prints...."	75	75	75	73	68	82	70	75	72	75	75	73.3	80	75	77.5	
20-Cheese, old....."	40	42	45	43	40	45	.....	40	40	40	40	41.5	40	40	40.0	
21-Cheese, new....."	40	40	40	40	35	40	38	40	.....	.....	40	38.4	.....	.....	.....	
22-Bread, plain, white....."	8	8	8	8	8.7	8	7.3	9.3	9.3	10	10	8.3	8	8.3	8.2	
23-Flour, family....."	7.7	6.9	7.3	7.5	7.3	7.3	6.7	7.9	8.3	.....	7.5	7.3	7.7	7.1	7.4	
24-Rolled oats, standard....."	7.1	8	8.3	7	8.3	7	8	8	8	10	7.5-8	7.8	10	7	8.5	
25-Rice, medium....."	15	12.5	.....	15	17	15	17	20	18	12.5	15	15.6	.....	13	13.0	
26-Rice, Patna, etc....."	20	.....	20	15-18	18	.....	20	.....	20	15	15	17.7	25	15	20.0	
27-Tapicoca, medium pearl...."	20	18	20	18	18-20	18	20	18	20	20	20	19.0	18	18	18.0	
28-Tomatoes, canned 3's.....can	20	20	19-20	20	25	24-25	18-20	24-25	18-20	16.7-20	1.67-20	20.2	25	23	24.0	
29-Peas, canned 2's....."	20	20	19-20	15	20	22-25	18-20	19-20	18-20	17-20	19-20	19.2	25	18-20	22.0	
30-Corn, canned 2's....."	20	20	19-20	20	25	22-25	20	24-25	18-20	24-25	20	21.0	25	23	24.0	
31-Beans, common, dry.....lb	10	10	12.5	10	12.5	20	10	15	12	12.5	10-15	11.5	15	13	14.0	
32-Apples, evaporated....."	20	.....	.....	.....	.....	.....	.....	25	28	25	30-35	24.9	22	25	23.5	
33-Prunes, medium....."	25	18	30	28-30	28-30	30	20	25	25	20	.....	25.5	25	25	25.0	
34-Sugar, granulated....."	15.4	16	16.7	16	16.7	16.7	16.7	14	16.7	16.7	16.7	15.9	17	14.3	15.7	
35-Sugar, yellow....."	14.3	15	15.4	14.8	16.7	14.3	14.3	13.1	16.7	16.7	15.4	14.8	16	14.3	15.2	
36-Tea, black, medium....."	60-70	60-70	65-70	60-70	60-80	50-80	60-70	65-70	65-70	60-70	55-70	65.4	70	65-70	68.8	
37-Tea, green, medium....."	70	60-70	65-70	65-70	60-80	50-80	60-70	70	55-70	60-70	55-60	65.8	70	65	67.5	
38-Coffee, medium....."	60	55	60	60	55-60	50-65	65	60	45	50-60	55	58.3	70	.....	70.0	
39-Potatoes, local, per bag of 1½ bushels, 90 lbs....."	\$ 3.75	\$ 3.00	\$ 3.40	\$ 3.90	\$ 3.50	\$ 3.00	\$ 2.75	\$ 3.00	\$ 4.00	\$ 2.75	\$ 2.75	\$ 3.25	\$ 3.75	\$ 3.00	\$ 3.38	
40-Vinegar, white wine, XXX, per quart....."	.13	.14	.15	.125	.13	.10	.125	.13	.15	.15	.10	.132	.13	.15	.140	
41-Starch, laundry, per pound....."	.125	.125	.13	.125	.14	.125	.125	.15	.15	.10	.10	.133	.15	.15	.150	
42-Coal, anthracite, stove size, per ton of 2,000 lbs....."	14.00	13.00	14.50	14.00	14.50	13.50	13.50	16.50	13.50	13.75	14.50	13.48	16.25	19.00	17.63	
43-Coal, bituminous, domestic, per ton of 2,000 lbs....."	10.00	13.50	13.00	10.00	10.00	10.00	9.00	.....	11.00	13.90	10.50	10.79	12.50	12.50	12.50	
44-Wood, hard, best, per long cord (128 cu. ft.)....."	12.50	16.00	18.00	12.00	.....	.....	12.50	12.00	11.00	10.00	12.00	14.13	.....	.....	.....	
45-Wood, soft, best, per long cord (128 cu. ft.)....."	11.00	13.00	14.00	9.00	12.00	.....	.....	10.00	8.00	8.75	6.86	11.28	11.00	11.00	10.50	
46-Coal oil, prime white, per gallon....."	.32	.30	.30	.28	.28	.25	.30	.30	.35	.....	.30	.285	.30	.27	.285	
47-Rent, house, 6 rooms, san. conveniences, per month...."	15.00	25.00	35.00	25.00	20.00	30.0	16.00	22.00	35.00	35.00	35.00	23.13	35.00	25.00	26.25	
48-Rent, house, 6-roomed, no san. conveniences, per month	10.00	15.00	25.00	17.00	15.00	22.00	13.00	14.00	20.00	25.00	25.00	18.50	25.00	18.00	21.38	



## IN CANADA, AT THE MIDDLE OF JANUARY, 1920—Concluded

Saskatchewan				Alberta					British Columbia									
Regina	Saskatoon	Moose Jaw	Average	Medicine Hat	Edmonton	Calgary	Lethbridge	Average	Fernie	Nelson	Trail	New Westminster	Vancouver	Victoria	Nanaimo	Average	Dominion Average	
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
40	35	40	<b>38.3</b>	35	25	38	40	<b>34.5</b>	40	35	35	40	38	38	40	<b>38.0</b>	<b>35.7</b>	1
30	25	35	<b>30.0</b>	30	20	32	32	<b>28.5</b>	35	30	30	30	30	34	35	<b>32.0</b>	<b>31.4</b>	2
28	25	27	<b>26.7</b>	30	25	32	28	<b>28.8</b>	30	25	25	25	40	25	30	<b>28.6</b>	<b>28.8</b>	3
25	15	25	<b>21.7</b>	22	18	20	20	<b>20.0</b>	25	15-20	15-20	25	20	20	25	<b>21.4</b>	<b>23.2</b>	4
25	15	27	<b>22.3</b>	20	15	20	20	<b>18.8</b>	25	25	25	30	28	32	30	<b>27.9</b>	<b>25.7</b>	5
35	35	35	<b>35.0</b>	35	35	38	35	<b>35.8</b>	42	35	35	40	35	30	40	<b>36.7</b>	<b>32.3</b>	6
35	30	35	<b>33.3</b>	38	45	40	35	<b>39.5</b>	42	40	40	40	42-55	38	45	<b>41.9</b>	<b>36.5</b>	7
40	40	40	<b>40.0</b>	40	45	50	40	<b>43.8</b>	50	45	45	45	40-55	45	50	<b>46.8</b>	<b>39.8</b>	8
32	.....	.....	<b>32.0</b>	35	35	40	35	<b>36.3</b>	35	35	35	40	45	40	.....	<b>38.3</b>	<b>34.8</b>	9
60	60	60	<b>60.0</b>	65	50	55	65	<b>63.0</b>	55	55	55	62	55	50	60	<b>56.0</b>	<b>52.4</b>	10
15-30	12-25	12-30	.....	15-30	12.5-30	15-28	15-28	.....	15-30	12.5-30	12.5-30	10-30	10-28	10-28	15	.....	.....	11
100	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	.....	12
40	45	40	.....	40	40	40	40	.....	50	40	38	40	35	.....	45	.....	.....	13
45	35	40	<b>40.0</b>	38.5	40	45	45	<b>42.1</b>	45	.....	45	40	32	40	45	<b>41.2</b>	<b>38.8</b>	14
75	70	80	<b>75.0</b>	90	80-100	90	85-110	<b>91.5</b>	100	100	100	67.5	80	75	110	<b>90.4</b>	<b>86.6</b>	15
.....	70	70	.....	70	75	.....	.....	<b>72.5</b>	75	75	75	65	65	63	.....	<b>69.7</b>	<b>69.5</b>	16
15	16	18	<b>16.3</b>	17	15.4	16	14.3	<b>15.7</b>	16.7	20	20	16.5	15	15.4	16	<b>17.1</b>	<b>15.1</b>	17
65	65	65	<b>65.0</b>	a70	.....	70	70.0	65	.....	.....	.....	65	80	.....	.....	<b>70.0</b>	<b>67.6</b>	18
75	80	70	<b>75.0</b>	80	80	75	80	<b>78.8</b>	80	80	73	75	78	90	75	<b>78.7</b>	<b>74.8</b>	19
.....	40	45	<b>42.5</b>	.....	55	45	.....	<b>40.0</b>	.....	45	45	.....	38	45	45	<b>43.6</b>	<b>40.9</b>	20
40	.....	.....	<b>40.0</b>	40	35	40	40	<b>38.8</b>	40	.....	.....	40	35	39	45	<b>39.8</b>	<b>38.1</b>	21
8.9	8.3	8.9	<b>8.7</b>	7.7	9.6	10	10	<b>9.3</b>	7.5	8.9	8.9	9.8	9.8	8.9	8.9	<b>9.1</b>	<b>8.7</b>	22
7.3	7.3	6.7	<b>7.1</b>	7.1	7.3	7.3	7.5	<b>7.3</b>	7.7	6.9	6.3	7.7	7.1	7.3	6.3	<b>7.0</b>	<b>7.4</b>	23
8.5	10	8	<b>8.8</b>	7	7	7.5	9.2	<b>7.7</b>	8.1	8.1	10	7.5	8	8	9	<b>8.4</b>	<b>8.0</b>	24
12.5	12.5	12.5	<b>12.5</b>	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	17	.....	<b>18.5</b>	<b>15.2</b>	25
20	15	.....	<b>17.5</b>	.....	.....	.....	12	<b>12.0</b>	.....	.....	.....	.....	.....	.....	.....	.....	<b>18.1</b>	26
20	17.5	20	<b>19.2</b>	22.5	17.5	18	18	<b>19.0</b>	17.5	20	16	17.5	18	17	17	<b>17.6</b>	<b>18.8</b>	27
25	25	25	.....	20.5-25	22.5	22	23	<b>22.6</b>	20	25	20	22.5-25	20	23	20	<b>21.7</b>	<b>21.1</b>	28
20	22	25	<b>22.7</b>	21-25	22.5	20	20	<b>21.4</b>	22.5	20	20	20	20	23	20	<b>20.8</b>	<b>20.0</b>	29
25	25	25	<b>25.0</b>	21-25	22.5	25	25	<b>23.9</b>	25	25	25	22.5-25	20	20	25	<b>23.4</b>	<b>21.7</b>	30
12.5	12.5	10	<b>11.7</b>	12.5	10	11	10	<b>10.9</b>	10	12.5	12.5	10	10	10	12.5	<b>11.1</b>	<b>11.6</b>	31
25	30	25	<b>26.7</b>	30	33	35	30	<b>32.0</b>	25	.....	.....	.....	32	25	25	<b>26.8</b>	<b>26.2</b>	32
25	25	25	<b>28.3</b>	35	25	30	25	<b>28.8</b>	.....	30	25	25	32	32	.....	<b>28.8</b>	<b>25.7</b>	33
17.5	15	12.5	<b>15.0</b>	14.3	15	16	15.4	<b>15.2</b>	16	14	15	12.5	15.4	14.3	14.3	<b>14.5</b>	<b>15.5</b>	34
15	14.5	11.1	<b>13.5</b>	12.5	14	15	12.5	<b>13.5</b>	.....	14	14	14	11	15.4	12.5	<b>13.5</b>	<b>14.3</b>	35
65-75	55-65	65	<b>65.0</b>	55	50-65	65-70	60-70	<b>61.3</b>	70	60	51-60	60	70-55	55-60	50-55	<b>59.7</b>	<b>63.8</b>	36
65-75	65	65-60	<b>65.8</b>	65	65	80	70	<b>70.0</b>	85	70	50	75	70-75	70-75	.....	<b>70.8</b>	<b>66.6</b>	37
65	50	65	<b>60.0</b>	55	70	60	68	<b>63.3</b>	65	60	46-50	55	55	55	60	<b>56.9</b>	<b>56.6</b>	38
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	39
3.00	3.60	3.25	<b>3.28</b>	3.75	2.90	3.60	3.50	<b>3.44</b>	.....	c3.83	c3.60	c2.93	3.00	c3.60	c2.70	<b>3.28</b>	<b>3.09</b>	40
.20	.30	.15	<b>.217</b>	.15	.15	.15	.20	<b>.163</b>	.15	.....	.22	.15	.30	.30	.20	<b>.220</b>	<b>.149</b>	41
.20	.18	.20	<b>.197</b>	.175	.15	.15	.15	<b>.156</b>	.15	.15	.16	.125	.12	.15	.15	<b>.144</b>	<b>.141</b>	42
22.50	.....	.....	<b>22.50</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	<b>14.04</b>	43
11.85	11.00	11.00	<b>11.29</b>	d	6.50	9.25	6.75	<b>7.50</b>	6.45-6.70	11.50	12.00	12.50	13.00	12.00-12.50	k	<b>10.92</b>	<b>10.43</b>	44
11.00	g	.....	.....	d	e & f	e	.....	.....	.....	.....	8.00-7.50	.....	11.56-7.50	e	.....	.....	<b>12.90</b>	45
12.00	11.00	12.00	<b>11.50</b>	.....	9.00	13.00	.....	<b>11.00</b>	12.00	10.00	7.50	.....	12.00	7.50	.....	<b>9.81</b>	<b>10.00</b>	46
.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.45	.40	.35	<b>.392</b>	.35	.35	.....	.40	<b>.367</b>	.40	.....	.40	.35	.40	.45	.30	<b>.379</b>	<b>.310</b>	48
35.00	40.00	30.00	<b>33.33</b>	25.00	35.00	30.00	25.00	<b>28.75</b>	20.00	15.00	30.00	18.00-20.00	20.00-30.00	18.00-22.00	15.00-12.00	<b>20.93</b>	<b>22.15</b>	49
15.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.00-18.00	20.00-30.00	22.00-12.00	.....	<b>18.10</b>	<b>15.62</b>	50
20.00	15.00	20.00	<b>17.50</b>	15.00	20.00	20.00	14.00	<b>17.25</b>	18.00	.....	20.00	14.00	24.00	.....	15.00	<b>18.10</b>	<b>15.62</b>	51

cCalculated per bag from price per 100lb. fSlabs and millwood. hLignite. eCalculated per cord from price quoted. gStove lengths. kIncluding \$1.00 for delivery. †Not included in average.

per hundred pounds to \$14.25. Dressed beef was steady at the higher prices reached at the end of December. Veal advanced 1c. per pound. Hogs fluctuated, but averaged higher than in December. Dressed hogs advanced from 24c. per pound to 26c. Bacon was steady at 38c., to which the price had fallen at the end of December. Lard advanced 2c. per pound, reaching 31c. Sheep, mutton and lamb advanced. Turkeys eased off from the high prices reached toward the end of the year.

DAIRY PRODUCTS. — Finest creamery butter at Montreal rose to 67½c., but eased off to 66c. Cheese fell, however, from 30c. to 27c., heavy stocks being reported, with a light demand for export. Fresh eggs fell from \$1.10 to 85c. per dozen, but storage eggs advanced from 60c.-61c. to 61c.-63c.

FISH. — Dry cod advanced slightly and salt mackerel rose from 10c. per pound to 12c. Fresh whitefish fell to 11½c. from 15c.

FRUITS AND VEGETABLES. — Apples rose from \$7.00 per barrel to \$8.00. Lemons eased off to \$5.00 per box. Potatoes rose from \$2.60 per bag to \$3.00 at Toronto and from \$2.75 to \$4.50 at Montreal. Onions and canned corn were slightly higher.

MISCELLANEOUS FOODS. — Bread advanced at Toronto from 6½c. per pound to 7½c. Similar advances occurred in a number of other cities owing to the increase in the price of flour as a result of the increased price of wheat set for millers in December. Flour advanced from \$11.00 per barrel to \$13.25. Sugar rose \$2.20 per hundred pounds, reaching \$14.71. Molasses and maple sugar were also higher.

TEXTILES. — A line of beaver cloth rose from \$4.55 per yard to \$5.50. Raw cotton advanced from 38c. per pound to 40.25c. Manufactured cottons advanced nearly 5 per cent. Raw silk advanced from \$13.60 to \$16.40. Spool silk ad-

vanced from 85c. per dozen to 90c. Machine silk advanced 10 per cent. Jute was slightly lower, but hessians advanced. Flax sewing twine was higher.

HIDES, LEATHERS, BOOTS AND SHOES. — Horse hides, tallow, and sole leather advanced.

METALS AND IMPLEMENTS. — Pig iron was steady at the advanced price reached in December. Iron bar, black sheets, galvanized sheets, scrap iron, and steel bar advanced. Antimony, copper, lead, nickel, silver bar, spelter, solder, and tin advanced. Coil chain and crow-bars advanced.

FUEL AND LIGHTING. — Anthracite coal declined at Montreal from \$10.90 per ton to \$10.85. Gasoline advanced from 32c. per gallon to 34c. at Toronto. Coal oil rose from 21½c. per gallon to 24½c.

BUILDING MATERIALS. — Lumber advanced considerably, pine rising over \$10.00 per thousand for some grades. Oak and birch also advanced. At Victoria, B.C., rough lumber and shiplap rose from \$30.00 per thousand to \$35.00; flooring from \$55.00 per thousand to \$80.00; and shingles from \$5.40 per thousand to \$7.50. Red lead, nails, copper wire, white lead, turpentine, benzine, prepared paints, shellac, varnish, and window glass advanced, but linseed oil and putty declined.

HOUSE FURNISHINGS. — Glassware and crockery advanced between 10 and 12 per cent. Sad irons recovered to \$2.05 per set after the decreases in the winter and summer of 1919.

DRUGS AND CHEMICALS. — Bleaching powder rose from 3½c. per pound to 4c.

MISCELLANEOUS. — Malt advanced 5c. per bushel to \$1.95. In raw furs there were considerable advances, especially in mink and muskrat skins. Paper advanced to \$4.00 per hundred as compared with \$3.45 in January, 1919. Rubber was slightly easier at 46½c. per pound.



# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR JANUARY, 1920, DECEMBER, 1919, & JANUARY, 1919, 1918, 1917, 1916, 1915, 1914 & 1913.

(Average price 1890-1899=100.)

	Number of commodities	INDEX NUMBERS									
		Jan.† 1920	Dec.† 1919	Jan.† 1919	Jan.† 1918	Jan. 1917	Jan. 1916	Jan. 1915	Jan. 1914	Jan. 1913	
<b>I.—GRAINS AND FODDERS—</b>											
Grains, Ontario.....	6	382.8	354.6	292.4	405.2	270.7	189.5	203.6	140.5	146.2	
Grains, Western.....	4	421.1	382.9	273.1	331.4	242.4	174.0	182.2	117.1	112.9	
Fodder.....	5	308.8	300.5	247.6	208.1	195.7	176.5	184.9	160.5	157.1	
All.....	15	368.4	344.4	272.3	319.8	238.1	181.0	151.7	140.9	140.9	
<b>II.—ANIMALS AND MEATS—</b>											
Cattle and beef.....	6	366.6	337.9	357.0	321.8	249.9	199.9	214.9	228.2	177.8	
Hogs and hog products.....	6	329.2	333.9	355.2	342.7	249.7	181.5	155.0	176.7	172.8	
Sheep and mutton.....	3	277.0	226.6	270.8	279.6	223.5	179.4	149.5	163.2	123.3	
Poultry.....	2	442.2	419.2	378.5	349.6	280.2	240.7	179.4	192.6	194.3	
All.....	17	350.0	326.4	343.7	325.5	249.2	196.3	177.9	194.2	168.4	
<b>III.—DAIRY PRODUCTS.....</b>											
	9	352.3	355.2	294.4	264.1	242.6	186.7	177.5	179.9	172.6	
<b>IV.—FISH—</b>											
Prepared fish.....	6	255.5	227.2	264.9	241.6	186.4	151.8	160.6	151.7	160.5	
Fresh fish.....	3	264.4	272.6	275.0	225.8	178.7	187.3	158.6	158.4	171.5	
All.....	9	245.1	242.4	268.3	236.3	183.8	163.7	160.0	153.9	164.2	
<b>V.—OTHER FOODS—</b>											
(a) Fruits and Vegetables—											
Fresh fruits, native.....	1	239.0	229.7	239.0	229.8	229.8	183.8	110.3	137.9	110.3	
Fresh fruits, foreign.....	3	193.1	200.2	157.5	133.2	104.5	100.6	85.5	93.4	94.7	
Dried fruits.....	4	276.9	270.7	249.0	256.1	195.0	143.0	120.8	116.8	113.2	
Fresh vegetables.....	5	417.0	409.5	291.0	348.2	368.5	269.2	137.4	164.8	156.4	
Canned vegetables.....	3	214.6	208.3	244.4	246.9	197.4	103.3	101.2	97.7	125.2	
All.....	16	317.0	286.6	246.1	258.4	234.9	169.6	115.1	125.2	125.3	
(b) Miscellaneous groceries—											
Breadstuffs.....	10	298.5	272.2	256.5	258.5	201.1	147.0	147.4	123.3	126.2	
Tea, coffee, etc.....	4	216.1	216.1	193.9	151.6	135.1	126.5	115.2	110.3	118.2	
Sugar, etc.....	6	348.2	327.6	312.2	237.8	180.9	153.7	134.8	106.3	111.0	
Condiments.....	5	223.8	225.9	245.9	214.9	161.0	136.4	118.3	102.3	96.9	
All.....	25	282.3	267.3	257.7	225.3	177.7	143.2	133.4	112.9	115.4	
<b>VI.—TEXTILES—</b>											
Woolens.....	5	412.7	395.8	428.3	369.2	242.0	204.2	151.3	137.5	124.3	
Cottons.....	4	380.9	370.2	363.5	291.7	185.9	145.4	120.1	135.2	145.6	
Silks.....	3	263.3	234.5	144.5	130.9	112.5	100.6	84.4	93.8	85.9	
Jutes.....	2	647.8	643.3	609.5	615.0	385.1	267.6	153.2	242.8	203.2	
Flax products.....	4	509.5	497.1	469.0	388.4	243.3	198.1	133.2	115.1	117.0	
Oilcloths.....	2	277.8	277.8	273.8	173.7	159.8	125.6	101.1	104.6	104.7	
All.....	20	414.0	399.7	383.6	326.9	215.7	174.2	126.1	135.2	127.3	
<b>VII.—HIDES, LEATHER, BOOTS &amp; SHOES—</b>											
Hides and tallow.....	4	494.0	472.7	336.4	277.2	351.9	230.7	207.5	194.0	184.7	
Leather.....	4	317.1	311.5	265.0	268.1	268.5	176.2	163.5	151.4	152.7	
Boots and shoes.....	3	339.7	339.7	229.3	232.9	221.1	166.9	158.3	155.7	136.5	
All.....	11	387.6	377.8	279.7	261.8	285.9	193.5	178.1	168.1	162.6	
<b>VIII.—METAL AND IMPLEMENTS—</b>											
Iron and steel.....	11	230.6	223.9	264.8	278.7	185.0	128.0	100.3	102.9	105.8	
Other metals.....	12	224.4	208.1	222.7	251.0	234.0	262.4	124.0	124.7	136.8	
Implements.....	10	248.8	245.3	241.4	199.0	161.4	116.6	107.5	106.6	105.6	
All.....	33	232.7	224.7	242.3	241.3	195.7	173.6	111.1	112.3	117.6	
<b>IX.—FUEL AND LIGHTING—</b>											
Fuel.....	6	252.4	249.2	258.2	235.3	238.8	144.3	119.6	127.5	153.6	
Lighting.....	4	249.2	245.3	236.8	117.3	93.9	88.5	92.5	92.7	89.9	
All.....	10	251.1	247.6	249.6	188.1	180.9	122.0	108.9	113.6	128.0	
<b>X.—BUILDING MATERIALS—</b>											
Lumber.....	14	419.9	406.9	279.9	232.1	189.6	178.1	178.0	183.5	74.7	
Miscellaneous materials.....	20	232.4	230.2	233.9	209.4	178.4	132.4	108.2	114.0	113.5	
Paints, oils and glass.....	14	433.3	425.3	339.5	263.2	227.5	193.9	149.2	140.2	145.1	
All.....	48	345.7	338.7	278.0	231.7	196.0	163.7	138.7	141.9	140.6	
<b>XI.—HOUSE FURNISHINGS—</b>											
Furniture.....	6	449.2	449.2	311.8	207.3	185.7	143.6	146.7	147.1	139.4	
Crockery and glassware.....	4	439.0	404.9	367.7	279.8	218.8	178.8	144.8	133.9	118.0	
Table cutlery.....	2	164.2	163.4	158.1	150.7	132.2	126.6	78.4	72.4	72.4	
Kitchen furnishings.....	4	259.1	253.1	277.9	223.6	155.4	129.3	123.4	124.6	120.9	
All.....	16	263.5	352.8	297.7	222.4	179.5	146.7	121.9	128.8	120.9	
<b>XII.—DRUGS AND CHEMICALS.....</b>											
	16	215.3	214.4	272.3	289.2	258.5	250.4	135.0	111.1	112.3	
<b>XIII.—MISCELLANEOUS—</b>											
Raw furs.....	4	1785.3	1608.3	*742.3	511.5	399.5	269.6	121.8	226.5	358.0	
Liquors and tobaccos.....	6	317.3	316.2	258.7	202.2	161.3	137.6	137.9	138.8	135.1	
Sundries.....	7	248.1	210.4	207.4	200.8	165.8	135.1	113.6	109.3	116.5	
All.....	17	619.6	576.7	351.3	274.4	219.2	167.3	124.1	147.3	179.9	
All commodities.....	262*	336.4	322.7	286.5	258.7	212.7	171.2	128.9	136.5	137.1	

† Preliminary figures. \* Nine commodities of the market, fruits, vegetables, etc. One line of spelter was dropped in 1915.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

THE accompanying tables and the following notes give the latest statistics available as to prices movements in the United Kingdom and in other countries.

### United Kingdom

The British *Labour Gazette*, published by the Ministry of Labour, in its January issue reported that the average increase in the retail prices of foods from July, 1914, to January 1, 1920, was 136 per cent, as compared with 134 per cent at the first of December and 130 per cent at the first of January, 1919. The chief increase for the month was a rise of  $1\frac{1}{4}$ d. per lb. in cheese. The increase in the cost of living since July, 1914, for the average workingman's family was estimated to be 125 per cent. The increases in rents were reported to be comparatively slight, but the prices of clothing were found to be between three and four times as high as in July, 1914. Coal was up 65 per cent and gas slightly more. Lamp oil had trebled in price and matches had risen still more, so that the whole fuel and light group showed an average increase of about 85 per cent. Of the average increase in all items since 1914, amounting to 125 per cent, it was estimated that about 6 per cent represented increased taxes. While the retail prices of foods had risen 136 per cent during the war it was estimated that expenditure on food had increased only 115 per cent, owing to changes in consumption, substituting one food for another, etc. In wholesale prices the index numbers showed continued increases, advances occurring in all groups. The index number of the Board of Trade for the year 1919 averaged 296.3 as compared with 267.4 for 1918 and 116.5 for 1913.

### United States

The index numbers of the Bureau of Labour Statistics showed increases up to November, both in retail food prices and in wholesale prices. The index numbers

for January 1, calculated for *Bradstreet's* and *Dun's Review* showed steep increases during December in all groups, except in meat, dairy and garden produce.

### Belgium

The Belgian Ministry of Industry, Labour and Supplies has published in its official journal, *Revue du Travail*, for December 15, tables of prices of the principal foods and necessities of life at Brussels.

The retail prices quoted were secured mainly from the records of a large co-operative society in Brussels. Sufficient information as to average family consumption not being available, the general index number was not weighted and is therefore the simpler average of the index numbers for the several commodities.

The following table shows the movement of prices during the current year, the index numbers being based on prices in April, 1914:

INDEX NUMBERS OF RETAIL PRICES OF HOUSEHOLD NECESSARIES IN BELGIUM, JANUARY-NOVEMBER, 1919.

(Prices in April, 1914—100)

	Prime necessities (Food and house room.)	Less necessary articles (including drinks and tobacco.)	Clothing, footwear, lighting, heating.	All combined
January.....	599	515	416	539
February..	464	422	371	434
March.....	303	381	328	324
April.....	244	355	283	274
May.....	233	306	251	251
June.....	257	223	230	244
July.....	367	339	338	354
August.....	361	337	334	349
September	350	316	343	342
October....	346	306	343	337
November	351	311	344	341

### France

The General Statistical Department of France reported the retail prices in



## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States				France	Australia	Italy	Japan	Sweden
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bureau of Census and Statistics	Bacchi Index No.	Bank of Japan	Official
No. of commodities	272*	47	44	45	346	25‡	96	200	22‡	45	92			
	1890—1899 = 100	1900 = 100	1901—1905 = 100	1867—1877 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100	1911 = 1000			
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$ 90.876	43.4	.....	1,053	.....	.....	.....	.....
1895.....	95.6	90.7	87.6	62	69.2	94.604	6.4346	81.251	42.0	.....	760	.....	.....	.....
1900.....	108.2	100.0	110.5	75	81.7	99.388	7.8839	93.355	44.2	.....	894	.....	.....	.....
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	90.315	47.3	98.3	910	.....	.....	.....
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	946	.....	.....	.....
1907.....	126.2	106.0	118.0	80	95.8	117.940	8.9045	110.462	50.9	109.0	1,021	.....	.....	.....
1908.....	120.8	103.0	109.0	73	90.8	125.756	8.0654	110.728	54.2	100.9	1,115	.....	.....	.....
1909.....	121.8	104.1	107.0	74	93.6	123.852	8.5153	115.454	59.2	101.4	993	.....	.....	.....
1910.....	124.2	108.8	113.3	78	67.3	137.172	8.9881	121.301	59.3	108.1	1,003	.....	.....	.....
1911.....	127.4	109.4	113.6	80	95.6	131.063	8.7132	116.614	56.9	113.2	1,000	.....	.....	.....
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	1,172	.....	.....	.....
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.876	58.1	115.6	1,088	126.0	132.2	100
1914.....	136.1	117.2	120.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	1,140	119.8	120.3	116
1915.....	148.0	143.9	150.6	108	100.0	148.050	9.8530	124.563	64.0	161.6	1,604	167.2	127.8	145
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	217.6	1,504	251.6	154.9	185
1917.....	237.0	243.0	250.0	175	175.0	261.796	15.6385	204.121	110.8	302.4	1,662	385.9	196.4	244
1918.....	278.8	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	1,934	515.5	259.0	339
1914														
January.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	\$ 1,085	.....	.....	.....
April.....	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	\$ 1,113	.....	.....	.....
July.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	\$ 1,185	.....	.....	.....
October.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	\$ 1,225	.....	.....	.....
1915														
January.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	\$ 1,387	132.7	.....	.....
April.....	146.4	.....	151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	\$ 1,660	152.3	.....	.....
July.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	\$ 1,822	164.4	.....	.....
October.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	\$ 1,544	186.4	.....	.....
1916														
January.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	\$ 1,502	232.3	.....	.....
April.....	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.690	71.3	.....	\$ 1,493	252.7	.....	.....
July.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	\$ 1,505	242.8	.....	.....
October.....	188.2	.....	208.7	141.5	134.0	190.13	12.0399	152.355	82.2	223.0	\$ 1,514	260.2	.....	.....
1917														
January.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	\$ 1,525	290.0	.....	.....
April.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	286.7	\$ 1,587	333.7	.....	.....
July.....	248.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	300.8	\$ 1,715	383.3	.....	.....
October.....	244.7	.....	259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	\$ 1,804	441.8	.....	.....
1918														
January.....	253.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	\$ 1,887	457.6	.....	.....
April.....	269.4	.....	270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	\$ 1,940	505.6	.....	.....
July.....	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	\$ 1,954	540.6	.....	.....
August.....	284.3	.....	284.9	195.9	203.0	287.376	19.1162	232.058	122.2	405.0	.....	544.1	.....	.....
September.....	285.3	.....	283.5	197.1	207.0	294.276	19.0485	232.882	123.2	410.5	.....	545.8	.....	.....
October.....	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	\$ 1,965	557.5	285.5	370
November.....	290.9	286.7	282.6	195.3	206.0	285.625	18.9110	230.529	118.8	413.7	.....	551.7	283.4	367
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	.....	469.9	282.6	372
1919														
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	\$ 1,929	412.7	283.2	369
February.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	.....	406.4	281.6	358
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.1	.....	410.9	272.7	354
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.973	129.8	384.0	.....	415.7	273.2	339
May.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.193	128.0	375.8	.....	424.4	283.7	.....
June.....	284.1	277.7	281.3	199.4	207.0	301.485	18.0900	227.973	122.9	381.5	.....	447.8	301.6	.....
July.....	294.0	281.4	293.2	206.4	219.0	313.647	18.8964	233.707	127.0	403.0	.....	452.7	326.8	.....
August.....	301.1	299.7	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	.....	461.9	332.2	.....
September.....	301.5	308.8	299.4	214.8	221.0	280.279	19.4720	238.342	116.9	416.2	.....	464.9	.....	.....
October.....	299.6	319.3	308.9	224.3	223.0	277.028	19.5215	235.867	111.2	.....	.....	.....	.....	.....
November.....	307.7	.....	317.5	231.0	230.0	282.486	19.9026	238.573	114.6	.....	.....	.....	.....	.....
December.....	322.7	.....	334.7	235.4	.....	280.876	20.1756	244.639	119.4	.....	.....	.....	.....	.....
1920														
January.....	338.4	.....	353.1	.....	.....	.....	20.3638	247.394	131.0	.....	.....	.....	.....	.....

\*230 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1919.

†Continuing Sauerbeck's index number.

‡Foods only.

\$Quarter beginning in month specified.

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES

Date	Canada 29 Foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New Zealand 59 foods 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 17 foods 45 cities
1900.....	\$ 5.48	88.5a		906b									
1905.....	5.95	91.0a		990b									
1910.....	6.95	96.8a		991b			98.4c	1000					98
1911.....	7.14	96.8a		983b			101.7c						92
1912.....	7.33	101.3a	1.140	1,017b			101.3c	1020	100				98
1913.....	7.33	101.6a	1.106	1,037b			102.0c			100.0			100
1914.....	7.73	103.4a	1.155	1,098b						103.0			102
1915.....	7.86	131.5a	1.428	1,201b						117.2			101
1916.....	8.79	106.0	1.506	1,268b						120.9			114
1917.....	11.42	199.0	1.481	1,360b						150.4			146
1918.....	13.02	214.7	1.490a							180.6			168
1914													
January.....	7.73		1.099				107.1d						104
April.....	7.50		1.161										97
July.....	7.42	100	1.164	1,070				1004e	92		100	100	102
October.....	7.99	112	1.156	1,096			106.9c						106
1915													
January.....	7.97	118	1.240	1,190				1105e	98				103
April.....	7.79	124	1.318	1,212			107.7d						99
July.....	7.80	132.5	1.522	1,200	116.3		1235e	102					100
October.....	7.82	140	1.551	1,202	20.0	120.3	113.8c						103
1916													
January.....	8.28	145	1.504	1,236		126.0*		1136e	118		143		107
April.....	8.34	149	1.520	1,258		129.4*	117.6d	1379e			155		109
July.....	8.46	161	1.516	1,276	135.9	139.5*	1420e	126			176		111
October.....	9.30	168	1.454	1,289		143.8*	120.3c	1466e			182		121
1917													
January.....	10.27	187	1.453	1,359		147.9*		1547e	142			160	128
April.....	10.77	194	1.473	1,357		157.9*	123.6d	1717e	160		212	175	145
July.....	11.62	204	1.470	1,357	154.7	178.8*		1845e	183		261	177	146
October.....	11.81	202	1.506	1,392		192.0*	136.1c	2008e	198		273	192	157
1918													
January.....	12.42	206	1.505	1,427		197.4*			211	179.6		221	160
February.....	12.54	208	1.510	1,430	166.1				215	191.2		227	161
March.....	12.66	207	1.519	1,434		203.7	145.4d	2120	225	174.9		235	154
April.....	12.57	206	1.528	1,464					233	176.1	239	247	154
May.....	12.66	207	1.539	1,484					256	175.9		258	158
June.....	12.79	208	1.541	1,485		229.7		2331	258	175.7		261	162
July.....	13.00	210		1,491	181.8				270	175.6		268	167
August.....	13.41	218	1.491	1,507					272	171.3		284	171
September.....	13.31	216	1.489	1,509		251.0	161.8c	2446e	278	197.8	270	310	178
October.....	13.54	229	1.521	1,515					280	201.6		320	181
November.....	13.65	233	1.547	1,535					278	203.1		330	183
December.....	13.65	229	1.565	1,603		252.0		2608e	289	203.1	275	330	187
1919													
January.....	13.78	230		1,553	189.9				290	194.9	279	369	185
February.....	13.41	230	1.645	1,522					291	212.4	278	334	172
March.....	13.05	220	1.661	1,505		257.4	167.7d	2780e	291	205.1	278	331	175
April.....	13.35	213	1.686	1,516						195.8	276	336	182
May.....	13.53	207	1.696	1,524						185.9	271	328	185
June.....	13.72	204	1.706	1,528		261.4		2942e		204.3	269	319	184
July.....	13.77	209	1.714	1,539	211.1				374	210.4	269	310	190
August.....	14.45	217	1.723	1,565					283	206.7	272	313	192
September.....	14.31	216	1.718	1,585				2893e	304	203.2	277	309	188
October.....	14.21	222		1,606						203.7		307	188
November.....	14.23	233											192
December.....	14.70	234											
1920													
January.....	15.30	236											
February.....		235											

a. Calculated from annual index number prior to war and price level Aug.—Dec. 1914. b. Four chief centers only. c. 6 months ending September. d. 6 months ending March. e. Quarter beginning in specified month. \* Previous month.



the last quarter of 1919 were 4.4 per cent higher than in the third quarter, and 201 per cent higher than in 1914. In Paris retail prices in December, 1919, were 1.7 per cent higher than in November, and 185 per cent higher than in July, 1914.

#### Italy

Retail food prices in Rome, in November, 1919, were reported by the Municipal Office of Labour, Rome, to be 2.1 per cent higher than in October, and 146 per cent higher than in 1914. Including other household necessities, the general level of prices was reported to be 137 per cent above 1914 levels. The Municipal Labour Office of Milan reported the cost of maintaining the pre-war standard of living, in December, 1919, to be 1.8 per cent higher than in November, and 254 per cent higher than in 1914, food being up 298 per cent, clothing 274 per cent,

heat and light 120 per cent, and rent 8.3 per cent above the pre-war level.

#### Holland

The municipal office of Amsterdam reported the cost of food in November, 1919, to be 0.6 per cent lower than in October, but 102.4 per cent above prices in 1913.

#### India

The Department of Statistics at Calcutta reported the retail prices of the principal articles of food, in November, 1919, to average 53 per cent above prices in July, 1914, the chief increases appearing in sugar at 190 per cent, cheese 114 per cent, mustard oil 89 per cent, butter 77 per cent, potatoes 48 per cent, other vegetables 39 per cent, fruits 56 per cent, milk 25 per cent, fish 25 per cent, tea 25 per cent, rice 33 per cent, flour 41 per cent, and pulses 65 per cent.

## COST OF LIVING AND REGULATION OF PRICES IN NEW ZEALAND

### Third Annual Report of the New Zealand Board of Trade

IN its Third Annual Report the New Zealand Board of Trade reports on its work for the year ending March 31, 1919, and reviews the principles of regulation of prices, profits, etc., with recommendations as to further measures. The report therefore deals with the transactions of the Board during the year, the control of trade and industry, including rationing, price fixing, regulation of profits and of competition, nationalization of industries, etc., and the questions of inflation and monetary stabilization.

It will be remembered that the Cost of Living Act, 1915, of New Zealand, provided for the appointment of a commission called the "Board of Trade" to deal with conditions of

trade, industry, prices, cost of living, etc., and to enforce an anti-combines statute entitled "The Commercial Trusts Act, 1910," the scope of which was at the same time extended. The Minister of Industries and Commerce was ex-officio President of the Board, and during his absence one of the other ministers acted as President. The other members were three in number, appointed for three years by the Governor in Council. The duties and powers of the Board as defined by the Act were as follows:

#### Duties and Powers of the Board

The Board of Trade is empowered:

- (a) To investigate and report to the Governor upon any case in which it is al-

leged that there has been an infringement of any of the provisions of the Commercial Trusts Act, 1910;

- (b) To inquire into and report to the Governor upon matters affecting the cost of living, or upon any other question referred to it by the Governor relating to the supply, demand or price of commodities;
- (c) To inquire into and report to the Governor upon any complaint that the price of any class of goods is unreasonably high;
- (d) To consider, inquire into and report upon any question relating to the trade, commerce or business of New Zealand which may be referred to it by the Governor;
- (e) To institute inquiries in reference to markets for goods produced or manufactured in New Zealand, to report the result of such inquiries to the Governor, and to make recommendations to the Governor in regard to trade with other countries;
- (f) To make recommendations to the Governor for legislation in relation to matters referred to it for consideration; and,
- (g) Generally to advise the Governor as to how the trade, industries and commerce of New Zealand can be best encouraged, developed and protected.

The Board was appointed early in 1916, and during the first two years of its existence it dealt with wheat, flour and bread, butter, meat, fish, timber, sugar, eggs, galvanized iron, bacon, footwear, gas, etc. During the first year complaints were made as to infringements of the Commercial Trusts Act, 1910, but during the second year there were no complaints. During the third year, among complaints as to high prices, there was included a complaint as to agreements among cement manufacturers in supplying the market in certain districts.

In addition the Board advised the Government as to the control of importation and exportation of commodities, including regulation of the prices, and it was charged with enforcing cer-

tain regulations adopted on its recommendations. The Board determined the prices paid to farmers for the wheat crop each year and purchased the crop for the Government, fixing the prices of flour and bread. One of its members was Wheat Controller, who purchased wheat in Australia and handled the imports. An interesting project was the establishment of an "Equalization Fund" in connection with the control of the butter trade and prices. In 1917 complaints were made to the Board as to the high prices prevailing and as to further advances expected, two shillings per pound being predicted, as the export market was high. After investigation as to conditions of local supply and export, the Board recommended that wholesale prices for home consumption should be fixed, that gross profits of retailers should be fixed at the same rate as before the war, and that exportation of butter and cheese should be allowed only under license and Government control. The Government adopted this course and established an Equalization Fund for the purpose of reimbursing producers of butter for home consumption for any loss sustained as compared with prices obtainable by exporting, as two-thirds of the output was exported.

#### Report of Board.

The report of the Board for the twelve months ending March 31, 1919, reviews the work of the Board and analyzes the cost of living and high prices particularly as to causes and remedies. The opening paragraphs of the report are as follows:

As was the case last year, the work of the Board for the period under review has consisted mainly in inquiries into matters affecting



the cost of living, and especially upon questions relating to the supply, demand, or price of commodities, and into complaints that the prices of particular classes of goods are unreasonably high. Special attention was paid during the year to the importation, sale, and distribution of petrol; to a scheme for the standardization of footwear; to the placing of restrictions on the export of timber; and to a comprehensive inquiry into the coal industry.

Two hundred and sixty complaints were received regarding the high prices of commodities. These complaints were investigated, and, wherever in the opinion of the Board it was deemed desirable, adjustments of prices have been made. In addition the Board received eighty-one depositions and examined 242 witnesses.

A wide range of commodities has been under the control of the Board, and no upward movement in prices has been sanctioned without full investigation. In addition to fifty-seven main grocery items comprising household essentials, the Board has kept control of manufacturers' prices in grocery lines, such as soap, condensed milk, sugar, candles, jams, matches, baking-powder, canned meats, &c.

The prices of bacon, wheat, flour, bread, bran, pollard, hides and skins, and petrol, have been fixed by Order in Council; and, by arrangement with the federated sawmillers throughout the Dominion, no increase in the price of timber has been made since the 1st of November, 1918.

Generally speaking, the applications made by merchants and tradespeople for increases in prices have been well founded, but in a few instances the Board has refused to grant such applications where, after close investigation of the evidence and balance-sheets submitted, the circumstances did not appear to warrant the granting of the increases. The consumers' interests have been closely watched by the Board in dealing with prices.

A summary of the more important proceedings of the Board during the twelve months ending March 31, 1919, follows:

#### WHEAT, FLOUR and BREAD.

As in previous years the Government,

through the Board, purchased all the wheat grown at fixed and guaranteed prices, 4,925,162 bu. at 5s. 10d. per bu. and upward according to date, etc., and bought further supplies in Australia 2,000,000 bu. and later an additional 2,000,000 bu. at 5s. 7½d.

For the 1918-19 crop the price was fixed at 6s. 6d. per bu., etc. As the prices of flour and bread were adjusted according to the price of wheat, a small subsidy was paid to millers in view of the increase in wheat prices and in other costs in order to slightly lower the price of flour to £15 per ton and therefore keep down the price of bread, at 10d.-11d. per 4 lb. loaf according to locality.

#### SUGAR.

As in previous years an arrangement was made with a large company to provide the entire sugar supply for New Zealand at a fixed price, higher than in the previous year, owing to a crop failure in Fiji and the higher cost of refining, but lower than in any other country in the world.

#### TIMBER.

Exports of timber were restricted to ensure the necessary supplies for users in New Zealand, and an advisory committee was appointed to assist the Board of Trade in administering the regulations under the Commissioner of State Forests, the minister in charge. Each mill was given a quota as its share of the production for Dominion use and was allowed to export the rest of its production, the millers being allowed to adjust their respective quotas among themselves, with the consent of the minister. Abuses of these privileges led to the enforcement of stricter regulations.

Prices were also investigated and no undue profits were discovered, but saw-millers agreed not to raise the prices in force November 1, 1918, without the consent of the Board.

### COAL.

A special inquiry was made into the production and sale of coal and a special report was issued.\* It was found that the average cost of production during 1917-18 was 15s. 4d. per ton at the mine, of which 7s. 1d. was for labour. The increase during the war in cost of production averaged 31 per cent, or 3s. 7d. per ton, of which 1s. 10d. was in labour cost. Costs of railway freights advanced 21 per cent and coastal shipping 50 per cent. Some of the mines were found to be producing at a loss and the others at slight or moderate profits, none exceeding 10 per cent, and averaging only 5.1 per cent. Profits on distribution of coal were found to be moderate owing to the action of local Coal Committees set up by the Ministry of Munitions and Supplies, to the force of public opinion, and in some cases to pressure brought to bear on retailers by mine operators and large distributors to prevent increases at times of scarcity. The following recommendations were emphasized:

- (1) The necessity for State encouragement of scientific research and its application to the problem of coal-mining and the utilization of the small coals of the Dominion. A much fuller advantage may be taken of the work done and the advice given by the State Geological Department, and the University colleges should receive generous financial assistance in the development of research.
- (II) The equal importance of an improvement in the industrial organization of labour at the mines and in its general social environment, particularly in re-

spect of housing and better educational facilities.

- (III) Systematic technical education in the domestic use of coal so as to diminish considerably the present great waste due to ignorance of the possibilities of small and mixed coals, and of the proper methods of stoking ovens and grates.
- (IV) Discouraging every form of inflation of the currency, which inevitably leads to rising prices at the expense of the poorer members of the community.

### EARNINGS AND COST OF LIVING OF MINERS.

It was found that the cost of living had risen by at least 30 per cent, and that the miners had received increases in wages by way of bonuses, 10 per cent early in 1916, and at the middle of 1917 an additional 7½ per cent for coal cutters paid by the ton, etc., and 10 per cent for men on day wages. These increases in wage rates hardly equalled the increase in the cost of living, but, owing to better working conditions, the absence of slack periods, etc., earnings increased to about the same degree as the cost of living, and in the case of coal cutters earnings increased faster as the best seams were being worked, making greater savings possible. The expenditure for tools had increased by £10 per year per man. A bonus of 25 per cent to coal cutters and 30 per cent to other workers in September, 1918, it was estimated, would increase the "real wages," that is, the quantity of goods and services a man could obtain for the same amount of work as before.

An investigation into the cost of living made in 1910-11 by the Department of Labour indicated that an average family spent its income in the following percentages: food 34 per cent, rent 20 per cent, fuel and light 5 per cent, boots and clothing 13 per cent, miscellaneous

\*See LABOUR GAZETTE, October, 1919, p. 1187.



28 per cent. On this basis the Board found that the cost of living for miners had risen by September, 1918, on an average 35 per cent by items as follows: food 50 per cent, rent 5 per cent, fuel and light 20 per cent, boots and clothing, 65 per cent, miscellaneous 25 per cent. The report stated:

“We take the view that the order of reference does not require us to express our opinion upon the question whether the wage rates ought to be raised whenever and because the cost of living increases.”

#### STANDARDIZATION OF FOOTWEAR.

The boot manufacturers appointed an efficiency committee to co-operate with the Board, and samples of the lines to be standardized were selected, considered and distributed among manufacturers. The Government fixed the prices of hides and leather at the rates for purchase by the Imperial Government and it was “confidently expected that as a result of this fixation of price both leather and boot prices could be stabilized.” The prices submitted by the manufacturers, however, were considered unreasonable by the Board, and the Government was advised to call for tenders for the grades and samples of boots selected. It was found that further legislation would be necessary. In the meantime the Board proposed to license manufacturers to produce the proposed standard lines on terms approved by the Board.

#### CONTROL OF PRICES OF GROCERIES.

Owing to the frequent fluctuations in prices of groceries, many of which were imported, arrangements were made that grocers would not raise prices without the consent of the Board. Manufactur-

ers of certain lines made similar arrangements. These schemes were found to work satisfactorily and without friction.

#### GASOLINE.

In July, 1918, a scheme was devised for the equitable distribution of gasoline, prices being fixed according to locality, rationing being provided for when necessary. Until December, 1918, supplies were insufficient and great care had to be exercised. The Department of Munitions and Supplies administered the regulations.

#### BACON AND HAMS.

Packers' prices were fixed by Order in Council at the rates ruling December 1, 1917, and later retail prices were fixed at 1s. 6d. per lb. with 1d. added for slicing. The Board had power to allow higher prices where necessary owing to special circumstances.

#### POTATOES.

From February to May, 1918, the export of potatoes was prohibited, first on the recommendation of the Department of Agriculture, and the ban was continued on the recommendation of the Board of Trade after an investigation, in which it appeared that, owing to short supplies for the time being, export to Australia would cause prohibitive prices in New Zealand if allowed.

#### FISH.

Few complaints were made as to prices or supplies as the Board kept closely in touch with the industry for which it had taken measures in previous years to secure supplies of tackle, etc. The City of Auckland had its own trawling vessels. With the end of the war no further diffi-

culty was expected. A Commission was appointed by the Board under the Cost of Living Act to investigate the conditions of fishing, prices, etc.

#### MILK.

Prices were changed from time to time according to market conditions, the price reaching 6d. per quart in some cities, and the supply was still short. At Wellington the city council took over the milk trade, securing economies in delivery, etc. The Board watched this experiment closely, co-operating with the city in securing supplies, etc.

#### CEMENT.

Complaints were made as to the high prices of cement, but on inquiry the Board found that the prices were justified, in fact the plants were losing money, some had gone into liquidation, many were closed down, production was greater than the demand owing to the small amount of building going on, and there had been substantial increases in manufacturing costs. An arrangement among the mills as to districts for sales for each was found to be due to difficulties in obtaining shipping and was considered quite proper.

#### Control of Trade and Industry

With regard to trade and industry, the Board discussed at length the principles of government control and regulation, making recommendations for application to New Zealand, as appear in the following extracts:

Under section 6 (g) of the Cost of Living Act the Board is empowered to advise the Governor as to how "the trade, industry, and commerce of New Zealand can be best encouraged, developed, and protected." Now that the war has been brought to a successful ter-

mination it seems appropriate to the Board, in conformity with the powers conferred upon it by this section, to discuss the broad outline of a policy for the encouragement, development, and protection of New Zealand's trade and commerce, and to endeavour to define the limits within which the Government should control industry. There are discernible in the discussion on this question two distinct schools of thought—one school advocates an extension of Governmental interference with industry, and another school urges that Governmental interference with trade should immediately cease. There is a consensus of opinion, however, that some measure of control should continue through the difficult reconstruction period until such time as trade and industry attain normal conditions. The Board proposes to discuss the question as to what extent the Government control of industry should become part of our permanent economic policy, and what are the lessons to be learned through our experience of Government control of trade and industry during the war.

Governmental control of industry during the war period can be appropriately considered under three distinct heads—(a) Administrative control, (b) rationing, (c) price regulation. . . .

#### ADMINISTRATIVE CONTROL.

In the case of New Zealand the Government's main interference was in—

- (a) Acting as intermediary for the Imperial Government in the purchase of our main products, such functions being undertaken by the Imperial Supplies Department;
- (b) Its encouragement of wheat-production, and its control of the sale and distribution of wheat among the various mills;
- (c) And, less directly, in its various prohibitions of export with a view to controlling the destination of various products and of preventing the home market from being denuded of supplies, as in the case of the establishment of the Butter Equalization Fund and the regulations imposing restrictions on the export of timber.

The necessity of acting as intermediary for the Imperial Government will cease when the Imperial Government is no longer the main



purchaser of our primary products, and this trade should then revert to normal conditions through the channels that existed in pre-war days, or through new channels inaugurated by the initiative of the industries concerned.

The control of wheat-growing and gristing is on a different footing, and it is a question of policy as to whether direct Governmental control should continue in its present form—guaranteeing a price in advance to growers and controlling the distribution and profit in manufacturing, a scheme which eliminates every element of speculation, exploitation, and profiteering—or whether it would be safe to rely for our main food product on the unimpeded operation of the law of supply and demand.

The Board is of opinion that, as the present scheme has worked satisfactorily, and at no cost to the Government, it should be continued at least during the period of reconstruction. . . .

#### RATIONING.

Whether rationing is to find a place as part of our permanent peace policy is intimately bound up with the question of price-control. Ordinarily, if prices are determined by the law of supply and demand, everybody buys for every purpose as much of a thing as he can afford—that is, as much as he wants at the price—and this process exhausts the whole supply. Prices which are determined in free competition on the open market tend to secure an equilibrium between production and consumption. . . .

A system of rationing to be effective and fair must provide for—

- (a) The rationing of material among different forms of industry;
- (b) The rationing of material that is allowed to a particular industry among the businesses and firms engaged in that industry, so that none of them is treated unfairly relatively to the rest; and,
- (c) The rationing of the finished product among ultimate consumers, so that all may be placed on an equal footing. . . .

Serious and perplexing as the problems presented above are, nevertheless they must be faced and answered if prices are to be controlled by authority in such a way that the

demand at the fixed price is in excess of the supply, for the alternative is wild confusion. If, however, prices are not to be controlled in this sense rationing is unnecessary. The choice, therefore, between adopting and rejecting rationing as a permanent peace policy depends upon whether or not it is desirable to fix prices at a lower level than the free play of the market would establish, as the price-fixing authority must either fix the same price as would be established by the free play of the market or it must fix a different price. In the former case its work would be superfluous, and in the latter case its price would be wrong unless it could show that the market is not free and open, and that therefore the true market price cannot be established without its intervention. The Board is not concerned at present with the results that would follow if the fixed price was higher than the market price, except to point out that in this event the price-fixing authority would need to devise a scheme for dealing with the surplus. What we are concerned with are the results that follow if a price is fixed lower than the market price—or, in other words, at a level that induces demand to exceed supply.

#### PRICE REGULATION.

The main object of price-fixing during the war was the prevention of “exploitation and profiteering.” The persons restrained by the regulations were not in general monopolists. Their opportunity to make large profits was not created by restrictive action on their part—that is, there was no rigging of the markets; commodities were not withheld from sale with the object of creating an artificial scarcity; sellers did not even exercise foresight by laying in stocks. The opportunity came mainly by chance. Traders happened to possess at a particular time during the war stocks of goods for which there was a sudden demand, or a sudden shortage of supply brought about by the changing conditions of the war. Had no restrictive action been taken by the State these people would have been in the position to make enormous profits. Even when maximum prices were fixed they sometimes made larger profits than usual. Nevertheless, the limitation of price meant that at the legal price the demand

was in excess of the supply. Is price-control of this character desirable as a permanent peace policy?

Prices are divisible into two main classes—  
(a) competitive prices, (b) monopoly prices.

#### COMPETITIVE PRICES.

Under conditions of competitive trade, when abnormal profits are being made in any industry or business, more capital and enterprise tends to flow into that industry or business. The output is thereby increased, and on account of the increased output prices fall and profits are reduced to normal. High price performs a twofold function: on the one hand it stimulates production, on the other it conduces to economy in consumption. Where competition exists to the full extent, price, distribution and profits regulate themselves. Taking good years and bad years together, exploitation and profiteering cannot exist if competition is free and unimpeded—that is to say, when it is possible for capital and labour to flow quickly into industries whose prices are rising.

Any general permanent policy of anti-profiteering price-regulation applied to ordinary competitive trade would act differentially against those industries whose profits fluctuate. They would be deprived in their good years of part of their profits, and would receive no help in their period of bad fortune. Hence in the long run capital and enterprise would tend to desert such industries for industries in which the profits were more nearly the same every year.

But there is no reason to suppose that industries in which the profits are fluctuating are socially less desirable than others. Consequently this arbitrary diversion of production from the channels into which economic forces would tend to direct it would almost certainly involve a misdirection of effort and a real loss to the community.

Broadly speaking, we therefore conclude that permanent Government control over the price of commodities produced under competitive conditions is not necessary as a preventive of profiteering and exploitation, because for competitive industries as a whole, good times and bad times being taken together, competitive condi-

tions are themselves an adequate preventive, while from the standpoint of the public such regulations hamper production. Moreover, this type of price-control, for the reason set forth in the preceding section, would force the Government to undertake the enormously difficult task of rationing in peace-time. Hence, in the opinion of the Board, the case against a permanent policy of price-fixing in competitive industries is conclusive. The Board discusses in later chapters the policy to be adopted to keep competition free and open, but during the reconstruction period that now exists it may not be possible to keep trade and industry on a competitive basis, and consequently other considerations apply. . . .

#### MONOPOLY PRICES.

The Board desires to emphasize that what it has urged in the preceding section relates solely to permanent price-control over commodities which are produced under competitive conditions, and in which, therefore, artificial limitation of price would cause the demand at the fixed price to be in excess of the supply. In industries subject to monopoly control there is no tendency for prices to be brought down to a level that yields only a normal profit. On the contrary, unless the State intervenes, the monopolist, if he chooses, has the power to fix prices at a level which yields him abnormal profits. Hence monopoly prices can be regulated by State action without creating a situation in which the demand at the regulated price will exceed the supply, and consequently if prices are fixed by regulation for goods under monopoly control the difficult problem of rationing need not be considered. Consequently, where a monopoly exists there is a strong case for State regulation of price, and, as the tendency to combination and monopoly has been stimulated by the experience of the war, monopolistic control is likely to extend more widely over industry in future than it extended in the past, and the field open for Government intervention will be correspondingly increased. The general conclusion is therefore warranted that, while in competitive industries a policy of price-control ought not in any circumstances to be continued as a permanent policy, in monopolistic industries price-control is essential in the



public interests. In this case, or in case the production, distribution or sale of any commodity is so concentrated in private hands as to give a substantial control over prices, the Government should fix prices, due regard being paid to the cost of production, maintenance of an adequate supply, and the prevention of unnecessary waste.

#### ENDS TO BE ACHIEVED.

The ends to be achieved by Government control of industry are twofold: (a) to keep alive competitive industry; (b) to control monopoly. The policies that will accomplish one object will automatically accomplish the other. Owing to the complexity of economic phenomena no one simple remedy can be applied. The remedies that will be suggested by the Board will also accomplish the solution of the cost-of-living problem, so far as such a problem can be solved by a country by legislative action independent of the action taken by the rest of the countries of the civilized world to control monetary standards. This feature of the problem is discussed later in the report.

But it may be urged that it is neither desirable nor practicable to keep alive competitive industry, as the trend of economic development is towards a state of society where capital is concentrated in some form of trust organization and competition eliminated.

Competition in all forms is sometimes condemned on account of the waste that results from excessive or unfair competition, but the waste can be diminished by co-operation in production and distribution, such co-operation resulting in more effective competition. Moreover, as pointed out earlier, competition is the best regulator of prices and profits. In general it results in increased production, as it evokes effort, initiative and efficiency; but this is not free competition as preached by the old school of individualists. The State, we take it, is entitled to regulate conditions under which competition should be carried on, and then having prescribed the conditions, should act as referee and see fair play, so that the winning of the game should result from increased efficiency and not by the use of the club. . . .

#### LIMITATION OF PROFITS.

The power to limit profits is necessary as an integral part of the control of prices, to which reference will be made later; but, without careful safeguarding, a policy of profit-limitation would tend to inefficiency, as no incentive would remain to increase profits by the introduction of improvements in production or distribution. Moreover, the policy might be partially defeated by nepotism or extravagant managerial expenses. The principle, however, has been recognized under the legislation passed last session. The War Legislation and Statute Law Amendment Act, 1918, section 21, provides as follows:

“21. (1) This section shall be read with and form part of the Regulation of Trade and Commerce Act, 1914 (in this section referred to as the principal Act).

“(2) Every person commits an offence against this section who either as principal or agent sells or supplies, or offers for sale or supply, in New Zealand any goods at a price which is unreasonably high if the opportunity of obtaining such price in New Zealand arises by reason of the existence, present or past, of a war in which His Majesty is engaged, or by reason of a scarcity of such goods in New Zealand caused by war conditions, present or past.

“(3) For the purposes of this section the price of any goods shall be deemed to be unreasonably high if it produces more than a fair and reasonable rate of commercial profit to the person selling or supplying, or offering to sell or supply, the goods, or to his principal.

“(4) A fair and reasonable rate of commercial profit is for the purposes of this section such rate as would have been fair and reasonable on similar goods prior to the fourth day of August, nineteen hundred and fourteen, with a fair and reasonable addition for war conditions or freight charges and business expenses.

“(5) Every person commits an offence against this section who being in possession of goods for mercantile purposes hoards and re-

fuses to sell, or make available for sale, such goods, if such hoarding or refusal raises, or tends to raise, the cost of other similar goods to the public.

“(6) Every person who is guilty of an offence against this section is liable on summary conviction to a penalty not exceeding in the case of an individual two hundred pounds and in the case of an incorporated company one thousand pounds.

“(7) This section shall continue in force so long as the principal Act remains in force and no longer.”

The weakness of this section was the failure to provide any machinery clauses for the detection of profits in excess of the profits obtaining in 1914.

#### LEGISLATIVE REGULATION AND CONTROL OF COMPETITION.

The legal regulation and control of competition should aim at maintaining competition in regard to price, quality, or efficiency of service, in order to ensure that monopoly will come into existence only as the result of superior efficiency and not by the abuse of power. Unfair methods of competition should be declared illegal, and it is suggested that the Board of Trade should be empowered to prevent business firms from using unfair methods in commerce, and for this purpose should be endowed with complete powers of investigation. The policy here advocated would draw a clear line of demarcation between the ordinary trade policy of increasing business by superiority of output, cheapness of price, or facilities of service, and an endeavour to crush rivals out of existence by devices the general character of which is summed up in a dictum of the Supreme Court of the United States in the *Standard Oil* case, 1911. The dictum refers to “those contracts or acts which have not been entered into or performed for the legitimate purpose of reasonably forwarding personal interest and developing trade, but on the contrary are of such a nature as to give rise to the inference or presumption that they have been entered into or done with the intent to do wrong to the general public and to limit the rights of

individuals.” For example, a refusal to sell goods to others for cash, either absolutely or except at a price so high as to justify the reasonable belief that the seller desires to discriminate against an actual or an intending buyer as compared with other buyers, or upon terms or conditions which express or imply that the buyer shall not buy from any one but the seller or parties indicated by him, or shall not resell except at a price and upon terms and conditions as dictated by the seller, would come within the dictum referred to.

The cost of investigation should be borne by the Government, not as at present by the person injured, as the object would be primarily to protect the public and not to determine individual rights. The Board should have power to take action on its own initiative as well as on complaints by any member of the public, or by direction of the Government. It would be a mistake, however, to attempt to define in the enacting statute what specific acts would amount to unfair competition. The power of definition should be left to the Board, as unfair competition may take forms so numerous that its prohibition by statute should be in general terms, in order that the Board, guided by its administrative experience, may progressively defeat the perverse ingenuity of those individuals who may seek to render the law nugatory.

There are specific evils which need to be dealt with by ancillary legislation

(a) The abuse of patent rights. This is a subject which requires a detailed study, but some suggestions may be offered:

(1) The advisability of forfeiting patent rights which have been bought up simply to be pigeonholed.

(2) The advisability of enacting that the Government should have the right to purchase any patent at appraised valuation.

(3) The advisability of enacting that patent rights should be granted only on the condition that the use of the patent should be free to any one on payment to the owner of a reasonable royalty, to be determined by a special committee or board.



- (b) The Board should be empowered to constantly watch the operation of any tariff designed to protect local industries, as under the shelter of the tariff wall combines may be formed to exploit the home consumer by charging higher prices than are warranted by the duty imposed. . . .

#### NATIONALIZATION AND DEMOCRATIC MANAGEMENT.

Nationalization implies public ownership, but not necessarily public management (see Report on Coal Industry, H. 44a, page 86). It is not a policy that can be applied indiscriminately. Whether or not it can be applied at all is a question of expediency in each particular case, but in some industries a *prima facie* case already exists for nationalization in some form or another. These are—

- (a) Transport, including such subsidiary services as control of the waterfront.
- (b) Industries which vitally affect the health of the community—for instance, flour milling and milk supply.
- (c) Industries which progressively exhaust the national resources—for example, coal, timber, and possibly oil.
- (d) Where monopoly cannot adequately be controlled by price-regulation. Experience will decide when this occurs. Where the choice is between nationalization and price-control the issue depends on the practicability of the latter method.

Nationalization should provide in any future case that the employees have a voice in directing the business policy and management of the industry nationalized, as the Board believes that this is the way which promises most for the alleviation of industrial strife and misunderstandings, as it will tend to provide better conditions for the worker and an improvement in his status. For, as the late President Roosevelt points out in his last book—"The Foes of Our Own Household"—"the present system is

an attempt to combine political democracy with industrial autocracy," and that this attempt is the root cause of labour dissatisfaction and unrest. Safeguards must be taken, however, to ensure efficiency, encourage initiative, enterprise, and resourceful management, and to accumulate out of the profits of the industry a fund adequate to its future development, so that it will not become a burden on the other industries of the Dominion.

The Board should therefore be given powers, as a result of inquiry or investigation into any trade, industry, or business, to recommend nationalization, and when the Board is of opinion that nationalization is desirable it should thereupon prepare a scheme of nationalization for submission to Parliament.

#### FIXATION OF PRICE.

The practicability of price-fixing has been demonstrated by actual experience during the last four years, but the Board points out that what is now recommended is not an attempt to fix prices generally, but only an attempt to fix prices where, without State regulation, they would be fixed by monopoly in its own interests. The precise form that fixation should take should not be specifically defined, as the Board should have the power to fix (a) a straight-out price, (b) a maximum price, (c) a minimum price, (d) a sliding-scale price, (e) or power to call upon a monopoly to revise its scale of prices; (f) the power to appoint an officer to attend any meeting of traders where price-fixation in the trade is under discussion.

The point at which price-fixation takes place should be left to the discretion of the Board. Whatever prices are fixed should allow a fair return to capital, but in this connection it may be difficult to determine what should be allowed as capital. Should it be (a) a subscribed capital, (b) the cost of plant-replacement, or (c) the market value of shares?

These difficulties must be faced, but need not prove insuperable, as by a careful detailed study by the aid of accountants the Board should be able to achieve a reasonable compromise between

the various parties concerned—the shareholders, the producers, the employees, and the consumers. The fixation of price need not necessarily weaken the incentive to increase efficiency, as the question of limitation of profits does not necessarily arise; for so long as the controlled article is sold at not exceeding the fixed price monopoly can retain any profit it makes, subject to income-tax, and a continuous readjustment of the incidence of taxation. Moreover, there are a few cases where monopoly is in exclusive possession of the market, and competitors should be protected against extinction by the monopoly selling for a period below the cost of production in order that it may afterwards recoup itself by increased prices. Nor would the Board be bound to guarantee profits in the price fixed, but to make reasonable profits possible provided the business concerned maintained a fair standard of efficiency.

Fixation of price goes hand in hand with (a) publicity, (b) public regulation of competition, and these three policies the Board specially stresses as providing an adequate means for protecting the public against what is loosely termed “exploitation and profiteering.”

### Recommendations

The principal recommendation made by the Board was for the establishment of a department of Industries and Commerce of which it would form the directing part with powers somewhat larger than it had hitherto possessed. With regard to the cost of living, the Board discussed the influence of financial conditions, the quantity theory of money, the remedies proposed and recommended for the consideration of the Government, the plan for stabilizing the dollar de-

vised by Professor Irving Fisher of Yale University, Hartford, Conn.

In commenting on the proposals of the Board to deal with the Cost of Living the *Industrial Bulletin*, Nov. 5, 1919, the organ of the New Zealand Employers' Federation, remarks:

Since the Board of Trade Report was published, Parliament has had before it the Board of Trade Bill. We do not propose to discuss this bill at any length and refer to it here mainly with a view to commentary upon the disappointing nature of its provisions.

As the Bill stands, it is stated to have as its object the making of “Better Provision for the maintenance and control of the Industries, Trade and Commerce of New Zealand.” But the main objects of the measure appear to be the provision of means for more stringent control of industries without any compensating element of assistance. In short, the underlying idea is the prevention of profiteering or other undesirable practices while no provision is made for the institution of a real Department of Industries and Commerce from which business men might gain helpful direction and assistance.

Admittedly the “development of industries” receives honourable mention in clause 12 of the Bill, but the spirit and intention of the measure is clearly in the direction of bestowing upon the present Board of Trade greater powers in the fixation of prices. This is certainly a laudable object inasmuch as it may be necessary, at the public expense, to periodically assure and prove to the public that profiteering—apart from land speculation—is a negligible factor in present day affairs, but it is much to be regretted that the Government has failed to appreciate the need for taking steps to balance state interference with some measure of state help in matters commercial and industrial.



## MIGRATION AND SETTLEMENT DURING LAST QUARTER OF 1919

IMMIGRATION. — The following statements furnished by the Department of Immigration and Colonization give details as to the total immigration into Canada during the last quarter of 1919. For purposes of comparison the figures for the previous quarter and for the corresponding quarter in 1918 are also given.

The following table gives the nationality, sex and destination of all immigrants entering Canada during the last quarter of 1919:

STATEMENT OF IMMIGRATION TO CANADA DURING THE LAST QUARTER OF 1919.

	British	From the U.S.A.	Other countries	Totals
1919				
October.....	9,394	4,069	949	14,412
November.....	4,594	2,772	708	8,074
December.....	3,244	2,149	908	6,301
	17,232	8,990	2,565	28,787
Third Quarter, 1919	23,218	14,451	1,987	39,656
Last Quarter, 1918.	1,850	6,216	2,001	10,067

STATEMENT OF SEX, NATIONALITY, ETC., OF ALL IMMIGRANTS DURING LAST QUARTER OF 1919

Nationality	SEX				DESTINATION							
	Adult males	Adult females	Children under 14	Totals	Mar. time Prov. inces	Qué.	Ont.	Man.	Sask.	Alta.	B.C.	Yukon Terr.
African, South.....	1	6	1	8			4				4	
Argentinian.....	1			1		1						
Australian.....	3	5	7	15		1	3	1	3		7	
Austrian.....	1			1				1				
Belgian.....	141	189	99	429	8	103	95	70	96	41	16	
Bulgarian.....	1			1			1					
Chinese.....	57	21	25	103	2	7	5	2	5	3	79	
Dutch.....	34	23	16	78	10	2	14	12	16	19	5	
French.....	174	193	51	418	10	213	64	25	34	37	35	
German.....	1	3	1	5			1	1		3		
GREAT BRITAIN AND IRELAND:—												
English.....	2,669	6,929	2,805	12,403	521	1,346	5,844	1,038	1,005	1,010	1,635	4
Irish.....	233	513	156	952	31	108	433	114	79	78	109	
Scotch.....	937	1,988	759	3,684	102	395	1,737	449	248	304	449	
Welsh.....	54	86	53	193	8	12	79	14	14	36	30	
Greek.....	9	10	3	22		8	8			6		
HEBREW:—												
Hebrew, N.E.S....	2	8	2	12		5	6			1		
Hebrew, Russian..	4	4	3	11		3	8					
Italian.....	148	252	178	578	11	128	300	18	9	60	52	
Japanese.....	34	75	10	169			1	1	3	1	163	
Luxemburg.....	5	4	5	14		8			1	5		
Maltese.....	168	15	15	198		2	195				1	
Negro.....	5	10	3	18	6	5	7					
Newfoundland.....	22	91	58	171	130	12	26	1	1		1	
New Zealand.....	4	2		6		1				2	3	
Polish.....	3	3		6			3	1	1		1	
Roumanian.....	3	4		7		3	1		1		2	
Russian.....	1	3		4		1	3					
Russian, N.E.S....	7	7		15		9	2	2			2	
Finnish.....	5	6	2	13		1	9				3	
SCANDINAVIAN:—												
Danish.....	29	12	10	51	2	11	4	13	9	11	1	
Icelandic.....		1		1				1				
Norwegian.....	28	22	8	58		4	9	3	17	13	6	
Swedish.....	44	25	16	85	7	6	12	9	26	10	15	
Spanish.....	6	1		7		2				1	2	
Serbian.....	2		4	7							1	
Swiss.....	4	11	3	18		3		6	1	7		
Armenian.....	2	1		3			3		1			
Syrian.....	1			1							1	
U.S.A. Citizens, via ocean ports.....	2	4	2	8		4	1	1		1	1	
West Indian.....	8	10	6	24	5	2	17					
Immigration via ocean ports.....	4,953	10,542	4,302	19,797	853	2,406	8,901	1,785	1,569	1,655	2,624	4
Immigration from U. S. A.....	4,418	2,444	2,128	8,990	589	1,091	2,829	712	942	1,968	846	13
Total Immigration.....	9,371	12,986	6,430	28,787	1,442	3,497	11,730	2,497	2,511	3,623	3,470	17

HOMESTEAD ENTRIES.—During the last quarter of 1919 there were 275 homestead entries in Manitoba, 422 in Saskatchewan, 596 in Alberta, and 35 in British Columbia, a total of 1,328 for the three months, as compared with 2,336 for the

third quarter of 1919 and 756 for the corresponding period of 1918. The following statement shows the number and nationality of those who took up homesteads in the various provinces during the last quarter of 1919, with a comparison for the same period in 1918:

HOMESTEAD ENTRIES BY PROVINCES AND NATIONALITY OF HOMESTEADERS, OCTOBER-DECEMBER, 1919.

Nationality.	Manitoba			Saskatchewan			Alberta			British Columbia			Total (all provinces.)			Total 3 mos.
	October	November.	December.	October.	November.	December.	October.	November.	December.	October.	November.	December.	October.	November.	December.	
Canadians from Ontario.....	19	10	8	20	22	18	30	14	23	1	1	70	46	50	166	
“ “ Quebec.....	5	3	2	8	5	6	7	10	10			20	18	18	56	
“ “ Nova Scotia.....		2	1	5	1			6	3			11	6	1	18	
“ “ New Brunswick.....		1		1	1		4	5	2	1		6	7	2	15	
“ “ Prince Edward Is. ....			1	1	1	2	2	2	1			3	3	4	10	
“ “ Manitoba.....	22	14	20	5	4	6	3	3	6			30	21	32	83	
“ “ Saskatchewan.....	4			6	5	6	2	1	3			12	6	9	27	
“ “ Alberta.....				1			7	7	5			8	7	5	20	
“ “ British Columbia.....							7	1	1	2	1	10	2	2	14	
Persons who had previous entry.....	7	6	8	25	15	20	58	31	30		1	90	53	58	201	
Newfoundlanders.....				1			3		1			4		1	5	
Canadians returned from United States.....															1	
Americans.....	13	6	3	33	27	22	72	39	34	3	3	121	75	61	257	
English.....	42	21	17	41	19	27	43	22	19	3	5	129	62	68	259	
Scotch.....	5	2	2	9	3	5	18	4	4			32	9	15	56	
Irish.....	4		3	7	2	4	9	5	2	2		20	9	9	38	
French.....	1			2		3	1	3	1			4	3	4	11	
Belgians.....	1	1		1			2	1				4	2		6	
Swiss.....				1			1					2			2	
Italians.....	1			1			2			1		5			5	
Roumanians.....						1								1	1	
Austro-Hungarians.....	1		4	2	2							3	2	4	9	
Hollanders.....	1											1			1	
Danes (other than Icelanders).....		1			1	1	1					1	2	1	4	
Icelanders.....		1	1										1	1	2	
Swedes.....	1	2		2	2		3	3		1	1	7	8	3	15	
Norwegians.....	2	2		3	2	1	4	2	2		1	9	7	3	19	
Russians (other than Finns).....		1		3		3	4	2	3			7	3	6	16	
Finns.....	2	1		1		1	1					4	1	1	6	
Chinese.....												1			1	
Australians.....				1								1			1	
Poles.....					2	1							2	1	3	
	131	74	70	181	114	127	290	169	147	12	9	614	356	358	1,328	

Total homestead entries, October-December, 1919.....1,328.

Total homestead entries, October-December, 1918..... 756.

LANDS PATENTED.—According to the Department of the Interior's statement of letters patent covering Dominion lands in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory for the last quarter of 1919,

the number of patents was 4,115, and the number of acres was 647,374, as compared with 3,798 patents and 613,593 acres in the third quarter of 1919, and 3,387 patents and 638,252 acres in the corresponding period of 1918.



## RECENT LEGAL DECISIONS AFFECTING LABOUR

**I**N a case arising out of an industrial accident which came before the

**Manitoba  
Workmen's  
Compensation  
Act declared  
invalid**

Court of King's Bench of Manitoba, after an Order relating to it had been issued by the Workmen's Compensation Board, the validity of the Workmen's Compensation Act, under which the Board was constituted, was questioned. In the judgment of the Court it was held that under Section 29 (which was added to the Act in 1919) the Board was given the same power as the Court of King's Bench to compel the attendance of witnesses and their examination under oath, and to compel answers and production of documents; and that a hearing under this section was to all intents and purposes a trial of the questions of law and fact involved upon evidence adduced before the Board. It was further declared that the Board's jurisdiction upon questions arising out of industrial accidents was final and conclusive. It was pointed out that before the passing of this Act such questions could only be determined by the Court of King's Bench or by a County Court, after a trial; and it was the opinion of the Court that the findings upon which depended a claimant's right to compensation, could not be made except in the exercise of the functions of a Superior Court judge. The conclusion was, therefore, reached that the provisions of the Act respecting the appointment of members of the Board and the payment of their salary were *ultra vires* of the province, as being in conflict with the powers of appointing judges and fixing their salaries which were reserved to the Dominion Government and parliament by the British North America Act. An order was therefore made by the Court in accordance with this conclusion.

In connection with this case the Attorney-General of Manitoba has announced that an appeal would be taken

from this judgment with the least possible delay, and that in the meantime the provisions of the Workmen's Compensation Act would be carried out by the Board. (*Manitoba—Kohanko vs. Tremblay et al.*)

An engineer, who was a resident of Manitoba, was in charge of a gaso-

**Jurisdiction  
of Manitoba  
Courts in  
cases of acci-  
dents outside  
of province**

line engine operating a dredge in Alberta, when he received an injury which he claimed was due to the defective construction of machinery. He brought action for damages against his em-

ployer in the courts of Manitoba, on the ground of negligence. The plea was offered by the defence that if the plaintiff was injured as alleged, the negligence complained of was not one which would have been actionable in any court of law in Manitoba, if it had occurred in that province, and therefore no action could be brought before a court in Manitoba in connection therewith. Before any evidence was taken a judgment was delivered on this legal point, and it was held by the Court that the plaintiff's statement of claim did disclose a cause of action, and that the case could be tried in Manitoba. The defendant employer appealed against this judgment, claiming that if there was a cause of action remedy should be sought under the Workmen's Compensation Act, and not in any court. The Court of Appeal decided that the jurisdiction of the Court to deal with this action must be determined by the trial judge after evidence had been taken, and that the case could be tried in a court of Manitoba, provided it was established at the trial that the Workmen's Compensation Act did not apply to it. In order to bring the case under the Workmen's Compensation Act it would have to be shown that the place, or chief place of business of the employer was situate in Mani-

toba, that the usual place of employment of the workman was in Manitoba, and that his employment out of Manitoba lasted less than six months. (*Manitoba — Jones vs. Canadian Pacific Railway Company.*)

A carpenter employed in a woodworking factory at Saskatoon met with an accident, when operating a shaper, which caused the loss of four fingers. He brought action against his employer in the Court of King's Bench of Saskatchewan, claiming damages for personal injuries. It was al-

**If both employer and injured workman are at fault for accident, workman bears all loss**

leged by the plaintiff that the employer was guilty of negligence in not having the machine securely guarded, as required by the Factories Act. In the opinion of the Court the evidence showed that the machine was securely guarded as far as practicable, having been

installed with duplicate guards for both arms of the machine. It was held, however, that the employer was negligent in not instructing the plaintiff as to the use of the guard. It was further found by the Court that the plaintiff was guilty of contributory negligence, and that this was the cause of the injury. This negligence on the part of the workman consisted in (a) Putting the wood up to the knives against the grain of the wood; (b) Holding the wood in a dangerous way with fingers projecting over it on the side toward the knives; (c) Omitting to attach the template to the wood; (d) Neglecting to use the stud, a part of the machine against which the wood might be placed so as to feed it gradually to the knives. It was declared in the judgment of the Court that where both the plaintiff and the defendant are at fault there is no sharing the loss, but the injured person bears it all. The plaintiff's action was therefore dismissed with costs. (*Saskatchewan — Aimer vs. Cushing Brothers, Limited.*)



# THE LABOUR GAZETTE

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DEPUTY MINISTER—F. A. AGLAND.

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

At the beginning of February the percentage of unemployment among members of trade unions was 4.28, as compared with 4.98 at the beginning of January. According to returns received from more than 4,700 firms, the general monthly average of employment for February showed a considerable increase over the average for January, with an upward tendency at the end of the month. According to preliminary figures, the various offices of the Employment Service of Canada received about 36,950 applications for employment, were notified of 28,350 vacancies, and made about 23,000 regular placements and 5,000 casual placements during February, as compared with 51,694 applications, 29,207 vacancies, 23,817 regular placements and 5,128 casual placements in January.

The time loss on account of industrial disputes during February was less than during January, but greater than during February, 1919. There were in existence during the month 24 strikes, involving about 3,145 workpeople and resulting in a time loss of about 49,939 working days. Of these strikes, 14 were on record at the beginning of the month, and 10 were reported as having commenced during the month. At the end of February there were on record 9 strikes, involving about 1,238 workpeople.

The average cost of the weekly family budget of staple foods again rose sharply, being \$15.70 at the middle of February

as compared with \$15.30 in January, \$13.41 in February, 1919, and \$7.75 in February, 1914. The index number of wholesale prices also rose sharply, being 343.5 for February as compared with 336.4 for January, 279.8 for February, 1919, and 136.6 for February, 1914.

### Proceedings under the Industrial Disputes Investigation Act

During February the Department received reports from five Boards of Conciliation and Investigation established to deal with disputes between (1) the Intercolonial Coal Company, Westville, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America; (2) the Acadia Coal Company, Limited, Sydney Mines, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America; (3) the Canadian Pacific Railway Company, Eastern Lines, and its sleeping car porters; (4) the Canadian Express Company and certain of its employees, being messengers, clerks, porters, etc., members of the Canadian Brotherhood of Railroad Employees; and (5) the Niagara, St. Catharines and Toronto Railway and certain of its employees, being motormen and conductors, barn and shop men, power-house men, etc., members of Division No. 846, Amalgamated Association of Street and Electric Railway Employees of America.

Three applications were received for the establishment of Boards.

**Appointment of Director of Technical Education**

The September, 1919, issue of the LABOUR GAZETTE contained on page 1114 a summary of the Technical Education Act, 1919, for the promotion of technical education in Canada. The Act is to be administered by the Federal Minister of Labour; and accordingly, in December last, a director of technical education was appointed in connection with the Department of Labour, in the person of Professor L. W. Gill, of Kingston, Ont.

Shortly after his appointment Mr. Gill conferred with the authorities of the Province of Ontario respecting the grant in aid of technical education, and an agreement in accordance with the terms of the Act was reached and the same has been signed by the representatives of the Dominion and Provincial Governments respectively. The agreement defines in broad terms the lines along which technical education should be developed and the amount of control which Federal authority should exercise over the expenditure of the money which has been appropriated for this purpose. In January Mr. Gill went to the West for the purpose of securing an agreement with each of the provincial governments in accordance with the provisions of the Act. He has just returned and reports that the required agreement has been made with the four western provinces, the agreement being the same in each case except for very minor details which had to be framed to meet differences in educational systems, and being along the same lines as the agreement made with the Province of Ontario. Mr. Gill also spent some time in New Brunswick and Nova Scotia conferring with the provincial authorities on matters relating to technical education, and agreements with those provinces are now under consideration and it is expected they will be concluded within a short time.

A brief sketch of Mr. Gill's career previous to his appointment will be of interest. In 1900 he was appointed Professor of General Engineering in the School of Mining, Kingston, Ont., and

later was appointed Professor of Electrical Engineering at Queen's University which post he filled up to the time of his departure for service overseas. During the year 1915 he recruited from the students and graduates of the University a battery of Field Artillery, and on February 3, 1916, proceeded overseas in command of the battery. Early in December, 1918, Mr. Gill was appointed Assistant Director of Educational Services in connection with the Khaki University in England, which position he filled until August, 1919, when the University was disbanded.

**Eight-hour day  
Federal and  
Provincial  
jurisdiction**

Some time ago press dispatches made reference to a proposal which had been discussed between the Federal authorities and certain of the Provincial Ministers for the submission of a reference to the Supreme Court of Canada to determine the jurisdiction of the Dominion Parliament and Provincial Legislatures as regards the enactment of legislation to govern hours of labour in employment. At that time the question was one of purely domestic concern, the discussion in question having occurred in connection with the work of the National Industrial Conference of Canadian employers and workmen which was held at Ottawa in the month of September last. The adoption, however, subsequently in Washington by the International Labour Conference, meeting pursuant to the Treaty of Peace, of a draft convention on the subject of the eight-hour day in industrial employment has changed the situation somewhat. A communication was recently received by the Minister of Labour from one of the provincial governments regarding the question of jurisdiction to enact eight-hour day legislation. The reply of the Minister of Labour was to the effect that the Federal Government concedes the right of the provinces to enact legislation on this subject, but that if the Provincial Legislatures do not see fit to act in the matter, the Federal Government has jurisdiction, under its treaty-making



rights, to enact such legislation, on this or any other subject, as may be necessary to give effect to the provisions of any International Treaty to which Canada is a subscribing party.

**Government  
aid to ship-  
building in  
British  
Columbia**

An Order in Council (P.C. 2565) was passed on December 24, 1919, which provided for advancing a sum of \$700,000 to a joint stock company which was being formed in Victoria, B.C., under the name of the Victoria Shipowners, Limited, for the purpose of building four wooden sailing ships. The advance is to be in the nature of a loan secured by a mortgage of \$175,000 on each vessel, bearing interest at 6 per cent. The Company would be restricted to a dividend of 6 per cent until the mortgage is discharged. The object of this undertaking is to relieve the unemployment situation which is said to be severe at Victoria, owing to a practical cessation of the extensive shipbuilding industry, and owing to the number of returned soldiers in British Columbia estimated at about 12,000 in excess of the enrollment in that province. It is provided that no advances shall be made under this Order-in-Council until an agreement has been entered into by the Company, when incorporated, with the Government in form and terms satisfactory to the Government. It is also stipulated that at least sixty per cent of the whole number of men employed shall be returned soldiers and that as soon as the work is sufficiently advanced, men to the number of 235 shall be employed in the construction of each vessel.

The directors of the Company proposed to raise the balance of the necessary capital which was 30 per cent of the total, by requiring all employees to take shares in the Company. The Dominion Government, however, refused to sanction this compulsory feature, declaring that the option to buy shares must be left as a matter of individual initiative with the employees after work is commenced. Steps were then taken by the

directors to raise the balance of the capital from other sources.

**Legislation  
requested of the  
Manitoba and  
Alberta  
Governments  
by labour  
delegates**

A delegation representing the Winnipeg Trades and Labour Council and Railway brotherhoods waited upon the provincial cabinet of Manitoba on February 2, to present requests respecting legislation. These included the following: Amendments to the Workmen's Compensation Act; amendments to the Industrial Conditions Act; abolition of night work in bakeries; the raising of the school-leaving age to 16 years; a provision to bring domestic servants within the scope of the Minimum Wage Act; a provision by which the amount exempt from garnishee proceedings shall be raised from \$40 to \$75; the enlargement of the scope of the "Mothers' Allowance Act" to include: (a) mothers with one child, (b) mothers whose husbands are totally incapacitated, or suffering from tuberculosis and unable to work, (c) mothers whose husbands are confined in institutions; the abolition of the election deposit; amendments to the Winnipeg city charter and to the Municipal Act to include adult suffrage; an amendment to the Election Act with regard to certain persons voting; an amendment to the Electricians' License Act; free text-books in schools and colleges.

A deputation from the Alberta Federation of Labour met the members of the Alberta provincial government on January 26-27, for the purpose of presenting requests respecting legislation which included the following subjects: Amendments to the Workmen's Compensation Act; the establishment of an 8-hour day and 44-hour week for factory workers and miners, with further amendments to the Factories Act to widen the circle of those included in its scope; amendments to the Child Welfare Act; amendments to the Health Act with regard to proper sleeping quarters in the camps; the enactment of legislation whereby all

printing to be done by public bodies must be given to local firms, provided the price is in conformity with prices of outside firms; enactment of legislation preventing judges from granting injunctions that would prevent workers doing, at a time when a trade dispute is on, what they could do at any other time; the enactment of a model license law for barbers; a minimum wage of \$1,200 a year for school teachers, with the adoption of a model form of contract and provision for teachers to consult with their school board on educational questions.

**Joint Works  
Council plan of  
the Manitoba  
Bridge and  
Iron Works**

In November last, the Manitoba Bridge and Iron Works, of Winnipeg and Selkirk, Manitoba, submitted to its employees a plan which provided for the establishment of joint works councils of their two plants and a general joint council composed of members of the two joint works councils. The plan which was adopted by a large majority vote of the employees follows very closely the Industrial Council plan (which should more properly be designated the joint works council plan) of the International Harvester Company, which was fully set forth in the LABOUR GAZETTE for May, 1919.

**Additional  
firms adopting  
group insurance  
in Canada**

In addition to the Canadian firms mentioned in the January issue of the LABOUR GAZETTE who have adopted group insurance plans for their employees, the following companies have also inaugurated group insurance plans: The Palmer-McLellan Shoepack Company, Limited, Fredericton, N.B.; G. E. Gooderham & Company, automobile distributors, and The Cowan Company, Limited, chocolate factory, Toronto; The Colonial Weaving Company, Limited, Peterborough, Ont.; J. R. Eaton & Sons, planing mills, C. J. Miller & Sons, harness leather factory, The Tudhope Carriage Company, The Canada Wood Specialty Company, and The Orillia Furniture Company, Orillia, Ont.; the

Bank of Hamilton; The Canadian Shovel and Tool Company, R. McKay & Company, departmental store merchants, and The Arcade, Limited, Hamilton, Ont.; The C. H. Smith Company, dry goods, Windsor, Ont.; the Spanish River Pulp and Paper Company, Sault Ste. Marie, Ont.; and the Oneida Community, Limited, Niagara Falls, Ont.

**A housing plan  
in British  
Columbia**

It is reported that the housing plan of the Office Employees' Association of the British Columbia Electric Railway, mention of which was made in the May, 1919, issue of the LABOUR GAZETTE, has so far proved so successful that forty officials have taken advantage of it to acquire homes, and it is also reported that other large business firms of Vancouver are considering the adoption of the scheme. A loan of \$75,000 was made to the Association by the Company when the scheme was first adopted last April. Any office employee of the Company may borrow from this fund either to pay off a mortgage, or to purchase or build a house. The borrower is required to make a deposit of about ten per cent of the loan, but smaller amounts are taken. A monthly rental of slightly more than one per cent of the loan is charged for twelve years, and is deducted from the pay roll. After this period the borrower owns his own home. In the meantime all taxes and water rates, and insurance premiums, are paid by the Association. The loans may also be paid off at any time. Repayments on the loans are used to make further loans, and the fund now loaned out amounts to about \$83,000.

**Contributory  
unemployment  
insurance in  
Great Britain**

A bill to amend the existing law with respect to unemployment insurance has been introduced by the British Government. This bill proposes to extend the contributory scheme of unemployment insurance to substantially all persons falling within the health insurance scheme in England, Scotland, and



Wales,—with the exception of those in agriculture and domestic service. In Ireland the bill applies only to work-people who come under the National Insurance (Unemployment) Acts, 1911 to 1919. Any of the excepted industries may be brought within the scheme by order of the Minister of Labour. The amount of unemployment benefit proposed is 15s. per week for men and 12s. per week for women. Insured men will contribute 3d. to the unemployment insurance fund and women 2½d. per week. Lower rates are proposed for workers from 16 to 18 years of age. Employers will give an equal amount, and the state will give one-third of the combined amounts contributed by both employers and employees. Trade unions which pay unemployment benefits may make arrangements to pay their members the State benefit due them under this scheme and later recover from the Ministry of Labour the amount so paid. If approved by the Minister of Labour, industries may set up special schemes which will receive a State grant of not more than one-tenth of the estimated amount of the contributions which would have been payable by employers and employees under the general scheme.

A report on this bill, submitted to the Ministry of Labour, by the British Government Actuary, shows that 8,332,900 men and 3,429,800 women would come under it, of whom 628,300 men and 455,900 women were estimated as between 16 and 18 years of age, and therefore subject to reduced rates of benefits and contributions. The estimated annual income includes: Contributions of employers, £4,217,000; contributions of workers, £4,217,000; contributions of the Exchequer, £2,812,000; from interest on investments, £900,000; total, £12,146,000. The annual expenditure includes £10,059,000 for unemployment benefit; £100,000 for travelling expenses of insured persons going to employment; cost of administration, £1,214,000, or a total of £11,373,000.

**Computation of accident rates** At a meeting of the committee on statistics and compensation insurance cost of the International Association of Industrial Accident Boards and Commissions held at Harrisburg, Pa., on December 3-5, 1919, a resolution was adopted changing the unit for measuring accident frequency and accident severity rates in computing the amounts to be charged employers in the various industries for the compensation fund. The resolution was as follows: "That accident rates, both frequency rates and severity rates, be computed on the basis of 1,000 hours' exposure instead of 3,000 hours' exposure, as heretofore."

It is stated in an article in the United States *Monthly Labour Review*, January, 1920, that in view of the fact that the working time varies widely from plant to plant, from industry to industry, from city to city, from country to country, and from year to year, the committee decided to adopt 1,000 hours' exposure as a unit of convenient size which will remain unaffected by changes in the hours of labour. Frequency rates will be expressed in rates per thousand thousand (1,000,000) hours' exposure, instead of per thousand "300-day workers," and severity rates are to be expressed as days lost per thousand hours' exposure.

**School for Social Research in New York** A New School for Social Research was opened in New York on

October 1, 1919. The school is devoted primarily to the study of public affairs and existing industrial conditions, its aim being to equip students with sufficient practical knowledge to cope with the new industrial and economic problems with which the world is now confronted, to establish and to measure social facts, to train research workers, and to make known the results of investigation in the social sciences. All the courses are arranged to this end, and are given at hours when busy people can attend. The directors and instructors are all prominent educationalists, or specialists in some particular branch of social science. The school at present

occupies premises sufficiently large to provide numerous class rooms, work rooms, offices, and an auditorium to seat 250 persons. The office is at 465 West 23rd Street. The programme of instruction is arranged to meet the needs of two classes of people—regular students and research students—and the work is correspondingly divided into so-called open and closed courses. The open courses, which consist of lectures, discussions and readings, are open to anyone intending to carry on the work and to follow the assigned readings. The closed courses are more restricted, admission to these “conference groups” depending upon the previous training or experience of the applicant. In these closed courses special investigation will be carried on by the students, and the results will be submitted to the conference for discussion. Besides these two courses a special individual course is open to specially qualified students who must first satisfy the instructor of their ability to engage in independent investigation. The standard of all the work in the school is “post graduate” in character, although an academic degree is not required for admission. The school offers no degrees, and the programme varies somewhat from year to year, in accordance with the shifting of public interest. The school year consists of two terms of twelve weeks each, the first commencing in October and closing in December, the second commencing in February and closing in May. The uniform fee for each course is \$20 for each term.

The New School has no endowment but is supported mainly by annual pledges, which at present amount to about \$50,000 a year, and by students’ fees which, on the basis of the first term’s receipts, should yield about \$25,000 per year.

#### Jottings

Arrangements have been completed for the holding of the annual convention of the American Federation of Labour at Montreal next June.

Steps were taken, on February 23, by the Trades and Labour Council of Windsor, Ont., to organize a co-operative bakery.

An industrial census of the Province of Alberta has been undertaken by the Alberta Industrial Development Association as a first step in a campaign for the support of Alberta industries and the promotion of trade in goods manufactured in the province.

At the first annual meeting of the Alberta Industrial Development Association, which took place at Edmonton on February 11, an announcement was made by Hon. J. L. Coté, provincial secretary, that a department of industrial research would be established at the University of Alberta. The provincial government will supply a chemical engineer and will meet other expenses in connection with this department. The investigators at the university, it is stated, will endeavour to find means whereby Alberta may furnish the three prairie provinces with all their fuel, their fertilizers, their salt, and with cheap power.

The Ontario Workmen’s Compensation Board has passed a Regulation bringing under the Workmen’s Compensation Act the operation of theatres and other places for exhibitions by moving picture machines licensed under the Theatres and Cinematographs Act, by adding them to Schedule 1 of the Act. The regulation came into effect on March 1.

By amendments to the Workmen’s



Compensation Act of Quebec which were passed in February, the Act is made to apply to any work whatsoever done during a man's engagement to work for any municipal corporation, and the limit of annual salary to which the Act applies is raised from \$2,500 to \$3,000. The allowance for funeral expenses has also been raised from \$25 to \$50.

The city of Toronto has given notice of an application for legislation enabling it to appoint a Housing Commission and to issue debentures for the purpose of defraying expenses of the Commission and providing funds for building loans. It is proposed that the houses erected by the Commission shall be sold on a first mortgage at such price and on such terms as the Commission may determine, but the rate of interest on any unpaid balance shall not exceed the rate at which the Corporation may borrow.

An industrial census of the United States was begun on March 1 by the United States Census Bureau. These statistics when compiled will show accurately the economic situation of the country, including the number of employees in the various industries, the hours of labour, and wages paid. Hereafter the industrial census will be taken every two years instead of decennially. In Canada a similar industrial census has been taken annually since 1917, the results of which have been reviewed from time to time in the LABOUR GAZETTE. Elsewhere in the present issue appears a summary of the First Annual Report of the Dominion Bureau of Statistics, under which the censuses are taken.

According to the annual report of the United States Workmen's Compensation

Publicity Bureau, four states in the Union, namely, Alabama, Missouri, North Dakota, and Tennessee, enacted compensation laws for the first time in 1919. In twenty-nine states and one territory amendments were made to existing laws. Compensation acts are now in force or are about to go into effect in forty-two states and three territories. As yet no compensation laws have been enacted in six states; Arkansas, Florida, Georgia, Mississippi, North Carolina and South Carolina.

Over 1,200 trade unions were known to the British Department of Labour to be in existence at the end of 1918. This number includes trade unions registered under the Trade Union Acts and other existing associations of employees which deal with conditions of employment. The total membership was over 6,620,000, an increase of 19 per cent over the previous year. The increase of male members was over 750,000 or 16 per cent, and of female members 320,000 or 36 per cent. The greatest increase occurred in the unions of agricultural labourers and builders' labourers. Tailoring and other clothing trades also showed a considerable increase.

A decree has been issued by the French Government instituting a National Council of Manual Labour which will deal with questions relating to the recruiting of labour with special reference to the employment of foreign work-people. The council is composed of ten representatives of employers; ten representatives of labour, and representatives of the ministries of the government which are interested in the question of alien labour.

## INDUSTRIAL CONDITIONS DURING FEBRUARY, 1920

## I.—General Review

The increase in the total volume of employment, which was noted as setting in throughout Canada in the latter part of January, continued during the first week of February, and the new level was maintained with minor fluctuations until the third week, when a backward movement was recorded, with recovery in the closing week of the month. The general monthly average of employment for February, however, showed a considerable increase over the average for January. In the Maritime Provinces a downward tendency continued from the previous month into the first week of February, the turning point being reached in the second week when a decided gain was made which was fairly well maintained. In Quebec the upward movement was maintained until the middle of the month when it took a slightly downward curve. Conditions in Ontario registered a steady improvement except in the second week. In the Prairie Provinces a decline was noted during the second and third weeks, but the month closed with an upward tendency. British Columbia opened the month with a marked increase, which, however, was not maintained beyond the first week.

In the metals and machinery group a steady increase was noted throughout Canada until near the end of the month when a drop began. The vehicles (land and water) group was less steady, showing a small general gain, but with alternating periods of gain and loss in Ontario, Quebec and the Prairie Provinces, increases in the Maritime Provinces and a decrease in British Columbia. The increase noted in January in the food group was not maintained in February, a decline being recorded in the general average of employment; an upward

tendency, however, showed itself in the closing week. In the textile group the month opened with a general average gain, which took a downward turn in the second and third weeks, part of this decline being attributed to prevalent sickness among the workers in the middle of the month; recovery, however, was evident in the closing week. The pulp, paper and printing industries continued at the same general level in regard to employment, with occasional variations. In the woodworking group a general rise in the first week continued from January, but a decline set in during the second week and continued until the closing week, when a slight gain was shown; in British Columbia, nominal gains were recorded throughout the month. Employment in the leather industries rose in general level except in the third week. A marked gain was registered in the clay, glass and stone industries, temporary declines in Ontario and Quebec being offset by the increase elsewhere. A somewhat similar course was followed during the first half of the month in paints, oils and chemicals, the second week showing a marked increase, followed by a general decline in all provinces in the third and recovery in the fourth week. Railway operation showed local variations, the general level rising during the first week, declining during the second week, and recovering later. In quarrying and mining the month opened with a general gain in the first week, followed by a decline in the second and third weeks, the month closing with an increase; a general decrease in the western provinces was attributed to weather conditions. Building and construction continued to record a marked decline. Railway construction showed the usual seasonal slackness, much employment, however, being afforded in snow clearing. The lumbering industry continued to show gains during the



first week, when a decline began to set in owing to the curtailment of logging operations; a marked drop was noted in the final week of the month.

The loss of time on account of industrial disputes during February was less than during January, 1920, but greater than during February, 1919.

#### Strikes

There were in existence at some time or other during the month 24 strikes, involving about 3,145 workpeople, and resulting in a time loss of about 49,939 working days, as compared with 28 strikes, 3,366 workpeople and 57,944 working days in January, 1920; and 21 strikes, 1,985 workpeople and 23,418 working days in February, 1919. On February 1 there were on record 14 strikes, affecting 2,038 workpeople. Ten strikes were reported as having commenced during February, as compared with thirteen in January. Five of the strikes commencing prior to February and all of those commencing during February were reported terminated, leaving 9 strikes, involving about 1,238 workpeople, on record at the end of the month.

The movement in prices was again steeply upward as shown by both the

Prices retail prices food budget and the index number of wholesale prices.

The chief changes in foods were seasonal, being in potatoes, eggs, dairy products and meats, but in materials there were substantial increases in some textiles, in hides, in metals, especially in iron, in fuel, and in building materials. Retail prices of foods were higher, chiefly in potatoes, sugar, flour and bread, but there were slight advances in meats, with decreases in eggs and dairy products. Coal and rent also tended higher. Among farm products feed grains and fodder were higher while livestock and meats fluctuated.

The family food budget in some 60 cities averaged \$15.70 at the middle of February as compared with \$15.30 in January, \$13.41 in February, 1919, and \$7.75 in February, 1914.

The index number of wholesale prices rose to 343.5 for February, as compared with 336.4 for January, 279.8 for February, 1919, and 136.6 for February, 1914.

## II.—Industries and Trades.

In the Maritime Provinces conditions continued good throughout this group.

At SYDNEY the output of the Dominion Steel plant during the month was as follows: pig iron, 16,400 tons; ingots, 18,200; rails, 5,800; rods, 5,180; plates, 650; bars, 550; nails and wire, 1,500 tons; two blast furnaces were in operation; the same company's new ship-plate mill was put into regular operation on February 19; the stove, furnace and metal roofing workers continued active. The output of the steel plant at SYDNEY MINES was as follows: iron, 7,000 tons; steel, 9,300 tons; with the exception of one steel furnace which was off for general repairs all the plant was in operation; 1,050 employees were reported on the staff. At NEW GLASGOW the metal trades were generally steady,

the steel industry being active, but the maritime bridge plant below normal. The TRENTON plants worked double shifts all month, with good prospects ahead. In WESTVILLE district the structural steel industry was fairly active; agricultural implement and tractor factories had plenty of work, sheet metal plants were fairly active and the electrical trade was normal. HALIFAX reported some restriction of output owing to shortage of steel in the skate, bolt and bar industries, but there was no reduction in activity from the previous month; the stove and furnace trades showed some improvement. At AMHERST the rolling mills, while not running to capacity, employed a fair staff of operatives and turned out considerable bar iron and steel; the farm tractor, sawmill and papermill equipment, gasoline engine,

portable and stationary engine and boiler, and especially marine engine and marine boiler industries were busy; steadily growing activity was reported in the steel range, stove and furnace factories. CHARLOTTETOWN reported steady conditions in the foundries and machine shops. About 56 men were thrown out of work at ST. JOHN by the closing down of an old established rolling mill, but it is hoped this will re-start under new auspices; tin and sheet metal workers were very busy; the strike among the machinists still continued. At MONCTON the foundry and machine shops which were burned down on January 5 resumed work with enlarged capacity; in another similar establishment the moulding and machinery departments were destroyed by fire on February 17, between 30 and 40 operatives being affected, but it was anticipated that work would re-start shortly. Machinists were in demand at FREDERICTON, foundry and machine shop workers being very busy. MONTREAL reported a steady improvement in the structural steel industry; agricultural implement and tractor factories were busy, and the electrical trades were normal, but engine and boiler and sheet metal workers were rather slack. The metal and repair shops at ST. HYACINTHE were active. At SHERBROOKE architectural and structural iron and steel workers were fairly busy; very active conditions prevailed in the pulp mill machinery and rubber factory machinery works, in the scale and drop hammer plants, railway supply and steel casting factories; the drilling machine factory was fairly active. The iron foundry at THREE RIVERS kept 500 hands in steady employment. Iron workers at ST. JOHN'S and IBERVILLE were working overtime, but at SOREL the metal trades were rather dull. Foundries at OTTAWA and HULL were increasingly active with likelihood of shortage of labour before long. At TORONTO the metal and machinery industries were active, though hampered by steel shortage, causing production below capacity; a similar shortage was reported in some

of the factories of agricultural implements, stoves, furnaces and machinery; electrical equipment workers were busy. HAMILTON reported continued activity in all branches of the metal and machinery group of industries, with shortage of help in many shops. The metal trades at ST. CATHARINES were well employed during the month, employees in the chain and electrical fixture industries working double shifts; electrical workers were well employed, working day and night shifts, and boiler makers continued busy; the chain factory worked double shifts. Activity in the metal working industries continued at NIAGARA FALLS, with demand for experienced help; help of all kinds was required for the silver plating factory. At BROCKVILLE the heater stove and furnace factories were busy, also the workers in the axe, hammer and small and heavy hardware industries. BRANTFORD reported busy and frequent overtime conditions in engine, tractor, stove and range factories, with shortage of help in the farm implement works; steel and machine workers were well employed. BELLEVILLE reported the rolling mills active in the manufacture of bar iron, plates, etc., and foundries were generally busy; a new steel mill began operations during the month; the hardware industry was active. Moulders in the iron foundries at PETERBOROUGH were employed in greater number than at any time for several years; machine shops were also very busy, all working overtime, and some night and day shifts; help of all kinds was in demand at the General Electric Works. At GALT the pig iron and steel furnaces and converters were all busy and rolling mills were actively turning out plates, bolts, rails, bars, wire nails, etc.; machine shops all required more help; workers in the stove and furnace trade, and in electrical apparatus and fixtures, metal roofing, galvanized iron, tin, copper, aluminum and other sheet metal work, were well employed. Foundries and machine shops at KITCHENER were all working full time and electrical and fixture workers had a



very good month; stationary engine and thresher factories continued busy; boys were wanted in the clock industry. General activity prevailed at GUELPH in all the metal trades, moulders being in demand; 150 hands were employed at the stove factory; an addition to the malleable iron factory was completed, the full plant employing 400 men; the hardware trade was also active. At STRATFORD, also, the metal trades had an excellent month. LONDON reported the rolling mills all busy and the wire and iron works operating to capacity. Stove and furnace factories were also very busy, and preparing to enlarge premises; shortage of material hampered operations in the tin and enamel ware shops. A demand for moulders, also unskilled labour, was reported in the iron works at ST. THOMAS; foundry workers were well employed. The metal trades at CHATHAM all worked full time, except for one or two days owing to shortage of steel. At WINDSOR die makers and machinists of all kinds were in demand; the bridge and structural steel factories were working to capacity, having cleared out the shell factory entirely and taking on considerable extra help; more help was required for the manufacture of building materials; stove factories were busy and the manufacture of steam specialties was very active, though somewhat hampered by the shortage of copper for valves; brass and copper workers had a good month; sheet metal plants were active. Foundries and machine shops at OWEN SOUND had normal employment. Industry at ORILLIA was disorganized by prevalent sickness and also by shortage of steel. Machine shops at SAULT STE. MARIE were busy and the steel factory ran steadily with a full force of men. Some demand for moulders and planer hands was reported in FORT WILLIAM and PORT ARTHUR. WINNIPEG reported employment steady throughout the metal group; electric workers were well employed, with prospect of a busy season ahead. The rolling mills at MEDICINE HAT continued quiet, the REDCLIFF mill working part

time; machine shops and foundries were increasingly active. At LETHBRIDGE the iron foundry was brisk with good prospects for the future. The iron workers at EDMONTON had steady employment and electrical and sheet metal workers were fairly busy. At VANCOUVER the pig iron and rolling mills were rather slack, but a slight improvement was noted in the structural iron trade; stove and furnace and metal roofing and sheet metal work was fairly active, mostly on repairs. Iron foundries at VICTORIA were very busy during the month, chiefly on repair work; stove foundries were active and steady trade in sight; the electrical trade was steady; machinists and boiler makers were in demand.

At SYDNEY the boat and shipbuilding and repairing trades were quiet; railway repair shops were active.

**Vehicles (land and water)** The shipbuilding industry at NEW GLASGOW was somewhat spasmodic, but the carshops were busy with large orders ahead. At HALIFAX the shipyards were steadily active with a demand for men at the end of the month, and the prospect of a busy season. Work on portable steam boilers and engines fell off slightly, most of this class of work done being marine. Shipbuilders at the TRENTON plant were busy and in WESTVILLE district the car shops were busy, taking on some more unskilled labour; engine and boiler makers and automobile factories were busy. The car shops at AMHERST showed some activity due to small orders for new cars, besides remodelling and repairs; the motor works and repair shops were active. The surrounding shipyards at PARKSBORO', SPENCER'S ISLAND, DILIGENT RIVER, FOX RIVER, PORT GREVILLE, EATONVILLE, WALLACE, and other points, were at work on wooden vessels. At MONCTON the Canadian National Railways shops were normally active, with considerable repair work on locomotives and cars. MONTREAL reported busy conditions in the automobile trade, but engine and boiler workers were rather slack; rail-

way repair shops were busy. Boat and shipbuilding and repairing regained activity at QUEBEC, shipyard No. 4 at Lauzon re-opening and resuming work on wooden vessels with increased staffs with a view to completion before navigation opens; additions to staff were also reported in steel shipbuilding and repairing, vessels sent down from the Lakes being rebuilt; repairs on vessels in the docks were in full progress; railway repair shops were very busy. At SHERBROOKE repair shops were fairly active. One shipyard at THREE RIVERS did not employ all their men owing to shortage of raw material; the other yard employed 600 men steadily; garages were busy on repairs to autos and trucks. Some activity was noted in the shipbuilding yards at SOREL. Car workers at OTTAWA and HULL continued in normal employment with good prospects ahead. Conditions in the shipbuilding trade at TORONTO showed improvement, staffs being increased, with good prospects for steady employment; automobile factories were active, though in some cases hampered by shortage of steel; railway repair shops were in steady operation. HAMILTON reported continued activity in locomotive, car and portable engine factories, also in the boat building, carriage, cycle and motor trades. Women were in demand for the automobile accessory factory at NIAGARA FALLS. Motor boat workers at BROCKVILLE were fairly active, and motor car builders were busy. Railway repair shops were active at KINGSTON. Automobile workers at BELLEVILLE had a busy month in view of the coming season; portable engine and boiler makers were busy. Engine and boiler, auto and marine engine makers and repairers were also well employed at GALT. BRANTFORD reported the carriage and engine builders working full-handed. Portable engine shops at KITCHENER continued busy. At GUELPH motor body and carriage factories, spring and axle and gasoline engine workers were active. Woodworkers were in demand at the carriage-top factory. The G.T.R. car-

shops at LONDON were busy. At STRATFORD the Grand Trunk locomotive shops were very busy and engine and boiler makers were well occupied. Automobile factories at CHATHAM ran full time and some overtime. Railway shop workers at St. THOMAS were very busy. The shipbuilding yards at GODERICH opened up during the month. The automobile factories at WINDSOR, though handicapped by shortage of material, were working overtime in several departments, a strong demand for men being reported in some classes of work; the engine works also had a good season. The machine shops at OWEN SOUND were busy on the manufacture of marine machinery. Shipbuilding was reported active at PORT ARTHUR and FORT WILLIAM. WINNIPEG reported a strong demand for railway and repair shop mechanics; locomotive and car shops continued without change in the number of employees; in the automobile industry the repair shops continued to be busy. Railway repair shops at BRANDON, REGINA and CALGARY were active. At VANCOUVER locomotive, car and repair work was fairly active; steam engine and boiler workers were fairly well employed. Boat and shipbuilding was slack, waiting steel orders, but when steel arrived employment was expected to be good. Some demand for machinists and boilermakers was reported at VICTORIA. The iron ship yard was busy, good progress being made with the two ships under construction.

SYDNEY reported continued activity in the abattoirs and packing houses and

<b>Food, liquors and tobacco</b>	in the baking and confectionery trades; aerated water workers continued slack. The sugar
	refinery at HALIFAX started again at full time after a temporary shut-down, and continued active throughout the month, beginning additions to their plant; abattoirs and packing houses were active, but in a less degree than last year, owing to the loss of army and navy contracts; baking was somewhat slacker owing to



reduction of work in construction camps; soft drink workers had a fair month. Flour and feed plants, abattoirs and meat packing houses in WESTVILLE district were steadily employed; bakers and confectioners were active, creameries and dairies fairly busy, but soft drink workers were rather slack. The sugar refinery at DARTMOUTH had 295 on their staff. At AMHERST employment was fair in the food group, flour mills workers being generally active, bakers being normal, and soft drink workers as busy as usual at this season. The tobacco factory at TRURO worked full time. Great activity was reported from CHARLOTTETOWN, especially among bakers, butchers and confectioners. At St. JOHN sugar refinery workers were busy on re-opening of plant, notwithstanding scarcity of sugar; bakers and confectioners had normal employment; creameries and dairies were busy, and aerated water factories and breweries were fairly active. Biscuit and general bakers at MONCTON were steadily employed; the Farmers' Co-operative Creamery was busy, continuing the activity of the previous year. At FREDERICTON bakers and confectioners were well employed and meat packing plants were active; a new canning factory was expected to open about March 1, employing 100 hands. Bakers at BATHURST had a good month. MONTREAL reported activity in the flour and feed plants, abattoirs and meat packing houses; soft drink and brewery workers had a good month, but cigar makers were slack; scarcity of sugar somewhat curtailed the output of confectionery plants. At QUEBEC, as usual in winter, abattoirs were dull and packing houses active; bakers and confectioners were active half the month, but slack for the remainder; brewery workers had a busy month. The flour mill at St. HYACINTHE was very busy; tobacco workers were well employed, but aerated water factories were rather dull. SHERBROOKE reported busy conditions in the abattoirs and meat packing houses, also in the breweries; soft drink workers were fairly busy, but creameries and dairies were quiet. Bakers at THREE RIVERS

had an active month; the new creamery was very busy; cigar makers were fairly active; aerated water factories were quiet. At St. JOHN's and IBERVILLE the bakers had a good month. Similar conditions prevailed at SOREL in the baking and confectionery trades and among the meat workers. At OTTAWA and HULL abattoirs, bakers and confectioners, creamery and dairy workers were normally active. TORONTO reported the baking and confectionery trades busy, but biscuit and candy makers had more orders than they could handle owing to the prevailing shortage of women and girls; fruit canning establishments were busy with the opening of the orange season; flour and cereal plants operated steadily; abattoirs and packing houses were quiet and a number of employees were laid off; soft drink and brewery employees were working below capacity; cigar makers had a fair amount of employment. At HAMILTON activity was reported as general throughout all departments of the food group. Bakers were busy at NIAGARA FALLS, and at St. CATHARINES workers in flour, feed and other cereal-products, bakers, confectioners and all branches of the food group were well employed. At BROCKVILLE the uncertainty of securing cars was stated to have hampered the operations of the flour and feed mills; bakers and confectioners were busy, but creameries and dairies experienced some shortage of milk supply. KINGSTON reported activity throughout the food group. At BELLEVILLE the large demand for flour and cereal products kept the mill employees actively engaged, the other trades in this group being also well employed. Overtime work was frequent at PETERBOROUGH in the flour, feed and cereal mills; meat packing houses were rather slack, but creameries were busy. Shortage of help was reported at GALT among bakers and confectioners; workers in the flour and feed, creamery and dairy, and soft drink industries were also busy. At BRANTFORD girls were required for the cigar factory; the sugar refineries, pork packing houses and canning factory worked full handed; activity at the

flour mills was confined to grinding chop. At KITCHENER a continued shortage of girls was reported in bakeries and confectioneries; bakers were not buying flour at the new rate, causing some slackness in the flour mills; shortage of milk was reported in creameries and dairies; the sugar refinery was active only in the shipping department; soft drink and brewery workers were fairly active; the distillery was active only in the bottling department; cigar makers were fairly active, but one more small shop closed up entirely during the month. The brewery at WATERLOO was busy. At GUELPH the flour and feed mills ran to capacity; brewery and malt workers were active, but soft drink factories were quiet; bakers and confectioners were fairly busy. STRATFORD reported steady conditions continuing in all departments. Female help was in demand at WOODSTOCK for confectionery work; conditions were normal in the baking business. A continuous shortage of female help was reported also at LONDON in the biscuit and candy trades; cigar makers were busy. At ST. THOMAS the flour mill and confectionery trades were busy, and cigar makers were normally active. At CHATHAM the sugar refinery opened during the month, employing 400 men, many of these having to be secured from outside points; the tobacco plant was running part overtime and was very busy. Increasing activity was noted at CHATHAM in the cereal factories. At WINDSOR the bakeries were extra busy; the Trades and Labour Council was organizing a co-operative bakery, which would probably buy out some existing bakeries; creameries and dairies were very busy, but hampered by milk shortage; breweries and distilleries were working full-handed, but soft drink workers were slack; female help was in demand at the salt refinery. OWEN SOUND reported fair activity throughout the group. The brewery at SAULT STE. MARIE was reported very active. At WINNIPEG confectioners had a fair month, with staffs unchanged, but not quite so busy as in January; vegetable

cannery workers were busy, but the industry was affected by sugar shortage; abattoirs and meat packing plants reported no change in employment; breweries and soft drink establishments were normally active, with the same number of employees. The flour mills at PORTAGE LA PRAIRIE were closed down for one week for cleaning. Some demand for cooks was reported from BRANDON; the mineral water factory was working on a reduced scale. At REGINA the flour mills were running full handed; abattoirs were hampered by shortage of live stock; help was in demand in the baking and confectionery trades; soft drink factories were busy for the season, and creameries were fairly active. Abattoirs and packing plants at MOOSE JAW were quiet owing to the short supply of butcher cattle and hogs, and laid off a considerable number of their men. At MEDICINE HAT the flour mills were running day and night, bakers and confectioners were fairly busy, and creameries about normal; brewery work recovered but the soft drink industry was slack. The flour mills at LETHBRIDGE worked short time, closing down for several days; brewery workers lost a few days through shortness of orders. At CALGARY flour and feed plants, abattoirs and meat packing houses were busy; bakers and confectioners were normally employed, but soft drink and brewery workers were rather slack. Employment in the meat packing plant at Edmonton was fairly steady, 440 men being on the payroll. At FERNIE bakers and confectioners, also breweries and soft drink workers, were unusually busy for the season; dairy workers were well employed. VANCOUVER reported active conditions in the flour, feed and milling industries; sugar refinery work was rather slack owing to shortage of sugar, which also affected the confectionery trade; breweries, creameries and dairies were busy, soft drink factories fairly active, but fruit and vegetable canneries very slack. At VICTORIA feed and cereal mills were operating steadily; bakers and confectioners continued to do a brisk



business; creameries, dairies, aerated water and soft drink establishments were normally active; breweries were increasingly busy.

Employment conditions in the textile trade were generally good in the Maritime Provinces during the month. The rope and twine industry at HALIFAX was reported as improved. At AMHERST the woollen mills were running to capacity and at NEW GLASGOW employment was reported good. Female help was in demand at TRURO for the textile mills and underwear factory. The cotton factory at YARMOUTH had 513 on the staff, an increase of 42. The cotton mills at ST. JOHN also continued running steadily, the MILLTOWN plant employing over 600 before the end of the month. At MONCTON the woollen mills and underwear factory continued in steady operation. The cotton factory at MARYSVILLE was rushed with orders. MONTREAL reported the woollen and knitting factories busy though hampered by shortage of material, and tent and sail makers actively preparing for spring. At QUEBEC the cotton mills were very busy, but worked at a disadvantage owing to the cold weather causing low water and limiting water power; the tent and sailmaking trades were very dull. The knitting and woollen mills at ST. HYACINTHE were very busy, and the felt factory was also working steadily. SHERBROOKE reported activity in the cotton and woollen mills, and in the hosiery, underwear, knitted goods, the textile finishing and braid factories. The cotton factory at THREE RIVERS continued steadily employing about 1,400 hands, further extensions to employ 200 more being expected. The silk industry at ST. JOHN'S and IBERVILLE was steadily active. At TORONTO the woollen and knitting mills continued busy in all branches, with a demand for experienced knitters; a number of Belgians were brought over to operate special machinery at one knitting mill; a marked shortage of weavers was reported in the

carpet factory; tent and awning factories were busy. HAMILTON reported a shortage of help throughout the textile trades, especially in the cotton hosiery, underwear and knitted goods departments; general activity prevailed in the cotton, woollen, silk, linen and felt factories, and in the rope, twine, tent and carpet industries. At NIAGARA FALLS female help was still in demand at the knitting factories. Female help was in demand at ST. CATHARINES for the knitting mills, also for the haircloth and silk factories; expansions of the woollen plants were almost completed. The tent and awning industry at BROCKVILLE continued slack. At KINGSTON the cotton and woollen workers were well employed. Female help was in demand in the textile industry at PETERBOURGH; the woollen mills ran overtime and the carpet factories were also very busy. A similar shortage of help was reported from GALT, in the cotton, woollen and silk mills. BRANTFORD reported a shortage of help in the cordage factory; the woollen underwear and blanket factories were very busy. The felt factory at KITCHENER was very busy, and additional help was wanted at the twine factory. Female help was in demand at GUELPH for the hosiery, knitted goods, worsted spinning and carpet factories; the linen mills were active, and a cotton mill which changed hands was expected to employ more help. More women were also required for the woollen and knitting factories at STRATFORD, WOODSTOCK and LONDON, overtime work being frequent. The knitting workers at ST. THOMAS had a busy month. The wool spinning and blanket weaving factory at OWEN SOUND closed down for about a week, but had plenty of work, though at times short of yarn; the tent and awning plants were busy. A demand was reported from FORT WILLIAM for cotton weavers. At WINNIPEG the bag companies had a quiet month, but the same staffs were retained; knitting workers had increased employment, but this industry was hampered by shortage of material; tent and awning factories were busy with repairs, also making up stock,

and staffs were increased. VANCOUVER reported the knitting factories busy, and tent, awning and sail makers well employed.

At SYDNEY steam laundries continued active. A marked shortage of female

help still existed at  
**Clothing,** TRURO for the hat and  
**boots, shoes** cap factory. The ready-  
**and laundering** to-wear clothing factory  
 recently started at AM-

HERST was busy, tailors generally being active; boot and shoe makers were very busy. At HALIFAX tailors, both ready-made and custom, were steadily active; steam laundries, dyeing and cleaning establishments were active, but with slight falling off in the laundry line. Steam laundries in WESTVILLE district were fairly active; boot and shoe workers were quiet. CHARLOTTETOWN reported dressmakers and tailors exceptionally busy; dyeing establishments were also very active and laundry workers well employed. At St. JOHN ready-made clothing tailors were busy; the hat, cap and fur trades were quiet; steam laundry workers were well employed. At MONCTON tailors and dressmakers were very busy; the cap factory operated steadily; family seamstresses and dressmakers were in great demand; steam laundries continued busy. Tailoring establishments at FREDERICTON were looking for help; steam laundries were active; shoe and larrigan makers had a busy month. MONTREAL reported ready-made clothing factories busy on spring orders; hat and cap factories worked overtime after the strike was settled; whitewear workers were well employed, a new factory giving employment to 150 additional hands, mostly women; laundries were fairly active; boot and shoe workers were active, though material was short; the strike in the rubber factories came to an end. Boot and shoe factories at QUEBEC had a very busy month, with prospects of steady employment. At SHEBROOKE tailors in ready-made clothing were very busy, and laundry-workers there and at St. HYACINTHE, St. JOHN'S, IBERVILLE and THREE RIVERS were well

employed; shoe workers at the latter point had a busy month. Shoemakers and clothing workers at SOREL had satisfactory employment. At OTTAWA and HULL all clothing industries were busy to capacity, and expect this condition to last until July or August. TORONTO reported a marked shortage of women workers, especially experienced operators for the clothing industry, including ready-made clothing, shirt, overall, neckwear and glove trades; the hat and cap, fur and whitewear industries had an active month; boot and shoe workers were in demand, employment having increased due to the high rate of exchange with the United States, which encouraged the demand for Canadian-made shoes; steam laundries had plenty of work. A continued shortage of help was reported at HAMILTON in the shirt, collar and women's wear industries and in the steam laundries and dyeing establishments; the boot and shoe, ready-made clothing, hat, cap, glove and fur industries were also active. Female help was in demand at NIAGARA FALLS for the corset, hat and suspender factories. Steam laundries at St. CATHARINES were very busy. BROCKVILLE reported activity in the hat and glove industries, and at KINGSTON employment continued good in the ready-made clothing industry and in the steam laundries and dyeing establishments. The shirt trade at BELLEVILLE was active in view of the coming season; steam laundries and cleaning plants were busy. PETERBOROUGH reported activity in the women's whitewear and children's clothing factories. Operators were in demand in the shirt factory at GALT, also in the boot and shoe factories; steam laundries and cleaning and dyeing plants were all busy. At BRANTFORD the overall and shirt factory was working overtime, silk glove and silk underwear workers were well employed, and the shoe factory worked full handed. Power machine operators were in demand in the shirt and collar factories at KITCHENER; boys and girls were wanted for the button factories; glove factories continued busy; boot and shoe and rubber factories ran full time, though handicapped by



epidemic of sickness among the operatives. At GUELPH female help was in demand at the women's whitewear and hat factories; steam laundries and dyeing establishments were active. Activity prevailed at STRATFORD in the ready-made clothing factories; laundries were fairly busy. Extra tailors and dress-makers were in demand in the ready-to-wear industry at LONDON and more female help was required for the steam laundries; overtime work was the rule in the boot and shoe factories. Skilled boot and shoe workers were in demand at ST. THOMAS. New laundry hands were taken on at CHATHAM. Girls were required at WINDSOR for the machines at the overall factories; the shirt factories were rushed, though somewhat delayed by shortage of material; employment was good in the button factories. The clothing trades at OWEN SOUND had an active month. WINNIPEG reported ready-to-wear material short but workers busy, with the same staffs as in January; experienced tailors were well employed; the shirt industry also continued steady, and the cap factory increased its staff; experienced glove makers were in demand, employment showing some gain; experienced help was also wanted in the whitewear trade; furriers had a quiet month; cleaners were unusually slack, the usual seasonal improvement not being evident. Help was in demand in the steam laundries at REGINA, and at MEDICINE HAT and CALGARY this industry was fairly active. At VANCOUVER the clothing industry was busy in all lines preparing for the spring trade; custom clothing trade, including tailoring, dressmaking and millinery, was not very busy, this being the between-season period. The shirt and overall factories at VICTORIA continued active; steam laundries and dyeing establishments did a normal business.

The pulp mill at ST. JOHN continued active. At BATHURST the pulp mill workers were increasingly busy, making a gain in output of six tons during the month, and an advance of fifteen tons in the month's shipments. The pulp and paper mills at SHERBOOKE had a busy month. At THREE RIVERS activity continued throughout the month, 900 men being steadily employed by one pulp and paper mill, and 700 men at the other. All the pulp and paper mills at OTTAWA and HULL continued busy. The felt and tarred paper factory at HAMILTON continued active. Workers at ST. CATHARINES in the pulp and paper mills, beaver board and other pulp products were still in steady employment. The felt roofing factory at BRANTFORD worked continuously day and night. The pulp and paper mills at SAULT STE. MARIE continued running at full pressure. The pulp and paper mills at OCEAN FALLS and POWELL RIVER, B.C., were steadily busy. At VICTORIA the pulp and paper mills continued working to full capacity, and the rubber roofing factory was still active.

SYDNEY reported continued activity in the newspaper and job printing shops, without change in staffs. Printing and publishing at HALIFAX was very brisk in all lines, both news and job departments, with shortage of compositors and pressmen. In WESTVILLE district printers and bookbinders were all reported to be busy. At TRURO experienced help was in demand, printers working overtime. Printers at CHARLOTTETOWN had a busier month than in January. At ST. JOHN newspaper printers were busy and job printers normal; binders were active, and paper box workers busy on spring orders. Activity was reported at MONCTON and FREDERICTON in all branches of the printing and book-binding trades. MONTREAL reported printers, bookbinders and lithographers as well employed. At QUEBEC the print-

#### **Pulp, paper and fibre**

#### **Printing, publishing and paper goods**

ing and bookbinding establishments had a busy month, and paper box and bag makers were also active. Printers and binders at SHERBROOKE, ST. HYACINTHE and THREE RIVERS were actively employed. Normal activity prevailed at OTTAWA and HULL in the printing and publishing houses and binderies. At TORONTO printers were well employed, binderies were busy and looking for additional help; engravers and lithographers and paper box and bag makers had a busy month. Activity continued at HAMILTON in newspaper and job printing, engraving and lithographing, and in the paper box factories. At St. CATHARINES newspaper and job printing establishments and binderies continued busy, and at BROCKVILLE activity in these lines, especially job printing, was above normal. KINGSTON and BELLEVILLE reported continued activity among printers and bookbinders. At PETERBOROUGH, however, the printing and allied trades were less active than in January. Newspaper and job printers were very busy at GALT, especially the former; the paper box factory also continued active. The paper box factory at BRANTFORD worked full handed. At KITCHENER and GUELPH the printers were reported to be all working, and the paper box factory still continued very busy. At STRATFORD also these industries were active. WOODSTOCK reported normal activity in the newspaper, and busy conditions in the job printing trades, but without demand for more printers. LONDON reported no unemployed printers; existing paper box factories were busy, and a new corrugated paper box plant started operations during the month. Newspaper and job printers and paper box makers at St. THOMAS continued in steady employment. Additional help was taken on at CHATHAM in the printing shops and binderies. Scarcity of newsprint hampered the newspaper trade at WINDSOR; job printers were rushed with work; the box factory was busy, and installed a press to do their own printing and die work. At OWEN SOUND printers, binders and paper box workers were busy.

At WINNIPEG employment continued good in all departments of the printing industry; newspapers were curtailed by paper shortage for several days, but employees were not affected; job printers were well employed; bookbinders continued busy, with demand for female help; paper box factories were well employed, without change in staffs, though affected by shortage of material. Printers and binders at BRANDON, REGINA and MEDICINE HAT were busy, with no apparent unemployment. Printing showed a falling off at LETHBRIDGE, but at CALGARY, EDMONTON and FERNIE steady activity was reported. At VANCOUVER newspaper work was fair, but job printing and binding were not so good; paper bag and box makers were not very busy. VICTORIA reported quiet conditions in the printing and allied trades, but paper box factories were active.

The sash, door and planing mills at SYDNEY were rather quiet during February, but at HALIFAX these industries were active, with large orders on hand, although production was slightly handicapped owing to difficulty in getting sufficient stock; broom and cooperage workers were steadily employed. In WESTVILLE district the sash, door and planing mills had a fair month, and furniture workers were active. The various woodworking industries at AMHERST were busy for this season; the piano factory ran to capacity and extended the gramophone department; the casket factory ran to capacity. The mattress factory at TRURO also employed capacity help. A new plant opened at KENTVILLE for the manufacture of builders' supplies, house and office furniture, etc. At CHARLOTTETOWN work in this group was rather quiet, but upholsterers had a very good month. At St. JOHN the sash, door and planing mills ran steadily; wooden box makers were very busy; broom makers were partly unemployed as the snow blockade hindered the arrival of corn; brush makers had a good month. MONCTON



reported good conditions at this season in the sash, door and planing mills, and at FREDERICTON the mills were working full time and gave no indication of the usual mid-winter lay-off. At MONTREAL wooden box and furniture workers had a fair month and the piano industry was active. QUEBEC reported that the planing mills were busy; two new furniture factories will shortly open, one having been partly burned just after beginning work; the other being situated at St. ROMUALD; broom and cooperage workers were rather slack. Conditions at SHERBROOKE in the sash, door and planing mills, and in the chair factory were good. At St. HYACINTHE wooden box and chair factories were busy. THREE RIVERS reported employment good in the sash, door and planing mills, and the wooden toy factory was also busy. The planing mills at St. JOHN'S and IBERVILLE were very busy, but at SOREL the woodworkers were rather slack. At OTTAWA and HULL the sash, door and planing mills and box factories continued with the same activity as in the previous month. TORONTO reported activity in the woodworking group, the sash, door and planing mills working on large orders in preparation for the building season; piano and gramophone factories were very busy on foreign orders. Activity continued at HAMILTON in the planing mills, and in the box, brush and broom, furniture and toy factories; a shortage of help was noted in this group, one furniture factory introducing female help for the first time. The planing mills at NIAGARA FALLS were quiet, but the sporting goods factory was busy. At St. CATHARINES continued activity was reported in the planing mills. At BROCKVILLE the planing mills were very busy in anticipation of the building season; the office furniture factory was very busy, an extension being planned. The sash, door and planing mills were also active at KINGSTON; the broom-makers and piano makers were fairly active. The sash, door and planing mills at BELLEVILLE were busy preparing for the approaching building season;

furniture workers were fairly well employed. Cabinet makers and woodworkers were in great demand at PETERBOROUGH; the planing mills and wooden box factories were busy. Help was in demand at GALT in the planing mills and furniture factories, and at BRANTFORD overtime work was necessary to cope with orders for the spring trade. A shortage of skilled help was reported at KITCHENER for the furniture factories which worked overtime; sash, door and planing mills and wooden box factories were very busy; broom factories were fairly active, and the woodenware and wooden toy factory workers were well employed; the piano and organ factory ran full time. The cooperage at WATERLOO was very busy. At GUELPH the sash, door and planing mills were active, with bench carpenters in demand; piano and sewing machine makers had steady employment. A demand for skilled cabinet makers and bench hands was reported at STRATFORD; furniture and chair factories were affected partly by shortage of material, but were generally active; sash, door and planing mills were actively preparing for spring trade. A shortage of skilled help was reported at WOODSTOCK in the woodworking group; the furniture factory was very busy; employment continued steady in the organ industry, but without any demand for more help. At LONDON the planing mills and wooden box factories were busy; the barrel factory was rushed, but piano makers were slightly hampered through shortage of material. All sash, door and planing mills at WINDSOR were rushed, and additions were made to the staffs in all woodworking industries; the piano factory was very quiet. The furniture trades at OWEN SOUND were actively employed; the planing mill was active and the wooden box and casket factories were normal. At WINNIPEG no change was reported at the sash, door and planing mills. At BRANDON these industries were busy. At REGINA and MEDICINE HAT they were fairly active, but at CALGARY and FERNIE they were quiet. VANCOUVER reported the sash,

door and planing mills, and wooden box factories fairly busy; furniture and allied trades and the wooden toy industries were rather slack. At VICTORIA the sash, door and planing mills, and wooden box factories were fairly active.

HALIFAX reported activity in the trunk, leather, bag and harness trades, but production was slightly curtailed owing to delay in securing materials. At AMHERST the trunk and bag industries employed more help than ever before; the harness trade was also active owing to its connection with the lumbering industry. ST. JOHN reported activity in the tannery, and good conditions in the harness trade. Leather workers at FREDERICTON were reported to be well employed. At MONTREAL tannery workers were busy; the trunk, bag and harness trades were fairly active. Tanners at QUEBEC had a very busy month. At ST. HYACINTHE the tannery was steadily active, and harness makers were well employed. The tannery at SOREL was fairly active. Leather workers at THREE RIVERS were well employed. At TORONTO the trunk, bag, harness and horse goods trades were fair, in spite of considerable difficulty in getting materials; rubber workers were well employed. A demand for female help was reported in the rubber factories at ST. CATHARINES, full time being worked. HAMILTON reported activity in the trunk, bag and harness, and in the leather and belting industries. Harness workers at BROCKVILLE and leather workers at PETERBOROUGH were fairly active. The tanneries at KITCHENER ran full time; trunk and bag factories reported trade good; rubber factories as well as the tire factory were very busy, though hampered by sickness among the employees. Great activity prevailed in the rubber factories at GUELPH. The tanneries at STRATFORD and WOODSTOCK continued busy, the local supply of help being fully taken up. At LONDON tannery workers were unusually busy, and

the harness and leather trades were well employed. The tannery at OWEN SOUND was normally active. At BRANDON the tannery, trunk and bag makers were well employed, but at CALGARY workers in the trunk, bag, harness and horse goods industries were rather slack.

At WESTVILLE cut glass and granite workers were slack, but pottery workers were busy all the month.

**Clay, glass, stone, cement, etc.** AMHERST reported no activity in the manufacture of clay products, but monument workers

were busy. The cut stone trade at ST. JOHN continued dull. At MONTREAL the glass factories were in steady operation. The cut stone and granite trades at SHERBROOKE were fairly active, but the brickyards were quiet. The artificial stone plant at THREE RIVERS worked steadily. Glass factories at TORONTO continued in steady operation. The cut stone and granite trade at KINGSTON was fairly active, and at BELLEVILLE the pottery and porcelain workers were fairly busy. A demand for help was reported at GALT for the brick, tile and sewer pipe, lime, cement and plastering trades. KITCHENER reported the stone cutters and marble workers employed full time, but brick and sewer pipe plants only partly active. The brick yards at STRATFORD were dull owing to weather conditions. Cut stone workers at LONDON continued busy. At WINDSOR the cement block plant was rushed day and night. The marble works at PORTAGE LA PRAIRIE re-opened, with steady work in prospect. Brick and tile plants at MEDICINE HAT reported business fairly good, but hampered considerably by cold weather; the pottery factory was fairly busy.

At SYDNEY chemical workers were active in the manufacture of tar, naphtha, carbolic acid, creosote, dead oil, naphthaline and pitch. HALIFAX reported activity throughout this group, production not being curtailed; the staff



employed at the oil refinery was slightly reduced from that of the previous month. At MONTREAL the paint and varnish industry was normal; chemical, drug and medicine plants were active. Cartridge and ammunition workers at QUEBEC continued slack. At SHERBROOKE the gunpowder factory was fairly active, but the acid, extract, drug and medicine plants were busy. The paint mills in the district of THREE RIVERS ran steadily during the month. At TORONTO paint and varnish and soap workers were active; drug and medicine plants had a busy month. HAMILTON reported active conditions in the toilet and laundry soap and in the acid and drug trades; powder and cartridge plants were fairly busy. The varnish and paint workers at BRANTFORD were very busy. At WINDSOR female help was in demand at the soap and perfume factory; the extract and pharmaceutical factory was busy, with female help in demand. At SAULT STE. MARIE the chemical factory was short of help. Soap factories at WINNIPEG gave steady employment, without changes in staffs. The oil refinery at REGINA ran full time with full staff; the soap factory still remained inactive. VANCOUVER reported the Ioco oil refinery busy, also the paint and varnish factories. At VICTORIA the paint and soap factories continued to operate steadily; powder and explosive factories were active, with an increased number of employees. The powder factory at NANOOSE BAY, Vancouver Island, was very busy.

The earnings of the Canadian Pacific Railway during January were \$13,914,-

569, as compared with \$13,028,328 in January, 1919. The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway, and Canadian National Railways on railway operation including general offices, train and engine crews, station forces, sleeping, dining and parlour car employees, showed small change during the month of February, the number of employees at

the end of the month being 66,000 persons as compared with 65,650 at the end of January. This increase was due to 350 additional employees on the staff of the Canadian Pacific Railway.

Shipping and 'longshore work was very brisk throughout the Maritime provinces in February. SYDNEY reported continued activity on railways, steam and electric; transfers, liveries and garages were also steadily active; navigation was quiet except at the port of LOUISBURG, which was busy. At HALIFAX railway travel was curtailed by weather conditions but street railways were busy from same cause; shipping and 'longshore work was brisk; transfers and garages were fairly active. In WESTVILLE district the steam railways had a large volume of business and electric railways had a good month, but transfers and garages were rather slack. Freight traffic on the railways at CHARLOTTETOWN continued to expand, but the car ferry service was much hindered by storms and broken ice, tying up freight on the Tormentine side; all regular railway employees, however, were busy, with much activity in sight. Steam railways at St. JOHN were hampered by cold and storms, and traffic on the street railways was suspended for a time, owing to snowdrifts; shipping and 'longshore work was about normal, freight handlers, however, working on short time for some days; transfers and garages were fairly active, and liveries were busy. A demand for labourers for the railways was reported from CAMPBELLTON. At MONTREAL the railways were well manned and had a large volume of business; the Harbour Commissioners who had closed their shops for the past two months re-opened them, giving work to a number of men. Steam and electric railways at QUEBEC had a very busy month keeping the tracks clear of snow. At SHERBROOKE, normal activity prevailed in the steam and electric railways, and in transfers, liveries and garages. Transportation companies at THREE RIVERS were very active, both the C.P.R. and G.T.P. giving much employment for men and teams. Railway and garage workers at St.

JOHN'S and IBERVILLE, and at SOREL, had a good month. At TORONTO steam railway employees were busy, though traffic was much retarded by heavy snowfalls and blockades, causing delay in deliveries; passenger traffic was rather lighter than usual at this season; street railway men had plenty of work. HAMILTON reported electric railways active, but steam railways less active; teamsters were in demand for transfer work. Transportation at NIAGARA FALLS and ST. CATHARINES was greatly hampered by snowstorms, and the railways employed many extra men. At BROCKVILLE also railway conditions were similarly delayed but transfers and liveries benefitted, taking the place of automobiles. Steam and electric railways were active at KINGSTON. At BELLEVILLE activity was reported in railway work, especially in the freight departments, and transfers and garages had a good month. At GALT, BRANTFORD, KITCHENER and LONDON, the railways, steam and electric, also transfers, liveries and garages, were reported as busy, in spite of difficulties in keeping the roads open; the LONDON street railway reduced the number of cars operating and laid off some of the crews. Traffic men at ST. THOMAS were fairly busy throughout the month, and at CHATHAM the steam railways showed increased activity, but the electric lines to Erie Beach and Wallaceburg were impeded by shortage of fuel and snow blockades. At OWEN SOUND navigation was dormant, but railways and transfers were very busy. WINNIPEG reported street railway transportation well up to the average, without much material change in number of employees. Similar conditions prevailed at REGINA in transportation work. Railway work at MOOSE JAW was rather slack, but at MEDICINE HAT it was brisk. At CALGARY railway employment was about normal, and transfers, liveries and garages were busy. VANCOUVER reported street and electric railways fairly busy: navigation, including 'longshore work, was slightly better than the previous month; transfers and garages were busy. At VICTORIA travel on coasting steamers

continued moderately active; 'longshore work was fair; auto liveries and garages were active for the season of the year.

Considerable employment was found at FREDERICTON in stone quarrying. The chrome iron industry at SHERBROOKE was quiet; the copper mines were dormant, but the asbestos mines were busy; the granite quarries were quiet, but the gravel pits were active. The quarry workers at BELLEVILLE were fairly well employed. At COBALT the ore shipments from the silver mines amounted to twelve cars containing approximately 915,377 pounds of ore, as compared with nineteen cars containing approximately 1,445,578 pounds of ore in the month of January; bullion shipments for the month were comparatively heavier, a total of 427 bars containing 516,871.84 fine ounces being shipped, as compared with 311 bars containing 337,374.73 fine ounces in the previous month. Information from the gold camps at PORCUPINE and KIRKLAND LAKE confirmed earlier reports that an abundant supply of labour was available, a condition not experienced since 1917, and one which should greatly increase gold production. The nickel mines at COPPER CLIFF, Ont., absorbed a number of miners. The strike situation at Sullivan Mines, KIMBERLEY, B.C., remained practically unchanged, the shortage of muckers and miners still continuing; the output, however, was said to be back almost to normal; the Sullivan Mines at KIMBERLEY and the Paradise Mines at INVERMERE were the scene of the only placer operations in the Fernie and Cranbrook district. The concentrator at TRAIL was down during the month owing to shortage of water; the refinery and smelters for the NELSON and TRAIL district continued in operation, with prospect of extension to include a new water system, and enlargement of copper refinery and rolling copper mill and concentrator. The mines at ROSSLAND closed at the end of the month, all employees being taken on for construction work at Trail. Strike



conditions at the Premier Mines remained unchanged, but early activity at STEWART and ALICE ARM was looked for. Miners were in demand but were difficult to secure at VANCOUVER owing to strike conditions.

Collieries in the Maritime Provinces worked to capacity. A considerable demand continued in CAPE

**Mining (Coal)** BRETON for experienced miners, shooters and loaders. SYDNEY reported the output of the Dominion Collieries at 248,500 tons against 276,000 tons in January, the decrease being due to fewer working days in the month, and also to a one-day walk-out to protest against changing shot-firing from the day to the night shift. The output of coke was 25,000 tons, with 120 coke ovens working, compared with 25,500 tons in January. The number of workers was about 4,300. The output of the Nova Scotia Steel and Coal Company at SYDNEY MINES was 49,500 tons, compared with 55,000 tons in January. 8,450 tons of coke were produced from 190 ovens. During the month the Scotia Colliery reached the maximum output of 2,200 tons of coal per day. WESTVILLE reported a total production in the local mines of 39,271 tons, of which 8,684 tons were from the Albion, 13,324 tons from Acadia No. 1, and 8,505 from Acadia No. 3. The Acadia Coal Co. at STELLARTON had about 1,500 men on the payroll. AMHERST reported the mining industry as active with a demand for men which seemingly could not be supplied. At the MINTO collieries coal stripping operations were hampered to some extent by heavy storms; the strike still continued although the striking miners had mostly found employment at other mines. Considerable unemployment continued at ESTEVAN, Sask., among the coal miners. At LETHBRIDGE a great falling-off in employment was reported in the lignite mines; in the two large local mines (Galt collieries), the miners worked only three days a week, and some of the smaller mines worked shorter time; this condition was attributed to lack of orders; the

bituminous mines worked steadily, taking on additional men. CALGARY reported that the surrounding coal mines were quiet, orders having slackened off and many workers being laid off at the lignite mines. Twenty-five per cent of the workers were laid off at DRUMHELLER, all mines working short time, which was expected to continue till about May. Similar reports came from the EDMONTON district, where more soft coal was reported as mined ahead than could be disposed of in the market. Operations and output at the FERNIE mines continued fairly good in spite of some industrial trouble in the district, the mines working about five days a week. Miners and coke loaders were in some demand at MICHEL. NANAIMO reported that most of the mines on Vancouver Island were active, but some worked only half time and were laying off men. The B.C. Coal Mine closed down early in the month, throwing 200 men out of work; the mines of the Canadian Western Fuel Company worked full time, with slight demand for additional labour. The Canadian Collieries at CUMBERLAND worked half time for part of month.

The value of building permits issued in 50 cities during January amounted to \$3,956,247, as compared with \$5,056,198

**Building and construction** in the same cities in December, 1919. Building and construction continued dull throughout the Maritime Provinces in February, resulting in prevalent unemployment, but there were evidences of an early start and a record season's activity. SYDNEY reported a further decline from the previous month. At HALIFAX continued stormy weather precluded new undertakings, but there was some slight activity on inside and finishing work. Conditions were very quiet at AMHERST and CHARLOTTETOWN, and NEW GLASGOW. At St. JOHN plumbers were fairly active at the middle of the month. Considerable work was done at MONCTON on buildings in course of erection. A further decline in building activity was reported at

FREDERICTON, but at BATHURST there was some demand for men for construction gangs, and for construction work at BATHURST MINES. A few plasterers and labourers were employed at CAMPBELLTON. At MONTREAL the building trades were quiet. Some preparatory work for new buildings was started at QUEBEC and the street railway was extending the Limolou line. SHERBROOKE reported considerable activity, especially in industrial building construction. Several buildings were under construction at THREE RIVERS, but at SOREL the building trades were quiet. Construction work at OTTAWA and HULL was unusually active for the season; at the end of the month, however, 175 men who had worked on the new Parliament buildings were let out. Building operations at TORONTO were intermittent with frequent interruption by severe weather, many men of the building trades being inactive, but an unusually busy season was anticipated. At HAMILTON considerable inside work was done, and there was some demand for mechanics. The building trades at NIAGARA FALLS were very quiet owing to the weather, plumbers, however, being very busy; about 2,000 men were working on the Hydro-Electric power canal, but heavy snows hampered the work. St. CATHARINES reported building as fair, but at BROCKVILLE, KINGSTON and BELLEVILLE conditions were very quiet. The building trades at PETERBOROUGH were kept occupied by small jobs, and many carpenters were employed on the new bridge. BRANTFORD reported activity in the erection of private houses, and at KITCHENER bricklayers, mortar men and builders' labourers were in demand. The building trades at GUELPH were fairly well employed, but at WOODSTOCK construction work was at a standstill. Painters and carpenters were busy at LONDON and plumbers were exceptionally active; considerable industrial work was in progress. The building trades at St. THOMAS were quiet, but at CHATHAM limited activity continued. A marked shortage of help was reported at WINDSOR, fully 500 men, it was said, being needed for the

work in progress, both commercial and residential. At PORT ARTHUR and FORT WILLIAM building was at a standstill, but the Hydro-Electric construction camp absorbed a number of unemployed men, and preliminary work was proceeding on the Government harbour scheme. WINNIPEG reported all skilled mechanics in the building industry fairly well employed, with the prospect of a large demand for skilled men when the season opens; many unemployed men were supplied from this centre to the Ontario Hydro-Electric Commission for excavation work at CAMERON FALLS. The Hydro-Electric transmission line at PORTAGE LA PRAIRIE was nearly completed and many men were laid off. Employment in the building trades at BRANDON was unusually good, but at REGINA conditions were quiet, though preparatory work was being started. LETHBRIDGE reported some jobbing activity. At CALGARY the building trades were very quiet, but at EDMONTON increased activity was reported in all lines. At VANCOUVER, while there was an increase in the number and value of building permits, the building trades were not yet busy; the Dominion Government contract for the construction of a dry dock was awarded a local firm, and this will shortly absorb much unemployed unskilled labour. Slightly increased activity was noted at NEW WESTMINSTER. At PRINCE RUPERT the building trades were fully employed, with plumbers and carpenters very busy. Work commenced at VICTORIA on the construction of round houses, etc., for the Canadian National Railways. Considerable jobbing was in progress at NANAIMO; work was started on the alteration of the C.P.R. wharf and installation of elevator.

The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway, and Canadian National Railways on railway construction, including maintenance of way, showed an increase of 1,700 persons during the month of February, there being 28,200 persons on pay roll at the end of the month as compared with 26,500 at the end of Jan-



uary. These increases were nearly all recorded during the second and third weeks of the month and were accounted for chiefly by additions of 950 employees to the staff of the Canadian National Railways, and 600 employees to the Canadian Pacific Railway staffs.

Nearly all the lumber camps in the Maritime Provinces completed their cuts

**Lumbering** and were preparing for the spring drive ; woodsmen, however, were still in demand with contractors who started late. With an early drive the sawmills were expected to start soon and keep large numbers employed until summer. AMHERST reported lumbering as never more active, with a demand for expert woodsmen impossible to supply, as they were unwilling to start work so late in the season. Similar conditions prevailed at NEW GLASGOW and at CHARLOTTETOWN. At BATHURST, ST. JOHN and MONCTON there was still a call for men for the woods ; the lumber firms took on additional help for hauling. FREDERICTON reported great activity in the lumber camps. Sawings operations started on a small scale at NEWCASTLE, with a slight demand for sawyers and mill hands. At CAMPBELLTON the demand for woodmen ceased during the month. In the QUEBEC district lumbering was in full progress under very favourable conditions. Great activity was reported at SHERBROOKE in the camps for timber, railway ties, telegraph and telephone poles, and in the sawmills and shingle mill. In the OTTAWA and HULL district the lumber camps were all active though there was still a shortage of men willing to go to the bush. PEMBROKE reported a demand for loaders and teamsters, a number of camps finishing the long haul and laying off men. The lumber camps at PETERBOROUGH

were still very active and the saw mills were being prepared for the season's large cut. Most camps at NORTH BAY finished their winter cut and started to haul, which meant a reduction of staffs of about 20 per cent. The saw mills at OWEN SOUND were busy. At SAULT STE. MARIE lumbering operations were very active and at PORT ARTHUR and FORT WILLIAM some demand for woodsmen still continued. At WINNIPEG there was still a strong demand for woodsmen, and at DAUPHIN, PRINCE ALBERT and SASKATOON experienced men were sought for the bush. A similar demand existed for the camps round EDMONTON. Logging operation at FERNIE were hampered by unfavourable weather ; hauling was active at the end of the month, with demand for hookmen, swampers, sawyers and teamsters. Conditions were similar at CRANBROOK, lack of snow delaying logging, but later there was a call for hookmen, teamsters and mill hands ; the Canadian Pacific Railway mill at YAHK was ready to start work. At NELSON also activity increased towards the end of the month. PRINCE RUPERT reported a demand for bushmen, teamsters, fallers and loggers along the Grand Trunk Pacific Railway as far as SMITHERS, with a demand from Queen Charlotte Island. The lumber mills at NEW WESTMINSTER continued busy and two mills re-started. VANCOUVER reported logging operations very active throughout the Province, saw and shingle mills being fairly busy. At VICTORIA also activity continued in all branches of the lumber industry. NANAIMO reported the mills and logging camps in VANCOUVER ISLAND as brisk, all camps working full time excepting one at ALBERNI, where a strike was in effect during the latter part of the month. The saw mill at COURTENAY commenced operations for the season.

**INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907****PROCEEDINGS FOR THE MONTH OF FEBRUARY, 1920, WITH TEXT OF BOARDS' REPORTS**

**D**URING the month of February the Department received reports from five Boards of Conciliation and Investigation established to deal with disputes between (1) the Acadia Coal Company, Limited, Sydney Mines, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America; (2) the Intercolonial Coal Company, Westville, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America; (3) the Canadian Pacific Railway Company, Eastern Lines, and its sleeping car porters; (4) the Canadian Express Company and certain of its employees, being messengers, clerks, porters, etc., members of the Canadian Brotherhood of Railroad Employees; and (5) the Niagara, St. Catharines and Toronto Railway and certain of its employees, being motormen and conductors, barn and shop men, powerhouse men, etc., members of Division No. 846, Amalgamated Association of Street and Electric Railway Employees of America; also three applications for the establishment of Boards.

**Applications Received.**

During the month of February applications for Boards were received as follows:

(1) From the employees of various members of the General Cartage and Warehousemen's Association of British Columbia, Vancouver, B.C., being members of Local No. 655, International Brotherhood of Teamsters, Chauffeurs, Stablenen and Helpers. This industry not being one falling within the scope of the Industrial Disputes Investigation Act, a Board could be established only upon receipt of the consent of the employers to this procedure. Such consent was not given. Consideration of the situation, however, by the Minister of Labour, resulted in the reference of the dispute to a Commissioner, appointed

under the Inquiries Act, and in accordance with Section 63A of the Industrial Disputes Investigation Act. Shortly after the close of the month Reverend W. H. Vance, of Vancouver, B.C., was appointed a Commissioner to hold and conduct an inquiry into the dispute and to report and make recommendations to the Minister of Labour with respect to an amicable adjustment.

(2) From certain of the employees of the Consolidated Mining and Smelting Company and the Le Roi No. Two Mining Company, Rossland, B.C. In view of the fact that negotiations on the question of wages and working conditions were in progress affecting these employees, and for other reasons, this application was left in abeyance.

(3) From the Canadian Fish and Cold Storage Company, Prince Rupert, B.C., requesting a Board to deal with a dispute with certain of their employees, being fish packers. At the close of the month the procedure in this case had not been completed.

**Other Proceedings under the Act.**

In the January number of the **LABOUR GAZETTE** reference was made to an application for a Board of Conciliation and Investigation to deal with a dispute between the Grand Trunk Railway Company and certain of its employees, being clerks, etc., members of the Canadian Brotherhood of Railroad Employees, and it was stated that "No Board was established in this case, as, in the Minister's view, on account of an agreement being already in existence between the parties concerned, which did not expire until June 1, 1920, this was not a dispute falling within the meaning of the I.D.I. Act." The foregoing statement was in error as the establishment of a Board of Conciliation and Investigation has been allowed to remain in abeyance to permit of direct negotiations taking place between the parties concerned.



## Report of Board in Dispute between the Acadia Coal Company and certain of its employees.

A REPORT was received from the Board established to deal with the dispute between the Acadia Coal Company, Limited, Sydney Mines, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America. The Board was composed as follows: His Honour Judge G. Patterson, New Glasgow, appointed on the joint recommendation of the other two Board members, Messrs. John McKeen, Halifax, and J. C. Watters, Inverness, nominees of the company and employees respectively. The report of the Board was unanimous and was accompanied by a proposed schedule of wages.

### Report of Board.

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Acadia Coal Company, Limited, hereinafter called the "Company," and certain of its employees, being members of District No. 26 United Mine Workers of America, hereinafter called the "employees."

To the Honourable,  
The Minister of Labour,  
Ottawa, Canada.

The Board of Conciliation and Investigation appointed in relation to the dispute between the above-named company, and its employees, met in the Town Hall, Stellarton, on the 20th day of January last, and with the exception of two short adjournments, sat continuously until the 12th day of February, subsequently, meeting again on February 16th and 17th to draw up their report. Full details of their sittings are given in the special report of the Chairman, which is submitted per concurrent mail. At our first meeting we impressed upon both parties to the dispute, whose representatives were present, the advantage of getting together, and endeavouring to settle

their differences among themselves, offering our services in adjusting those matters upon which, after a full interchange of opinion and argument, they could not come to terms. The suggestion was accepted by both sides in the most cordial manner, and acted upon. For some days, the Company and their employees, through their respective representatives, met in friendly discussion, and agreed upon many of the items in dispute. Then when they could get no further they came before us. We heard all the evidence either side had to offer, and listened carefully to all arguments presented. And no better opportunity will occur than here to congratulate both sides upon the splendid manner in which they conducted their case. Everything said or done was said or done with good feeling, and neither side sought to take advantage of the other, but both seemed anxious for a fair and reasonable settlement.

Reference to the application for a Board will show that the difference or dispute was over the wages paid to the different classifications of workmen employed in or about the mines of the company. Practically, we were asked to draw up a new schedule of wages. Many of these classifications are paid by the day—others are by contract. The parties themselves were able to settle and agree upon a rate for many, perhaps most, of the classifications paid by the day, but upon none of the contract rates could they agree. The Company would consent to no increase in any of these—the employees asked an increase in all.

The following is the schedule we have decided upon for those classifications paid by the day, which includes not only those upon which agreement was reached by the parties themselves, but those referred to us for settlement, and except where specially noted, it is to be taken as applying to all the mines of the Company, and is to go into effect as from February 1st instant.

SURFACE.		Classification.		Old Rate.	Rate.
Classification.	Old Rate.	Rate.			
Ordinary labour .....	\$3.11	\$3.25	Stablemen .....	3.25	per mo. \$110
Boys .....	2.34	2.40	Saddler .....	4.05	4.60
Lamp Cabin Men .....	3.60		Masons .....	4.05	5.05
	3.52	3.80	Electric Lamp Cabin .....	Local	
	3.34		*Hookers off on Bankhead ....	3.87	
Boys .....	2.48	2.80		3.25	3.50
Blacksmiths .....	4.26		*Bankmen, Allan Shaft .....	3.87	3.75
	4.25	4.30	Tipplemen .....	3.11	
	4.05			3.27	3.30
	3.92		*Tally Boys .....	3.11	
	3.83	4.00		3.04	2.40
Fan Engineers—Allan Shaft ..	3.83	See		2.34	
		Com-	Coupling up boys .....	2.34	2.40
		pressors.	Picking table men .....	3.11	3.25
Albion .....	3.39	3.55	Moving cars under screens ....	3.11	3.35
Vale .....	See		Yardmen .....	3.25	3.35
	Compressors.		Washhouse tenders .....	3.11	3.25
Screen Engineers .....			Washhouse tenders with boiler .	3.11	3.35
Carpenters, 1st class .....		4.05	Watchmen .....	3.60	3.75
*Carpenters, 2nd class .....	3.85	3.80	Labourers on Bankhead .....	3.11	3.25
	3.83	3.80	Compressors Engineer and Fan		
	3.74	3.80	combined, Allan .....	3.83	4.00
Vale Tenements .....	3.60	3.80		3.52	4.00
	3.17	3.80	Compressors alone, Albion ....	3.60	3.80
	3.37	3.80	Dockman .....	4.00	5.00
Steel Box Repairers .....	3.39	4.00			
*Electricians and Helpers ....	4.27	4.21			
	3.68	4.21			
	3.60	4.21			
Assistant Turbine Engineers ..		4.21			
Hoisting Engineers .....		4.60			
*Mechanics .....	4.68	4.60			
	4.50	4.60			
	4.12	4.30			
	3.85				
	4.05	4.00			
	3.83				
	3.60	4.00			
Helpers .....	3.60	3.60			
Head Fireman .....	4.00	4.00			
	3.99				
*Stokers .....	3.92				
	3.69	3.80			
Ashmen .....	3.27	3.40			
	3.25				
	3.11				
Teamsters .....	3.25	3.40			
	3.11				
Teamsters, Double team .....		3.50			
*Box Car Loader Operator ....	3.87	3.75			
Painters .....	4.02	4.11			
Weighman .....	3.60	4.00			
Trackmen (Sectionmen) .....	3.11	3.40			
Train Crews:					
Engineer .....	per hour	.48			
Fireman .....	"	.45			
Brakeman .....	"	.45			

\*The cases marked with an \* are special rates paid for special reasons and will stand as the rates for the respective classifications at the collieries now operated by the Company. At any new colliery the Company may have the advantage of the new rate.



Classification.	Old Rate.	Rate.
Donkey Drivers .....	3.11	3.35
Brake Holders (under 18 years) .....	2.66	3.00
	2.90	3.30
*Roadmakers .....	4.27	4.25
	4.05	4.00
Pick Boys .....		3.35
Slope Timbermen .....		5.25
Pipemen .....	3.60	4.10
	4.00	
Rope Splicer and Examiner ...	4.48	4.48
Gear Men .....	4.00	4.25
	4.12	
Brattice Men .....		3.75
Relightermen .....	3.11	3.35
Concrete Mixers .....	3.60	4.00
Diamond Drill Operator .....	4.66	4.80
Machine Men and their Helpers not working on contract.....	Special arrange- ment to be made in each case.	
Shaftman's Assistant .....	4.00.	To be paid at same rate as Domi- nion Coal Co. pays for same work.
Pumpmen, Vale } .....		
Albion } .....	3.83	4.00
Allan } .....	3.80	
	47½	
	41	
	3.28	
Examiners, all day shift .....	4.27	4.25
Examiners, week about .....	4.27	4.36
Examiners, all night work ....	4.27	4.50

We were asked to make many and far reaching changes in the contract rates. We are prepared to grant, and as will be afterwards seen, do grant a general increase in all contract rates, but only in two classes of contract work can we give to contractors doing a specific work a special increase. These two are:—

1. Shooting and loading in bords and narrow places. For this, the rate hereafter will be 76 cents per ton.

2. Deadwork—the rate will be 60 cents per hour. If the work does not take twenty minutes, there will be nothing paid for it—if it takes over twenty minutes, though not the full hour, the full rate per hour will be paid.

One other class of contract work, namely, shovelling coal, more particularly when the coal is to be shovelled up hill, seemed to call for special consideration. At the request of the employees, however, this matter was left to be adjusted between the Company and the Local Committee of the employees at Thorburn.

In October, 1918, after investigation the Fuel Controller directed that twenty-seven cents per day be added to the wages of each employee of the Company to partly offset the increase in the cost of living. In the January previous there had been an adjustment of wages to meet the increased cost up to that time, and this twenty-seven cents was intended to meet the rise in the cost of living between January and October. There has been no decrease since October, 1918, rather as everyone knows, a sharp increase, but no change has been made, and the Company has continued to add twenty-seven cents per day to the wages of every man. For the men working on contract, we now direct that this twenty-seven cents for the future be consolidated in their contract rates—and that four and one-half per cent be added to these rates as its equivalent.

In addition, we direct a further increase of four per cent in the contract rates. This increase is to be effective on and from February 1st instant. The total increase in contract rates will thus be eight and one-half per cent, and it is hardly necessary to point out that since January, 1918, or since the last increase in wages, the cost of living has increased by a far larger percentage.

We have not sufficient information to determine how this increase is to be applied among the various classes of contract work. The working out of the details of its application is left to the Company and the Local Committees at the various collieries.

Owing to the special conditions at the Colliery Acadia No. 1, by which the men doing contract work there are able to earn considerably more than the average paid the other contractors of the Company, there will be no increase of any kind in the contract rates at that colliery.

We recommend that the wages of the day labourers and the contract rates as we have settled upon and fixed them should continue in force for one year from the 1st day of February instant, subject to thirty days' notice from either party, with the proviso, that should there be any appreciable change in the cost of

living or any disturbance in economic conditions, or any disparity in the schedule of wages paid by any other coal company in the Province of Nova Scotia, this schedule may be open for revision at the instance of either party to this agreement at the end of each four months' period from January 1st last during the existence thereof.

All of which is respectfully submitted.  
New Glasgow, N.S., February 18, 1920.

(Sgd.) GEORGE PATTERSON,  
Chairman.

(Sgd.) J. C. WATTERS.

(Sgd.) J. McKEEN.

#### **Report of Board in Dispute between the Intercolonial Coal Mining Company, Limited, and certain of its employees.**

A REPORT was received from the Board established to deal with the dispute between the Intercolonial Coal Mining Company, Limited, of Westville, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America. The Board was composed as follows: His Honour Judge G. Patterson, New Glasgow, appointed on the joint recommendation of the other two members, Messrs. John McKeen, Halifax, and J. C. Watters, Inverness, nominees of the company and employees respectively. The report of the Board was unanimous and was accompanied by a proposed schedule of wages.

#### **Report of Board.**

In the matter of the Industrial Disputes Investigation Act, 1907, and differences between the Intercolonial Coal Mining Company, hereinafter called the "Company" and certain of its employees, being members of District No. 26, United Mine Workers of America, hereinafter called the "Employees."

To the Honourable,  
The Minister of Labour,  
Ottawa.

The personnel of the Board of Conciliation and Investigation in above was the same as that appointed in the matter of differences between the Acadia Coal Company, and certain of its employees. The areas of the two Companies adjoin, and the collieries of the Intercolonial Company are but a little distance from the larger collieries of the Acadia Company. Conditions are so far similar that for some time there has been a working arrangement between the Companies, that the wages and rates paid at each should roughly correspond. Consequently the Board were able to hear much of both these cases at the same time. At all our sittings up to that on February 13th, representatives of both Companies were present, as well as representatives of the employees of both. Our meetings on that day and the following were entirely devoted to a consideration of the wages and rates to be paid by the Intercolonial Company.

As in the case between the Acadia Coal Company and its employees, we impress-



ed upon both sides herein the advantage of getting together, and so far as possible adjusting their differences. In this case too, our suggestion was acted upon and very many, practically all, of the wages to be paid the various classifications of day labourers were agreed upon and settled by the parties themselves. The following is the wage schedule we have drawn up for those classifications paid by the day—it includes, it is perhaps hardly necessary to say, not only those upon which agreement was reached by the parties themselves, but those that were referred to us:

## SURFACE.

Classification.	Present Rates.	New Rates.
Surface Foreman .....	\$3.56	\$3.75
Time and Storekeeper .....	3.63	3.75
Messenger .....	2.49	2.75
Local Coal Weigher .....	3.14	3.25
Local Coal Weigher, No. 5 Mine .....	3.37	3.50
Night Watchman .....	3.37	3.80
Night Watchman, No. 5 Mine..	3.14	3.80

*Screening and Loading—*

Bank Weighman (Drd.) .....	3.87	4.00
Bank Weighman (No. 5) .....	3.56	3.75
*Chainman, No. 2 .....	3.56	3.50
Chainman, No. 1 .....	3.25	3.50
Chainman, No. 4 .....	3.25	3.50
Chainman, No. 5 .....	3.25	3.50
Box Car Loader .....	3.25	3.75
Machinery Oiler (Screen Engr.) .....	3.37	3.80
Horse Drivers .....	2.49	2.75
Car Runners and Shunters .....	3.25	3.35
Other Bank Employees .....	3.14	3.25
Boys .....	2.11	2.11

*Hoisting Engineers, Main Slopes—*

No. 1 Mine .....	3.81	4.60
No. 2 Mine .....	3.81	4.60
No. 5 Mine .....	3.81	4.60
Compressor and Fan Man .....	3.50	4.00
Fan Man only .....	3.37	3.80
Compressor Man only .....	3.37	3.80
*Power House and Elect .....	4.75	4.05

*Firemen and Ashmen—*

Leading Firemen .....	3.37	4.00
Other Firemen .....	3.25	3.80
Ashmen .....	3.25	3.40

*Skilled Mechanics—*

*Machinists .....	4.77	4.60
“ .....	4.13	4.30
“ .....	3.90	4.00
“ .....	3.69	4.00
Machinists' helpers .....	3.37	3.60
“ .....	3.25	3.60

Boys .....	2.49	2.75
Blacksmiths' apprentices .....	2.11	2.40
Blacksmiths .....	3.87	4.30
“ .....	3.37	4.00
“ .....	3.26	4.00
Blacksmiths' helpers .....	3.14	3.40

*Carpenters—*

Carpenters .....	4.20	4.50
“ .....	3.63	4.05
“ .....	3.50	3.80
Hutch repairers .....	3.50	3.80

*Other Surface Labour—*

Boiler Cleaners .....	3.87	4.00
*Stablemen .....	24.16 wk.	....
Lampmen .....	3.87	4.00
“ .....	3.60	3.80
“ .....	2.62	2.80
General Labourers .....	3.14	3.25
“ .....	3.25	3.50
“ .....	3.14	3.40

*Pier—*

Wharfinger .....	3.26	3.35
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*Train Crews—*

	(per hr.)	
Drivers .....	3.87	.57
Firemen .....	3.25	.51
Brakemen .....	3.25	.51
Conductor .....	3.79	.54
Trackmen, in and about plant		
(1) .....	3.14	3.40
(2) .....	3.14	3.25
Trackmen, when employed on road to pier .....	(1) 3.56	3.60
Tipplemen .....	(2) 3.40	3.50

## UNDERGROUND.

Men with examiners or overmen by night .....	2.36	3.35
<i>Horse Haulage—</i>		
Drivers .....	2.62	3.10
Drivers over 18 years old .....		3.40
*Stablemen .....	3.87	3.60
<i>Mechanical Haulage—</i>		
Engineman (No. 2 Slope and Tail Rope) .....	3.50	4.00
Chainrunners, Main Slope .....	3.50	3.80
No. 2 Slope .....		
Sheet Tenders, Top .....	3.25	3.50
Bottom .....	2.62	3.00
Brakeholders .....	2.36	3.00
	2.49	3.00
Shovers and Pushers .....	3.25	3.40
<i>Ventilation—</i>		
Trappers .....	2.11	2.20
Roadmakers .....	3.87	4.00
Timbermen .....	3.63	3.75
“ .....	3.26	3.75
“ .....	3.41	3.75
Pumpmen .....	3.37	4.00

\*The old date for these classifications will stand so long as this schedule remains in force.

Classification	Present Rates.	New Rates.
<i>Miscellaneous Labour—</i>		
Slope Timbermen .....	3.50	4.50
	3.41	
General Labourers .....	3.25	3.35
<i>Examiners—</i>		
The Examiners at night shall be paid 25c. per night additional.		

The above schedule is to be effective on and from February 1st instant.

The Company and the employees could make no agreement as to any of the contract rates. The employees sought increases in many, indeed in most of these rates, and the Company declined to agree to any increase in any of them. It will be much more convenient to deal with those classifications of contract work in which we have allowed an increase, than with those in which we have not.

(1) Brushing on slants. Formerly this was paid the brushing on level rate. The employees claim it should be paid at the brushing on balance rate. From the statements made by both sides we gather that the work is more difficult than the former, but not so difficult as the latter. We fix the rates for this work as follows: In rock, \$2.25; in coal, \$1.85.

(2) Driving heads in long wall. The rate for driving heads in bords and pillar was formerly \$3.03 per yard. The men claim, and we think they have made out their claim, that this work is of the same or of very much the same character. We fix the rate at \$2.90 per yard.

(3) Deadwork. We fix this rate at 60 cents per hour. There will be nothing paid for putting on a box, or doing anything taking less than twenty minutes. Anything taking over twenty minutes will be paid as for a full hour.

(4) Cutting bottom in roadways. We fix the rate at 90 cents per yard.

All the other claims for increases on specific classes of contract work are disallowed.

In October, 1918, in an effort to meet the increase in the cost of living that had taken place since January, 1918, when the last adjustment of wages was made, the Fuel Controller gave orders that twenty-seven cents per day was to be added to the earnings of every man working in the mines of the Company. The Company now agree to consolidate this twenty-seven cents in the contract rates. Or in other words, as the equivalent of this twenty-seven cents to the contract workers they will add four and one-half per cent to their contract rates.

We grant a further increase of five per cent upon all contract rates, but this increase is not to apply to the tonnage rates on long wall South side No. 2 mine. When the long wall is opened on the North side, special arrangements are to be made. This increase is to go into effect as from February 1st instant.

The working out of the details of the application of both the increases last referred to is left to the Company and the Local Committees of the employees.

We recommend that the wages of the day labourers and the contract rates as we have settled upon, and fixed them should continue in force for one year from the 1st day of February instant, subject to thirty days' notice from either party, with the proviso, that should there be any appreciable change in the cost of living or any disturbance in economic conditions, or any disparity in the schedule of wages paid by any other Coal Company in the Province of Nova Scotia, this schedule may be open for revision at the instance of either party to this agreement at the end of each four months' period from January 1st last, during the existence thereof.

All of which is respectfully submitted.  
New Glasgow, N.S., February 19, 1920.

(Sgd.) GEORGE PATTERSON,  
Chairman.

(Sgd.) J. C. WATTERS.

(Sgd.) J. McKEEN.



## Report of Board in Dispute between the Canadian Pacific Railway Company, Eastern Lines, and its sleeping car porters.

A REPORT was received from the Board established to deal with the dispute between the Canadian Pacific Railway, Eastern Lines, and its sleeping car porters. The Board was composed as follows: His Honour Judge Colin G. Snider, Hamilton, appointed on the joint recommendation of the other two members, Messrs. U. E. Gillen, Toronto, appointed by the Minister in the absence of a recommendation from the company, and Fred Bancroft, Toronto, the nominee of the employees. The report was signed by the chairman and Mr. Gillen, and was accompanied by a proposed schedule of rules and wages. Mr. Bancroft presented a minority report together with certain recommendations, which the employees advised were acceptable to them as a basis of adjustment. It developed, however, that a decision on an important point of the dispute had been omitted in the report rendered by the chairman and Mr. Gillen. The Board accordingly reconvened on February 25 and further reports were rendered, the majority report being signed by the chairman and Mr. Gillen, and the minority report by Mr. Bancroft.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific Railway Company, employer, and its Sleeping Car Porters, employees.

To the Honourable  
Senator G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation established by you herein has the honour to report as follows:

On Tuesday the 13th day of January, 1920, at 10.30 a.m. the Board commenced its sittings by appointment at the City Hall in Toronto. All members of the Board were present. The employees'

representatives were in attendance. They are A. R. Mosher, President of the Canadian Brotherhood of Railroad Employees, J. A. Robinson, President of the Order of Sleeping Car Porters, and R. O. Caines, an ex-sleeping car porter of the employer Company. No one attended to represent the employer although due notice of the meeting had been given to W. A. Cooper, the Manager of the C. P. Railway Sleeping, Dining and Parlour Car and News Service. The Chairman issued a notice to W. A. Cooper requiring him to attend. A telegram was received from him saying that he could not attend before the Board on the 13th of January but would attend on the 14th. The Board proceeded to hear the evidence of the dismissed sleeping car porters. Complaint was made before the Board as to the dismissal of seven of these men. Several of them were examined under oath and cross-examined on the 13th as to the circumstances of their service and of their dismissal and of the efforts made to have their cases heard by the officers of the Company. At 5 p.m. the Board adjourned. On the morning of the 14th of January W. A. Cooper attended before the Board and he was given a general outline of what had been said by the witnesses heard on the 13th. Mr. Cooper called the Board's attention to his letter to the Deputy Minister of Labour dated the 20th day of December, 1919, and said that the Employer's attitude had not changed and that he attended in obedience to the Order of the Board and not as representing the Employer. Other witnesses gave their evidence as to the dismissals under consideration and were examined and cross-examined in Mr. Cooper's presence on the 14th of January and the morning of the 15th when the hearing of all the Employees' witnesses in reference to the dismissals was completed. The Board then suggested that Mr. Cooper should confer with the dismissed porters alone

with a view to a settlement. This was agreed to and the Board adjourned until two o'clock to permit this conference to be held. On re-assembling at 2 p.m. Mr. Cooper said to the Board that he had undertaken to re-instate these seven dismissed porters temporarily and to receive the Committee which the Order of Sleeping Car Porters had appointed and to discuss with this Committee in Montreal the permanent re-instatement of these men, and the other matters submitted by the Minister of Labour to this Board of Conciliation. He further said he had hopes from the evidence he had heard that this Board would be relieved from further consideration of this dispute. The Employees confirmed the statement made by Mr. Cooper and at request of all the parties the Board adjourned the investigation to Thursday, the 29th day of January, 1920, at 10.30 a.m., at the same place at Toronto.

On the 26th day of January, 1920, the Chairman of the Board received from Mr. Cooper the following telegram:—"Have had three meetings with alleged 'porters' Grievance Committee pursuant to understanding at last meeting Board—find statements then made by 'porters altogether unjustified according to evidence submitted. Company must therefore maintain their position on dismissals of porters concerned. Pre-sume hearing will proceed as arranged on Thursday, 29th. W. A. Cooper."

On receipt of this telegram the Chairman at once telegraphed to Mr. Cooper and to the Employees to attend on Thursday, the 29th, and bring all witnesses. He also notified the other members of the Board of the nature of these telegrams.

On Thursday, 29th January, 1920, at 10.30 a.m., the Board again met at the City Hall in Toronto and was attended by the representatives of the Employees and other witnesses and by W. A. Cooper, George Hodge, Assistant to the Vice-President of the C.P. Ry., and H. F. Mathews, General Superintendent of the Sleeping and Dining Car Service of the C.P. Ry., Western Lines, all three of whom explained that they attended only

to give evidence if required and not as representing the Employer as a party to these proceedings. Evidence as to these dismissals, terms of employment, meetings had as to rate of wages, schedule of rules, etc., was given by George Hodge and W. A. Cooper under oath and examination and cross-examination at length of both under oath was had, and evidence in reply was given by witnesses for the Employees all confined as far as possible to the dismissal of the seven porters whose reinstatement has been demanded by the employees. The seven porters dismissed are R. O. Caines, C. R. Taylor, R. M. DeFreitas, J. A. Samuel, R. J. Marshall, O. Daniel and J. M. Black.

R. O. Caines who is chairman of the Committee appointed by the Order of Sleeping Car Porters stated to the Board that no discussion had taken place in Montreal with Mr. Cooper since the adjournment for that purpose, and that Mr. Cooper refused to recognize this Committee as properly representative of the men, and that he also refused to see them as a Committee of dissatisfied employees on the subject of the dismissal of the seven porters. Mr. Cooper on being asked as to the correctness of these statements replied that Mr. Hodge would make a statement which would answer this question but no direct definite answer was given.

The taking of evidence and discussions and arguments as to the dismissals occupied the time of the Board all the 29th of January and the morning of the 30th and at the conclusion thereof Messrs. Cooper, Hodge and Mathews said that as they had no further evidence to give as to the rate of wages and schedule of rules demanded by the Employees they would with the Board's consent like to withdraw from all further sittings of the Board and they then withdrew. On the afternoon of the 30th day of January and on the 31st day the Board proceeded with the hearing of evidence, statements and arguments put in by the representatives of the employees, no one for, or having connection with, the Employer being present.



As to the seven dismissed porters the two members of the Board who sign report as follows:

Each dismissed porter who has given evidence under oath has sworn that he has no knowledge of the reason for his dismissal or for the dismissal of any others of the seven whose cases we are considering; that he has applied to the proper officers of the Company for information as to the cause of his dismissal and has never been able to get any answer other than "General unsatisfactory service"; that he is not conscious of misconduct or neglect of duty on his part that might give cause for his dismissal.

W. A. Cooper and George Hodge, officers of the Employer who gave evidence and were fully and carefully questioned and cross-examined having been first sworn, answered all questions asked them excepting the question as to the particular definite reason in each case for dismissing these seven men, and each of these two officers refused to give reasons or particulars for the dismissal of any one of these seven men other or further than was given to these men personally, namely, "General unsatisfactory service." They said that they refused on the ground that it is in the interest of the Company and of the night travelling public that the Employer shall have the right to dispense with the service of a sleeping car porter at any time it is of opinion that it is desirable to do so, and without being required to give any reason for doing so. This they said is because the employment of these men is of a domestic nature and involves close personal relations between them and the sleeping car travellers; that for this reason there is a special clause in the contract of hiring which each porter is required to sign on entering the service and which each one of these seven porters did sign which clause is as follows:

"In consideration of the Canadian Pacific Railway Company, hereinafter called "the Company" taking me into its services as sleeping car porter, I hereby agree to work as such for the Company on any of its different runs so long as my services may be required, it being

understood that my engagement may be terminated by the Company without notice, and without assigning any reason therefor, at any time except during the course of any particular run, and moreover, that it is subject to the terms hereinafter stated."

The two officers also swore that this clause is not contained in the contract signed by any other class of employees, and also that it was in exercise of this right that the Company dismissed these seven men and refuses to assign any reason therefor.

The two members of your Board who sign find themselves unable to make any recommendation in these circumstances. We say that no reason for the dismissal of any one of these seven porters has been disclosed to or discovered by us but we are not prepared to recommend that the railway Company should at all times refrain from acting upon the terms of this contract in this particular class of employment.

The members of the Board who sign recommend the Schedule of Rules and Wages annexed to and forming part of this Report as being fair and reasonable and which in the opinion of those members of the Board should be accepted by the Employer and Employees.

All of which your Board has the honour to report.

Dated this 11th day of February, 1920.

(Sgd.) COLIN G. SNIDER,  
Chairman.

(Sgd.) U. E. GILLEN.

# CANADIAN PACIFIC RAILWAY. SLEEPING CAR PORTERS.

## RULES AND RATES OF PAY.

Effective 16th December, 1919, following will be revised rates of pay for sleeping car porters and rules governing working conditions:

(1) Class.	Rate per month.		
	1st yr.	2nd yr.	and after.
Sleeping and Tourist	\$75.00	\$80.00	\$85.00
Observation Com- partment Buffet Sleeping Car porters .....			92.50

For convenience in executing regulations contained in following paragraphs relative to promotion, reduction, seniority, grievance, discipline or transfer of employees, sleeping car department will be sub-divided into districts, or territories:

(2) District.	Headquarters.
Atlantic, Algoma and Eastern...	Montreal.
Ontario .....	Toronto.
Manitoba and Saskatchewan.....	Winnipeg.
(including employees operating during summer months on trains Nos. 13 and 14).	
Alberta .....	Calgary.
British Columbia .....	Vancouver.

Porters located on above districts, in addition to porters whose services originate at either one of the above places, will have their headquarters at the place where they are located, or where their line or run originates. Porters operating in service over more than one district, irrespective of where their headquarters are located, will be under the jurisdiction of the Superintendent on whose territory they happen to be.

(3) Seniority List. A seniority list for each district will be prepared and posted on the 1st day of January each year in a conspicuous place at terminal points, and any porters whose standing is incorrectly shown will have opportunity of protesting in writing within thirty days, after which no action will be taken. For all seniority purposes, porters operating in service over more than one district will be considered as employees of the district from which run originates, i.e.:

Transcontinental employees—Montreal-Vancouver, trains Nos. 1 and 2, 7 and 8 will be included in seniority list at Montreal.

Transcontinental employees—Toronto-Vancouver, trains Nos. 3 and 4, 9 and 10 will be included in seniority list at Toronto.

(4) Seniority. Employees on leave of absence or who are temporarily off their run will be relieved by employees desiring same, when possible, and will not lose their right to any run which may be bulletined while they are off duty.

(5) During temporary reduction of train service, an employee may, without losing any seniority rights, accept a subordinate position in his own district rather than go to another district in same capacity. Employees, when on Company's request are withdrawn for use in other Departments or when loaned to other companies, will retain their right of seniority when returning to district in which formerly employed.

A porter shall not be loaned to another Company without his consent.

(6) In the event of reduction of train service junior men will be reduced before any general reduction is made; men having others dependent upon them for support will be given preference

of employment, seniority and efficiency governing. Men laid off on account of reduction, if competent and available, will, when staff is increased, be given preference over new men.

(7) Vacant Runs. When permanent runs are vacant or new runs created, or at general change in time from winter to summer schedule, or from summer to winter schedule, particulars will be bulletined for 20 days and runs will be given to senior qualified men applying in writing, subject to merit, fitness and ability.

(8) Loss of Seniority. A man who has been out of the service more than a year, if re-engaged, comes back to all intents and purposes a new employee, and seniority will date only from date of re-engagement.

(9) Transfer of Employees. In the event of employees being transferred at Company's request from one promotion district to another, due to withdrawal of service or inauguration of new lines, seniority of employees so transferred will not be affected, and employees so transferred will rank according to seniority with employees in the district to which transfer is made.

(10) Employees transferred from one promotion district to another at their own request, or from another railroad, will rank as junior men, unless an agreement is made for an exchange with a man having the same seniority on the district to which transfer is desired.

(11) Discipline. This will be administered under merit and demerit system.

(12) Investigations. Investigations will in every instance be made of infractions of the general rules to see that they are strictly lived up to by employees and in order that no injustice will be done to employees in assessing records.

(13) Grievances. Any porter has the right to a hearing if he considers he is unjustly dealt with. He shall present the same in writing within five days of the disciplinary notice. Action will be taken by the Superintendent or other proper officer on the receipt of the written request without unnecessary delay. A decision will be given within five days after the completion of the hearing. If any appeal is taken it must be filed within ten days after notice of the decision is given and a copy furnished to the official whose decision is appealed from. At the hearing the porter shall have the right of assistance from one or more employees as duly accredited representatives. If the final decision is in favour of the porter if he was dismissed or suspended he shall be returned to his former position and paid for all time lost. The provisions of this section are not intended to interfere with or as an expression of any opinion upon the rights of the parties under any individual contract which may have been entered into by a porter with the Company.

(14) White Coats. During the summer season, April 30th to September 30th, porters may wear white coats throughout the day and while



receiving or discharging passengers at way stations. Uniform coats must be worn when receiving or discharging passengers at important terminal stations.

(15) Layover Compensation. At change of time, inauguration of new lines or discontinuing of runs in existence, a bulletin will be posted in each district showing minimum layover or rest period to which employees are entitled or for loss of which compensation will be paid.

#### REGULAR LINE SERVICE.

(16) Home Station. (a) When an assigned layover is reduced due to being called for duty prior to expiration, L.O.C. will be allowed on following basis:

Reduction in L.O.C. Allowance Layover:

1 to 24 hours .....	1 day.
24 to 48 hours .....	2 days.

(b) When standby or guard duty performed during assigned layover, one day to be allowed for any portion of day consumed.

NOTE.—Interpretation of call for duty prior to expiration of layover.

(17) Regular line porters who are required to report on any day other than that on which due out will be considered as having been called for duty, except that employees due out on morning trains may be required to report day previous, but in such instances no L.O.C. will be allowed.

(18) Porters failing to report on date due out shall, unless a very reasonable excuse is furnished, incur a penalty by demerit marks, and await return of run with loss of pay for period his line is filed by another porter, unless his services can otherwise be utilized during the interval.

(19) Terminal Away From Home Station. When porters are required to double out before expiration of regular layover of their regular run, or if assigned to local service or standby or guard duty and not allowed regular layover given to porters whose home station is at this terminal, one day L.O.C. to be allowed.

(20) Explanation. No L.O.C. will be paid to porters for late arrival of train at terminal away from home, but if after arrival his regular layover is cut down, one day L.O.C. will be paid to him for any portion of a day that his layover is shortened. In addition, he will be allowed a full day L.O.C. for doing standby or guard duty during his assigned layover.

#### EXTRA SERVICE

(21) Home Station. Porters on return from extra service are entitled to same layover as that allowed in regular line service, and L.O.C. to be paid on same basis.

#### TERMINAL AWAY FROM HOME STATION.

(22) (b) Porters away from home station on extra service are entitled to same layover as that allowed in a corresponding regular line, and L. O. C. to be paid on same basis.

(c) Porters when held for extra service in excess of assigned layover at either home station or at terminal away from home station are entitled to be paid for the period held.

(d) When one porter operates two occupied cars, as occasionally happens on military trains, porter while entitled to double pay for actual days service is only entitled to layover and L. O. C. for one car.

(23) Deadheading. (a) Porters in charge of deadhead cars or deadheading on pass will be furnished with food free of charge, either by free meal order in Dining Car or by supplies issued on requisition to D. C. Storeroom; value of supplies furnished not to exceed \$1.50 per day.

(b) When deadheading without car porter to be provided with sleeping accommodation in tourist car.

(c) Employees deadheading, if given opportunity for rest in berth en route, are subject to serve immediately. If deadheaded on pass and not furnished with berth accommodation entitled to reasonable time for rest on arrival destination, or payment of L. O. C. to be computed on basis paragraph I.

(24) There shall be no discrimination shown toward or against any porter for being a member of a Brotherhood or Union nor for service on committees representing porters.

(25) Porters on trains to which dining cars are attached shall be given their meals at half rate in dining cars, said meals to be selected by the porters from the passengers' menu for the day and a service of full passenger portents, subject to a minimum charge of twenty-five cents.

(26) When a porter is requested to surrender his equipment wages due him shall be paid within forty-eight hours. If not the Company shall pay in full for all time caused by delay, forty-eight hours grace inclusive, at the regular rates of pay. A porter resigning shall give fifteen days' notice of his intention to resign and his payment shall be governed by the previous clause of his section.

(27) In the event of porters desiring to maintain a paid officer the porter accepting such position will not lose his seniority standing or promotion rights while so engaged.

(28) All white coats for porters shall be supplied at the Company's expense.

(29) Members of porters' committees shall be relieved when required for committee duties, and shall be furnished with the necessary transportation on application, but notice must be given to the Superintendent so that the Company's interest will not suffer. Not more than fifteen days' notice shall be required.

(30) Where a porter is called to the office

during his layover on business not affecting him he shall be paid *pro rata* for the time he is detained.

(31) All men shall automatically become sleeping car porters on assuming such duties, and shall be governed according to the schedule.

(32) Extra men performing relief duties on line runs shall be entitled to all layover assigned to such runs.

(33) This schedule shall become effective on and from the 16th day of December, 1919, and shall continue in force for one year until the 16th day of December, 1920, subject, however, to any change or changes therein that may be made at the conference which Mr. W. A. Cooper has promised to have with a Committee of the company's sleeping car porters before the 1st of May, 1920.

(Sgd.) COLIN G. SNIDER,  
Chairman.  
(Sgd.) U. E. GILLEN.

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific Railway Co., Employer, and its Sleeping Car Porters, being members of the Order of Sleeping Car Porters, employees.

To the Hon. G. D. Robertson,  
Minister of Labour,  
Ottawa, Ont.

Sir,—

I cannot agree with the whole of the report and recommendations signed by His Honour Judge C. Snider and Mr. U. E. Gillen, members of a Board of Conciliation appointed by you to enquire into the differences between the Canadian Pacific Railway Company and its sleeping car porters, and present a minority report, and recommendations.

The report of the majority members of the Board deals with the dismissal of seven employees first, and the schedule of wages and rules follows. The concluding paragraph in the report on the dismissals states:

"Your Board finds itself unable to make any recommendation in these circumstances. We say that no reason for the dismissal of any one of these seven porters has been disclosed to or discover-

ed by us, but we are not prepared to recommend that the railway company should at all times refrain from acting upon the terms of this contract in this particular class of employment."

The majority members also quote a paragraph from a personal contract signed by each of the dismissed porters, as a reason, inferentially, why no recommendation is made.

From the evidence given, and the documents referred to the Board by the Department of Labour, it is quite clear that there are two factions among the porters. One represented by the parties to this application, namely, the Order of Sleeping Car Porters, and another alleged to be represented by a Welfare Committee. The representatives of the Order of Sleeping Car Porters, a trade union, declare that the welfare committee has no business to discuss wages and conditions with the management, as that should be done by representatives of the organized men. The officials of the company, however, recognize the welfare committee, and claim these employees are authorized to represent many porters, and the officials have conferred with these representatives on such business. The officials have not conferred with the representatives of the Order of Sleeping Car Porters, on wages and conditions. The seven men summarily dismissed were at the time "active members" of this Order or Union. Several of them were members of a grievance committee elected to take up a schedule of wages and conditions which had been presented to the management of the company several months previous to their discharge. Their services ranged from 5 to 12 years with the Company.

The company management had established penalties for infraction of rules or regulations by a merit or demerit system; and in a bulletin signed by the manager of this department of the service outlined under the caption "Grievances," stated that employees having grievances should first discuss them with the welfare committee. This the discharged men refused to do, claiming the right to their own organization and representatives.



The Order of Sleeping Car Porters not meeting with success in an attempt to negotiate a schedule, and these men being dismissed, applied for a Board of Conciliation which was granted. The representatives of the company apparently base their case on the dismissal of these men on the terms of a contract under which the porters were hired. And inferentially it is this which prevents the majority members making a recommendation on the matter. What becomes of the right of the seven men under the Industrial Disputes Act in such a case? The majority report only quotes a paragraph of the contract. The full text is as follows :

# CONTRACT.

## CANADIAN PACIFIC RAILWAY COMPANY.

"1. In consideration of the Canadian Pacific Railway Company, hereinafter called the Company, taking me into its services as ..... , I hereby agree to work as such for the Company on any of its different runs, so long as my services may be required, it being understood that my engagement may be terminated by the Company without notice and without assigning any cause therefor, at any time except during the course of any particular run, and moreover, that it is subject to the terms hereinafter stated.

2. For such services I am to receive only the ruling rate of wages on each run for the time I am on that run, whatever that rate may be, according to the schedule of wages then in force for the different runs.

3. In order to be so engaged, I represent myself to be a first-class ..... in every respect, having been previously employed by .....

4. Should this representation in the opinion of the Company prove at any time to be incorrect, or should I at any time violate the Company's rules or instructions laid down for my guidance, the Company may at once, and whether in the course of the particular run or not and without any notice to me, suspend me from its said service or wholly terminate my engagement without being liable to me for any demand whatsoever.

5. One-third the cost of the uniform and full cost of white jackets supplied me when I enter the service may at the option of the Company be deducted from any wages or moneys due or owing to me by the Company, the said uniform and jackets to remain the property of the Company, the price charged

me being for the use of same while in the service. It is understood that this amount covers only a portion of the full number of jackets which I will require, but the Company will furnish at exchange points the balance up to full complement required. Should I for any reason leave or be dismissed from the Company's service I shall immediately deliver up to the Company in good condition the said uniform and also white jackets up to the number originally furnished me.

6. I agree to be responsible to the Company for the full cost of any uniform winter overcoat supplied me, which cost may at the option of the Company, be deducted from any wages or monies at any time due or owing to me, should I fail to return same in good condition (subject, however, to ordinary wear and tear), to the Company on demand.

7. I am to be responsible for all supplies and movable equipment in any of the said Company's cars while under my charge, and in case of any damage to any such supplies or movable equipment other than that resulting from ordinary wear and tear, or of any loss of the same, the cost of repairing or replacing same may, at the option of the Company, be deducted from any wages or monies due me by the Company, and in case such wages are not sufficient to pay for the same, I shall forthwith pay the deficiency to the Company.

8. I undertake to surrender and deliver to the said Company on demand, every ticket book, whether complete or incomplete, and every punch, key, and form, as well as all other equipment which may be at any time or times furnished me by the Company, and if I omit to do so, no matter what the reason may be, I undertake to pay to the Company, by way of liquidated damages, the respective sums below mentioned in respect of such of the said properties, goods, chattels or effects as I may omit to so surrender and deliver as aforesaid, and the Company may at any time or times withhold from any wages or monies due or owing to me the said respective sums, and if the wages or monies so due to me be not sufficient to satisfy the whole of such sums which I undertake to pay as aforesaid, I shall be liable, and I undertake forthwith to pay the deficiency to the Company, that is to say:

Each Ticket Book, complete or incomplete ..	\$30 00
Each Uniform Overcoat, Winter	30 00
Each Uniform Complete (exclusive of the Winter Overcoat mentioned herein)....	20 00
Each Ticket Punch .....	2 50
Book of Rules and Instructions	5 00
Other miscellaneous Equipment	10 00

9. It is to be entirely optional with the Company whether I am entitled to transportation from or to any point should I resign, be

dismissed or suspended, at any points whether on the line of the Company's Sleeping Cars or otherwise."

Signed at .....  
 .....19.  
 In presence of .....

If the contract referred to prevented the majority from making a recommendation regarding the dismissals, although they admit "that no reason for the dismissal of any one of these seven porters has been disclosed to or discovered by us," it did not prevent them from ignoring the contract in the general rules recommended in the schedule. In Section 24 the members recommend "There shall be no discrimination shown toward or against any porter for being a member of a Brotherhood or Union nor for service on committee representing porters." The discharged porters who gave evidence, claim that the only reason they can assign for their discharge, is their activity in the union. The majority members admit they failed to discover a reason, but the contract is there, hence no recommendation. What can prevent discrimination under such a contract when the majority of a Board are prevented by it from saying whether the dismissals were justified or not? The majority members also make recommendations about supplying white coats at Company's expense, and this also is at variance with the contract. Would it not be fair to assume that the individual contracts which do exist in this service on the C. P. R. are for the purpose of protecting the service against inefficiency, the violation of rules or misbehaviour, and that the contract was not intended or designed to be used in interfering with the porters' rights to organize?

Section 26 of the Industrial Disputes Act states: "The Board's recommendation shall deal with each item of the dispute and shall state in plain terms and avoiding as far as possible all technicalities, what in the Board's opinion ought or ought not to be done by the respective parties concerned." If the production of an individual contract can prevent a ma-

jority of a Board from making a recommendation on such an important matter, then a personal contract of wider scope made by an employee when being hired, might curtail for him even greater rights under the statute. It is significant also that at one stage of the proceedings the manager said he would reinstate these men temporarily, which suggests that the differences were not insurmountable.

In the absence of evidence to show the slightest reason for the discharge of these men, as indicated by the majority report, with which I agree in this respect; I recommend the reinstatement of those amongst the dismissed porters desirous of returning to the service, with seniority rights unimpaired until Manager W. A. Cooper, or proper official, receives the grievance committee of the Order of Sleeping Car Porters, and investigates the causes for the dismissals. If the porters have been unjustly dealt with they should be paid for all time lost, in addition to reinstatement. If there are good reasons for dismissal, none of which have been disclosed, the officials should so inform the committee. It is usual practice in the railway service to allow an employee to appeal all the way from the lowest to the highest officials, if he considers himself unjustly dealt with.

Regarding the wages and rules recommended in the majority report: The present rates of wages are \$75 and \$85 per month, according to the class of service, as indicated in Circular 231. The majority members have recommended the monthly rates of pay adopted by the Canadian National Railways, and which rates became effective January 1st, 1919, for this class of service. The rates recommended became effective over thirteen months ago on the C.N.R. The majority members perhaps intended to give the porters on the C.P.R. as much as the rates adopted by the C.N.R. as of January 1st, 1919. They did not do so however. It is well known that remuneration of employees in all kinds of services is not completely represented by the wage rate per month. There are many other factors to be con-



sidered. In this case the majority members did not recognize the importance of the evidence given by the men's representatives. The representatives stated that the porters on the Canadian Pacific Railway paid for their meals on the train while travelling at half the rates charged to passengers. And the majority have recommended the continuation of this in their schedule. The men also stated positively that the porters on the Canadian National Railways pay a much smaller sum for meals while travelling on the train. The representatives declared that on eastern lines of the Canadian National Railways, the porters get their meals at one quarter the cost to the porters on the C. P. R. According to the evidence the porters are travelling about sixteen days per month. Comparing the cost of meals from the evidence submitted, at a most conservative estimate, it costs the porters on the C.P.R. at least \$16 per month more for their meals than the porters on the C. N. R. eastern lines. Therefore, the majority recommendations on wages do not by any means give the C. P. R. porters what the C. N. R. porters obtained over thirteen months ago. In Section 13 of the majority report, dealing with the appeal of an employee if he considers himself unjustly dealt with, and which is a familiar proceeding in the railway service, the following sentence is added to the section: "The provisions of this section are not intended to interfere with or as an expression of opinion upon the rights of the parties under any individual contract which may have been entered into by the porter with the company." First of all the majority members state in their report that no reason was disclosed or discovered by them for the dismissal of the seven porters. Then after quoting a part of the contract, each porter made with the company when being hired, they state "Your Board finds itself unable to make recommendation in these circumstances."

The men were summarily dismissed, and could not get any specific charges against any one of them. They believe it was union activity. The Minister act-

ing under the Industrial Disputes Act appointed a board to enquire into the matter. Because of an individual contract, the majority members cannot make a recommendation as to whether the dismissals were just or unjust, although the Act provides that a recommendation shall be made on each item, and this was the most important item after the schedule of wages and conditions. Later, in the schedule covering rules, after providing the usual and ordinary railway practice, for an appeal by a man, if unjustly dealt with, they take it away by adding the sentence quoted, knowing full well that each man is required to sign the contract when hiring. If the representatives of a public utility corporation, coming within the provisions of the legislation, presented a personal contract with each employee, and it covered wages, and all other items included in the Act, would the majority then be powerless to do anything under the legislation? If this is so, then the sooner the Act is amended to conserve the rights of employees in public utilities under the legislation, despite any contract required when hiring, then the better. However, I think the judgment of the majority in placing the sentence in the schedule is wrong.

I recommend the following alterations to the schedule of rules and rates of pay, recommended by the majority, and with these changes recommend the schedule for acceptance by both parties as reasonable.

That the porters' wages as set out in circular No. 231, signed by Manager Cooper, be increased by \$25.00 per month for each porter.

That the sentence in Section 13, beginning with the words "The provisions of this section," and ending with "by a porter with the company," be eliminated completely.

I recommend the elimination of Sec. 16, 17, 19 and 20, in the majority report, and the substitution of the following: A, B, C, and D.

A.—Porters running on regular trains shall be paid detention on the following basis:

B.—When trains arrive at terminal station

over three hours late and less than five hours, one half day, five hours and over up to and including twelve hours, one day's pay; over twelve hours to be paid *pro rata* on the minute basis.

C.—Porters called upon to double out, thus foregoing part or all of their lay-over, shall be paid overtime on the basis of one and one-half day's wage for each lay-over day so worked.

D.—Porters required to stay by their cars after arrival at terminals shall be paid on the basis as above.

I recommend that Section 33 of the majority report be changed to the following:—

This schedule shall become effective on and from the 16th day of December, 1919, and continue in force until May 1st, 1920, and thereafter unless thirty days' notice is given by either party desirous of terminating it, to the other party in writing.

Respectfully submitted,

(Sgd.) FRED. BANCROFT.

#### Supplementary Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific Railway Company, and its Sleeping Car Porters.

To the Honourable,  
Senator G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation having been called to meet again, at Hamilton, on the 28th day of February, 1920, pursuant to your directions to that effect, given to the Chairman of your Board, by the Acting Deputy Minister of Labour, in a letter of the 23rd day of February, 1920, met at the time and place appointed. All the members attended.

Your Board has the honour to report as follows:

The communication from the Acting Deputy Minister calls attention to the provisions of Section 26 of the Act, and intimates that the Majority Report of the Board does not state in plain terms what in their opinion ought or ought not to be done by the Canadian Pacific Railway Company in regard to the dismissal of seven of its porters whose dismissal and demand for reinstatement was one of the items of the dispute referred to your Board herein.

Your Board having taken this item of the dispute into consideration again and having failed to arrive at a unanimous conclusion, Colin G. Snider and U. E. Gillen, a majority of the Board, adopt as part of this report without repeating it all that was said on this item in the Majority Report herein, bearing date the 11th day of February, 1920, which they, the said Colin G. Snider and U. E. Gillen, had the honour to make to you.

The evidence before the Board was that these seven porters referred to were dismissed for general unsatisfactory service, and that their dismissal was not due to the fact that they were members of the Order of Sleeping Car Porters.

Further that these seven men were among others a total of thirty six sleeping car employees, including conductors as well as porters, that were dismissed during the two months ending October 24th, 1919.

In our opinion the Canadian Pacific Railway acted within its rights under the Contracts of hiring in dismissing the seven porters, and we recommend that such action be approved.

All of which we have the honour to report.

Dated at Hamilton, this 28th day of February, 1920.

(Sgd.) COLIN G. SNIDER,  
Chairman.

(Sgd.) U. E. GILLEN.



### Supplementary Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific Railway Company, employer, and its sleeping car porters, being members of the Order of Sleeping Car Porters, employees.

To Hon. Senator G. D. Robertson,  
Minister of Labour, Ottawa.

Dear Sir,—

The Board of Conciliation and Investigation to enquire into the dispute between the C.P.R. and its sleeping car porters, met again at your direction to further consider the item concerning the dismissal of seven porters. Previously, the majority members filed a report on this matter without recommendation, and I filed a report with a recommendation.

In their second report the majority members state:

“The evidence before the Board was that these seven porters referred to were dismissed for general unsatisfactory service, and that their dismissal was not due to the fact that they were members of the Order of Sleeping Car Porters.”

No further evidence was taken since the first report of the majority members was filed as neither of the parties appeared at the subsequent session. The two members of the Board declare that the men were not dismissed for being members of the Order or Union to which they belong. How do they know that? In their first report they state:

“Each dismissed porter who has given evidence under oath has sworn that he has no knowledge of the reason for his dismissal or for the dismissal of any others of the seven whose cases we are considering; that he has applied to the proper officers of the company for information as to the cause of his dismissal, and has never been able to get any answer other than ‘general unsatisfactory service,’ that he is not conscious of misconduct or neglect of duty

on his part that might give cause for his dismissal.”

And the two members of the Board might have added, the porters stated, they believe they were fired for union activity. The majority members also state, referring to the representatives of the Company before the Board:

“The two officers also swore that this clause is not contained in the contract signed by any other class of employees, and also that it was in exercise of this right that the company dismissed these seven men, and refused to assign any reason therefor.”

And, later, the two members state:

“No reason for the dismissal of any one of these porters has been disclosed to or discovered by us.”

The foregoing was in their first report; there has been no additional evidence advanced, and yet in the second report they declare that the evidence shows the men were not dismissed because they were members of the Order of Sleeping Car Porters.

In their second report the two members state that the seven men were among 36 others dismissed during the two months ending Oct. 24th, 1919. The document relating to this was not filed with the Board, was not read by them, and it was distinctly stated that mention of it was not for the purpose of creating an impression against these porters. It is unfair to mention this in the report as it had no foundation as evidence.

Then the majority in their second report state that the C.P.R. acted within its rights in dismissing these porters under the contract they made when hiring, and recommend such action be approved. According to their statements, they did not discover a reason for the dismissal of the men, and because they think the contract is binding they approve of the dismissals. In my opinion the recommendation is illogical, and according to the evidence unfair to the men who asked for an investigation.

All of which is respectfully submitted.

(Signed) FRED BANCROFT.

## Report of Board in Dispute between the Canadian Express Company and its clerks, messengers, porters, etc.

A REPORT was received from the Board established to deal with the dispute between the Canadian Express Company and certain of its employees, being messengers, clerks, porters, etc., members of the Canadian Brotherhood of Railroad Employees. The Board was composed as follows: the Honourable Mr. Justice T. Fortin, Moncton, N.B., appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. F. H. McGuigan and Fred Bancroft, Toronto, nominees of the company and employees respectively. The report of the Board was unanimous and was accompanied by an agreement signed by both parties to the dispute.

### Report of Board.

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Express Company, employer, and certain of its employees.

To the Hon. G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation and Investigation appointed by you to inquire into the difference between the Canadian Express Company and its employees, held its first session in Montreal, January 21st, 1920. The Board met at various times from this date until February 7th, when final adjustment was reached. The employees in their application for a Board, presented a schedule of wages and conditions containing fifty clauses and covering every department of the service.

The Board heard at length a great mass of evidence on both sides on the questions in dispute. From the commencement of, and throughout the sittings, the Board unanimously and insistently pressed the parties to spare no effort to reach an agreement. Many private conferences

were held by the parties to the dispute from time to time. When they failed to agree and reached a deadlock, the services of the Board was called in to hear and suggest adjustments. As a result of the continued and earnest efforts of both parties, assisted by the Board, an agreement was reached on all the items in dispute and duly signed by the representatives of both parties.

The members of the Board desire to place on record the fairness of both parties during the negotiations. It was due to the spirit of harmony and fairness which prevailed, that an agreement was ultimately reached.

We have the honour to transmit to you attached to this report, the agreement which is signed by the representatives of both parties, all of which is respectfully submitted.

(Sgd.) THOMAS FORTIN,  
Chairman.

(Sgd.) FRED BANCROFT,  
Member.

(Sgd.) F. H. MCGUIGAN,  
Member.

February 7th, 1920.

### SCHEDULE OF RULES AND RATES OF PAY GOVERNING CERTAIN CLASSES OF EMPLOYEES OF THE CANADIAN EXPRESS COMPANY.

#### ARTICLE 1.

The word "employee" appearing in this schedule applies to males and females employed exclusively by the Canadian Express Company, as follows:—

At local Agencies at designated points.

In the office of the Claims Agent.

In the office of the Asst. Auditor of Receipts.

In the office of the Asst. Auditor of Transportation.

In the office of the Asst. Auditor of Way-bills.

In the train service.

It does not apply to Agents, Depot Agents, Chief Clerks in the offices of Claims Agent and Assistant Auditors, nor any person whose duties include the employment of others.



## ARTICLE 2.

The Book of Rules and Instructions issued from time to time by the Canadian Express Company will govern all employees.

## ARTICLE 3.

Guarantee Bonds in such amount as will fully protect the Company's interests shall be furnished by employees covered by this schedule, the Company to pay the bond premiums.

## ARTICLE 4.

No employee shall be disciplined or dismissed without cause. Employees charged with any offence justifying dismissal may be immediately suspended by proper authority for a period of five days, during which time the alleged offence shall be investigated. If desired, the employee may have the assistance of two fellow employees at the investigation and full notice will be given of the evidence and charge against the employee. The decision made as a result of the investigation shall be given to the employee within ten days, and if the employee should be dissatisfied with such decision, he may, within ten days, appeal to higher officers of the Company. If, as a result of investigation, the employee is found blameless, he will be returned to the service and paid for time lost.

## ARTICLE 5.

Employees will not be discriminated against on account of membership in a labour organization, nor for serving on committees representing the employees. Upon written request, a reasonable time in advance, the chairman or secretary of a committee will be relieved for committee work and furnished with transportation, subject to the regulations of the Railways over which this Company operates.

## ARTICLE 6.

The Chairman, Secretary or other members of the committee representing the employees must be employed by the Company, or on leave of absence, in order to take up with the proper officers any questions which may arise as to the interpretation of this schedule or other dispute, and they may, if necessary, appeal to the higher officers of the Company.

## ARTICLE 7.

Employees attending court or investigations by order of the Company will be paid their regular daily rates, granted transportation and allowed reasonable expenses while away from home, for which receipted vouchers will be required.

## ARTICLE 8.

Employees' seniority will date from the time of entering the service, except in case of dismissal or resignation; if laid off through reduction in force, credit will be allowed for time of previous service if re-employed within six months.

## ARTICLE 9.

A.—Right of promotion will extend over and be confined to each Superintendent's division. Promotion shall be based on ability, merit and seniority; ability and merit being sufficient seniority shall govern.

B.—Qualified employees will be considered in line for promotion to Agents' positions. Vacancies will be bulletined for ten days, over the Superintendent's division.

## ARTICLE 10.

New positions or vacancies will be promptly bulletined for a period of five days in the office where they occur. Employees desiring such positions will file their applications with the designated official within that time, and an appointment will be made within ten days thereafter. Such position or vacancy may be filled temporarily pending an assignment. The name of the appointee will immediately thereafter be posted where the position or vacancy was bulletined.

## ARTICLE 11.

When vacancies for messengers or messengers' helpers occur, or new runs are created, bulletin notice will immediately be posted at terminals, and written application for the position must be filed within ten days from the date of bulletin notice.

An employee transferring from one class to another, (train service to office and vice versa), will carry seniority on the basis of 50 per cent, and in addition will have credit for full time of any previous service in the class to which transferring.

## ARTICLE 12.

When change in Railway Time Cards makes a material change in messenger runs, messengers and messengers' helpers so affected will have ten days after effective date of Time Card change to make application for change of run.

## ARTICLE 13.

An employee transferred by order of the proper official shall receive free transportation for himself, family and household effects (subject to the regulations of the Railway Company), and paid during the time necessary to effect transfer at the same rate as for the position vacated.

Employees transferring under seniority rights shall make such move at their own expense.

#### ARTICLE 14.

Employees accepting promotion will be allowed thirty days in which to qualify, and failing, will be returned to former position without loss of seniority.

#### ARTICLE 15.

Employees declining promotion shall not lose their seniority.

#### ARTICLE 16.

Employees off duty on leave, or on account of sickness for a reasonable length of time, will not lose their seniority rights; the Company will decide as to their standing after six months' absence.

#### ARTICLE 17.

In reducing forces seniority shall govern. When forces are increased, employees who have been in the service thirty days will be returned to the service, in order of their seniority. Employees desiring to avail themselves of this rule must file their names and addresses with the proper official. Employees failing to report for duty or give satisfactory reason for not doing so within seven days from date of notification will be considered out of the service.

#### ARTICLE 18.

A seniority roster of all employees (on each Superintendent's division) who have been in the service six months or more, showing name and date of entering the service, will be posted in a place accessible to those affected. The roster will be revised and posted in January of each year, and shall be open to correction for a period of sixty days from the date of posting, on presentation by an employee or his representative of proof of error. The duly accredited representative of employee shall be furnished with a copy of the roster on written request.

#### ARTICLE 19.

Employees covered by this schedule shall be paid not less than the established salary for the position occupied. Minimum rates, and all rates in excess thereof, as herein established or higher rates shall be preserved.

#### ARTICLE 20.

A.—For the purpose of establishing rates of pay for employees specified in this schedule, to the present rates of pay (including scale

rates) add the percentages shown below, subject to the provisions of Paragraph B of this Article.

Present Salaries.	Per cent Increase.
Up to \$50.00	20 per cent.
Over 50.00 to \$55.00	19 per cent.
Over 55.00 to 60.00	18 per cent.
Over 60.00 to 65.00	17 per cent.
Over 65.00 to 70.00	16 per cent.
Over 70.00 to 75.00	15 per cent.
Over 75.00 to 80.00	14 per cent.
Over 80.00 to 85.00	13 per cent.
Over 85.00 to 90.00	12 per cent.
Over 90.00 to 95.00	11 per cent.
Over 95.00 to 115.00	10 per cent.
Over 115.00 to 125.00	9 per cent.
Over 125.00 to 140.00	8 per cent.
Over 140.00 to 150.00	7 per cent.
Over 150.00	6 per cent.

B.—If in applying the increases as shown in Clause A of this Article, the result ends in twenty-five cents or less, eliminate the odd cents; if the result ends in twenty-six to seventy-five cents, treat as fifty cents; if the result ends in over seventy-five cents, treat as the next even dollar.

#### ARTICLE 21.

Rates of pay established by this schedule shall apply to employees paid on the hourly basis. Their pay shall not be less per hour than that established by this schedule for monthly, weekly or daily rated employees performing the same class or kind of labour; nor shall their conditions of service be less favourable.

#### ARTICLE 22.

Should an increase of business necessitate additional force at any office, the employee appointed will receive the same rate as paid for similar service at office of like character and importance.

#### ARTICLE 23.

Employees entering the service who lack the necessary experience or ability to perform the work of their assignment, shall receive \$60.00 per month for the first six months, \$70.00 per month for the second six months of service, and thereafter the rate of the position to which assigned. Similar experience with other Express or Transportation Companies shall be cumulative and count the same as if performed for the Canadian Express Company. Nothing in this paragraph shall be construed to mean that former employees may not be re-employed and paid the established rate of the position to which assigned. This Article does not apply to the Audit Offices, Claim Agent's Office or positions for which graded scales of pay are provided.



ARTICLE 24.

A. Except as hereinafter provided and excluding employees assigned to the train messenger service, eight consecutive hours, exclusive of the meal period, shall constitute a day's work.

B. For employees assigned to the smaller class of agencies where not in excess of five employees are regularly employed (including clerks, transfer employees and drivers) overtime shall be paid for time actually on duty in excess of eight hours within twelve consecutive hours, also for all time in excess of twelve consecutive hours computed continuously from the time required to report for duty to the end of day's work. Time shall be computed as continuous service in all cases where the interval of release from service does not exceed one hour.

ARTICLE 25.

A. Excluding employees assigned to the train messenger service and in the offices of Assistant Auditors and Claims Agent, the first two hours of overtime accruing after eight hours of service within the spread of twelve hours shall be computed *pro rata*, and thereafter (including overtime after twelve hours) at the rate of time and one half on the actual minute basis.

For the offices of the Assistant Auditors and Claims Agent, the time allowed for Saturday afternoon will be deducted before allowing overtime.

B. When sent for to work outside of established hours, employees coming under the provisions of Article 24 shall be paid a minimum allowance of three hours at hourly rates.

Employees required to come on duty after completing day's work and the interval of release from duty exceeds one hour, will be allowed a minimum of 1½ hours at *pro rata* rates.

ARTICLE 26.

Employees (except messengers and helpers) will not be expected to work more than six days per week. If requested to work on a seventh day or night, they shall be paid one and a half times the regular hourly rates—minimum three hours at regular hourly rates.

ARTICLE 27.

Employees assigned to a combination of train messenger and station service will be paid overtime under the provisions of Article 24, section B of this schedule.

ARTICLE 28.

Messengers or messengers' helpers held to fill a position at other than messengers' work

between trips, will be paid at *pro rata* rates at the highest rate of position to which called, minimum of one hour. If called to come on duty for such service, they will be paid the same rate with a minimum of three hours.

ARTICLE 29.

A. Employees assigned to the train service and who perform only such terminal work as is in connection with their run will be paid the schedule rate for such run for 6,000 miles or less; mileage made in excess of 6,000 miles to be paid for at the following rate per mile:—

Messengers. . . . . 1¼c.  
Messengers' helpers . . . . 1c.

B. Employees assigned to the train messenger service and who work only a portion of a month will be paid their full proportion of excess mileage made under Clause A of this Article.

ARTICLE 30.

Messengers and helpers on turn around runs (except runs where the period of relief is two full days or more in each seven day period) shall be paid overtime at the rate of 20c. per hour for all time in excess of an average of twelve hours per day, for each day worked, time to be computed continuously from the schedule departure time of train from home terminal on first trip until schedule arrival time of train at end of final trip.

Example: A turn around run is a run where one or more round trips is made per day.

ARTICLE 31.

Messengers and messengers' helpers will be paid initial terminal time beginning sixty minutes after the time they are required to report, and do report for duty, until scheduled leaving time of train in which car is handled, and final terminal delay time beginning thirty minutes after the time train in which car is handled arrives at terminal or setout point, excepting at Montreal and Toronto where terminal delay time shall not commence until after one hour. Terminal time to be computed on the actual minute basis at 50c. per hour for messengers and 40c. per hour for messengers' helpers.

ARTICLE 32.

In the event of a train not arriving at objective terminal on schedule time, messengers and messengers' helpers will be allowed detention after one hour at the rate of 25c. per hour, time to be computed on the actual minute basis.

ARTICLE 33.

Employees will not be required to suspend

work during regular hours to absorb overtime.

#### ARTICLE 34.

Employees on monthly salary working less than a full month will be paid *pro rata* for the time worked on the basis of the working days in that month, less Sundays.

#### ARTICLE 35.

A. Employees who have been in continuous service for one or more years will be granted two weeks' leave of absence each year, without pay, by making written application to their local agents. Application for leave by messengers will be made to their Superintendent. An extended leave for any employee, if requested, will be granted if practicable.

B. If called upon to work either on Christmas or New Year's, employees will be paid one-half day's pay in addition to the monthly rate.

C. It is understood that where at the present time it is customary to allow employees Saturday afternoons off, that this practice will be continued.

#### ARTICLE 36.

A. Messengers or messengers' helpers will, upon application to their Superintendent, be supplied with a water can.

B. Where the Company requires special stamps (rubber) they shall be supplied free of cost.

#### ARTICLE 37.

A. When a messenger is required to work more than one car containing express matter, he will be supplied with a helper when reasonably necessary.

B. Messengers or messengers' helpers will not be required to ride in cars without heat or light.

#### ARTICLE 38.

Any employee performing relief work (other than relief messenger paid a salary which includes travelling expenses), will be paid the minimum rate for the position, but in no case less than his own rate, and if away from home, allowed reasonable expenses.

Messengers and messengers' helpers dead-heading on Company's orders will be paid for necessary time travelling at the rate of pay of his regular position.

#### ARTICLE 39.

Any employee leaving the service for any cause shall be paid promptly all monies due, and upon request given, by the Superintendent, certificate of service showing capacity in which employed and reasons for leaving the service.

#### ARTICLE 40.

Agency employees will be paid semi-monthly on the 1st and 16th, train employees not later than the 10th and 25th of each month.

#### ARTICLE 41.

Nothing in this schedule shall be construed as reducing the rate of pay of any employee while filling their present position.

#### ARTICLE 42.

This schedule to become effective as to rates from February 1st, 1920, and as to rules, from March 1st, 1920, and shall continue in effect for three months from February 1st, 1920, and thereafter unless terminated by thirty days' notice in writing by either party.

For the Canadian Express Company:

(Sgd.) JOHN PULLEN,  
President.

For the Employees:

(Sgd.) M. J. DUNDAS,  
Gen. Chairman.

Montreal, Que., February 6th, 1920.

### Report of Board in Dispute between the Niagara, St. Catharines and Toronto Railway Company, and its motormen, conductors, etc.

A REPORT was received from the Board established to deal with the dispute between the Niagara, St. Catharines and Toronto Railway Company and certain of its employees, being motormen and conductors, barn and shop men, powerhouse men, etc., members of

Division No. 846, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: His Honour Judge Colin G. Snider, Hamilton, appointed by the Minister in the absence of a joint recommendation from the other



two members, Messrs. George D. Kelley, Ottawa, and J. A. McAninch, Merritton, Ontario, nominees of the company and employees respectively. The report was unanimous and contained recommendations as to settlement of the dispute. Advice was received later in the Department that certain clerical errors had occurred in this report and at the close of the month negotiations were in progress looking to the correction of the points at variance. Following the report is a note of the corrections as agreed upon by the Chairman and Mr. Kelley. However, early in the following month word was received that a settlement of the dispute had been reached as a result of negotiations between the parties concerned.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Niagara, St. Catharines and Toronto Railway Company, Employer, and certain of its employees, being motormen and conductors, barn and shopmen, power-house men, etc., Members of Division 846, Amalgamated Association of Street and Electric Railway Employees of America, employees.

To the Honourable  
Senator G. D. Robertson,  
Minister of Labour, Ottawa.

Sir,—

The Board of Conciliation and Investigation established by you in this matter has the honour to report as follows:

The Board commenced its investigation in this matter at St. Catharines on the 2nd day of February, 1920, by appointment. All the members of the Board were present. Messrs. Ernest W. Oliver, Arthur J. Hills and Norman S. Cumming attended as representatives of the employer, and Messrs. Edward Sparrow, John H. Dunn and John Milton Fraser, attended as representatives of the employees.

The Board continued in session on the

2nd, 3rd and 4th days of February. Agreement was secured on most of the less important articles of the draft agreement presented by the employees, but the repeated suggestions of the Board for an agreement on the more important articles such as rate of wages, hours to constitute a day's work, pay for overtime, etc., entirely failed. The parties declared it useless on each such item when under consideration to enter into a conference with a view to compromise.

Your Board, therefore, heard all the evidence, statements and arguments offered and considered the documents put in, with the result that

Your Board recommends:

The schedule of wages and rules attached to and forming part of this report, the same being drafted in the form of an agreement, for acceptance by the parties to this dispute as being in our opinion fair and reasonable.

The articles in the draft agreement submitted by the employees which are not included in this schedule of this report, are omitted on the ground that they are of a character that should be in the control of the management of the employer.

All of which your Board has the honour to submit.

(Sgd.) COLIN G. SNIDER,  
Chairman.

(Sgd.) GEO. D. KELLEY,  
For N. St. C. & T. Ry.  
(Sgd.) JOHN McANINCH.

St. Catharines,  
February 4, 1920.

This Agreement made this       day of       , 1920, between the Niagara, St. Catharines and Toronto Railway Company, hereinafter called the party of the first part, and certain of its employees, being members of Division 846 of the Amalgamated Association of Street and Electric Railway Employees of America, and its other employees, hereinafter called the parties of the second part.

Witnesseth that the parties hereto mutually agree to and with each other as follows:

1. The party of the first part agrees to meet and treat and discuss with the properly accredited

ited officers and committees of the parties of the second part all grievances that may arise between the said Company and Employees.

2. The Company has no objections to its Freight and Passenger Trainmen, Barn or Shopmen, Power House Operators, Sectionmen, Trowermen, Bridgetenders, Line Repairmen and Maintenance of Waymen being members of Division 846, Amalgamated Association of Street and Electric Railway Employees of America.

#### PASSENGER SERVICE, HOURS, WAGES AND OVERTIME.

3. Nine hours shall constitute a day's work for all passenger trainmen, to be completed within eleven consecutive hours.

3A. All overtime shall be paid for at the rate of 15 cents per hour for the first hour or part thereof over nine hours and at the rate of time and one-half for all time served over ten hours.

4. No regular motormen or conductors after finishing their run shall be required to do extra work if there are competent extra men available, and the Company will endeavour at all times to provide sufficient extra men so that the regular men will not be required to do extra work, except when it shall be absolutely necessary.

5. The rate of wages to be paid all passenger trainmen shall be as follows:

36c. per hour for the first six months.

39c. per hour for the second six months.

41c. per hour for the second year.

45c. per hour for the third year and thereafter.

After ten years of continuous service a bonus of two cents per hour will be allowed.

6. Trainmen shall have the privilege of choosing the line on which they wish to work every January, June and September, according to seniority of continuous service, having regard to qualifications, with the Company. Passenger men to work week about as at present.

7. Men on sick leave when ready to go to work shall be permitted to report for duty either in person or by telephone on or before two o'clock of the day previous to their starting.

8. Regular trainmen who are called for extra work and are not assigned shall not be held longer than one hour and shall receive two hours' pay at their regular rate.

9. Conductors or motormen shall receive twenty-five (25c.) cents per day or any part of a day for training a student in addition to their regular pay.

10. In cases where trainmen are required to report for work away from their regular reporting place, they shall be paid for such time as it takes to go and come from their regular reporting place at their regular rate. This also applies to trainmen who are required to report at their regular reporting place and are afterwards

compelled to go to another point to get their cars.

11. Passenger trainmen shall act as either motormen or conductors in emergency when ordered to do so by the proper authority of the said Company if the trainman is competent to take the run required.

12. The time of passenger trainmen will commence fifteen minutes before the time of car due to leave terminal station, and fifteen minutes will be allowed passenger train crews to take their cars back to the barn on completion of the run, if the car is taken back to barn. This free time will be allowed but must not be used in computing overtime.

13. All conductors will, on application, be furnished with sufficient change and tickets before starting on runs.

14A. Every trainman in the service of the party of the first part shall wear a uniform suit of material and style to be selected by the Company; such uniform not to cost over (\$40.00) Forty Dollars.

14B. The party of the first part agrees to pay one half the cost of a uniform for each trainman who has been in its employ for a period of not less than one year, and to provide one uniform per year if required for each trainman thereafter paying one half cost thereof. A cap shall be supplied by the Company at its expense.

14C. That the buttons on each uniform shall remain the property of the party of the first part and shall be returned by the employee concerned upon request by the party of the first part.

15. Spare work will be performed by spare men, first in first out, if competent for the service required. Where spare men fail to make twenty days per month, the spare list will be reduced by dropping junior men.

16. Regular trainmen shall not be required to report for duty before 7.30 o'clock a.m. for extra work in cases where they have worked until midnight the previous day.

17. The vestibules of all cars operated by the Company shall be properly heated on or before October 1st, 1920.

18. The accredited representatives of the employees wishing to be off duty on business shall make application to the proper officer for specified leave of absence which shall be granted as soon as relief can be provided.

19. Notice of shortage in conductors' reports shall be furnished to such conductors who by such report are found to be short in their returns to the Company, in each instance as soon as such daily report is checked and shortage noted.

20. On the erection of a new terminal at St. Catharines and Niagara Falls suitable lockers and toilets will be furnished for the employees there and proper toilet facilities will be maintained for employees at Port Colborne, Welland, Thorold, Niagara-on-the-Lake and Merritt.



**FREIGHT TRAINMEN.**

21. The hours of trainmen employed in freight service shall be a minimum of ten hours per day, six days per week, to be completed in the least number of hours possible.

21A. On week days wages of freight conductors and freight engineers during the first, second and third years of their service shall be 47 cents per hour; after the third year shall be 48 cents per hour; after ten years of continuous service a bonus of two cents per hour will be allowed.

22. Brakemen and polemen's wages shall be for first six months 41 cents per hour and after the first year 43 cents per hour.

23. All freight trainmen will receive extra pay at the rate of 15 cents per hour for the first hour or part of an hour after 10 hours' service, and time and one half for all time after 11 hours' service.

24. The crews of all freight motors without cars shall be operated by at least two freight trainmen.

24A. The crews of all freight trains consisting of one or more cars in addition to the motor shall consist of not less than three men, and a fourth man shall be supplied in other cases where the freight is heavy enough to require it.

25. In the event of any shortage of work making it necessary to lay off freight trainmen, seniority rules.

26. Spare work will be performed by spare men, first in first out, if competent for the service required. Where spare men fail to make twenty days per month, the spare list will be reduced by dropping junior men.

27. Freight trainmen shall have the privilege of choosing their runs and rights of work every January, June and September according to their seniority of continuous service with the Company, having regard to their ability to perform the service required.

28. When an extra or regular day or night run is open for a week or more, seniority shall rule in filling such position.

29. Freight train conductors and engineers shall receive 25 cents per day or any part of a day for training a student in addition to their regular pay.

30. The Company will pay for meals of all trainmen who are kept out over ten hours on snow plow work.

**BARN AND SHOP MEN.**

31. The hours of barn and shop men shall be the same as heretofore existing.

32. Time and one-half shall be paid for all overtime, including all time worked on Sundays and legal holidays when they shall be paid double time.

33. As to clauses 40, 48, 45, 46, 55, 58, 59 of agreement as proposed by employees.—

Difficulty is experienced here owing to our being asked not to deal with a

general class or large body of men, but instead either with single individuals or very small groups thereof. In a number of cases the employee possesses special qualifications and would appear to be entitled to special rates of pay. To fix such rate justly can only be done by direct negotiation between the employer and employee, both of whom are well acquainted with the skill and ability possessed and the calls therein.

The Board has not before it information that would enable it to fix rates of pay for these employees and it recommends as it has already done at the hearing herein that the employer and employees settle the same by direct negotiations.

As to Clauses 45 and 46 we recommend that the minimum wage remain at the present rate, leaving it with the Company to deal with any employees' discovery\* of special consideration.

34. That no barn or shop men unless properly qualified to operate cars shall be allowed to change a car on the road when a passenger crew is available.

35. All classes of barnmen and shopmen shall be allowed one (1) hour for dinner regardless of the time they commence dinner and shall be allowed ten (10) minutes, with pay, for the purpose of washing up before closing time.

**BAGGAGEMEN AND WATCHMEN, AND TICKET AGENTS.**

36. Baggage men, watchmen and ticket agents shall receive One Hundred (\$100) Dollars per month. The hours of baggage men, watchmen and ticket agents shall remain as at present.

**SUB-STATION OPERATORS.**

38. We recommend an increase of (\$5.00) Five Dollars per month to the Sub-Station operators.

**LINEMEN AND GROUNDERS.**

39. The hours of linemen and groundmen shall remain as heretofore.

40. The following shall be the wage scale:

Linemen .....	45c. to 50c.	per hour.
Groundmen .....	37c. to 42½c.	per hour.

Time and one-half shall be paid for all overtime.

\*See Note on page 258.

41. When linemen are required to handle freight cars they shall use the line car whenever available.

42. The Company shall supply rubber boots and gloves for line cars to be used only in the service of the Company.

#### TOWERMEN.

43. The hours of towermen shall be as at present.

44. The wages to be paid towermen shall be:

First class .....	\$80 per month.*
Second class .....	90 per month.*

#### SECTION FOREMEN AND MEN.

45. The hours of section men and foremen shall remain as at present.

46. The wages to be paid shall be as follows:

Section foremen .....	\$100 to \$110*
Sectionmen .....	35 to 40*

Time and one-half shall be paid for all overtime.

#### GENERAL CONDITIONS.

47. Double time shall be allowed all employees for all time worked on Labour Day and Christmas Day.

48. We recommend that Section Foremen in the employ of the Company two years or over shall receive one week's holidays, with pay, at the regular rate each year, such holidays to be allowed between the 15th day of June and the 15th day of September.

49. The Employees agree to assist the Company in enforcing the rules covering the operation of the road.

50. Any employee who may be suspended or dismissed from the service shall be entitled to a hearing within three (3) days, and if upon investigation the charge is not sustained, shall be reinstated and paid all time lost through suspension or dismissal at his regular rate of pay. The said employee shall be notified 24 hours in advance of his hearing and also of the charge laid against him, and he shall have the right to produce witnesses, and to have assistance if he so desires.

51. The hours of all other employees not specified in the above sections shall remain as at present.

52. This Agreement shall be binding on both parties hereto on and after the thirty-first day of August, 1919, and until the first day of February, 1921, after which date such agreement may be opened in part by either

party giving thirty days' notice in writing of any desired change they wish to make.

*In witness whereof* the parties hereto have hereunto affixed their corporate seals and the hands of their duly authorized officers.

Signed, sealed and delivered in the presence of:

(Sgd.) COLIN G. SNIDER,  
Chairman.

(Sgd.) GEO. D. KELLEY.

(Sgd.) JOHN McANINCH.

#### NOTE.

The following changes in the preceding agreement have been agreed upon by the Chairman and Mr. Kelley to correct clerical errors and omissions:

To Clause 14B should be added the following:

"If a trainman leaves the employ of the Company within three months after he has received his uniform, he shall be entitled to retain the said uniform upon paying to the company an amount equal to one-half of the total cost of such uniform. If he leaves the employ of the Company after the expiration of three months from the date of his receipt of such uniform, he shall be entitled to retain the uniform without making any payment therefor to the company."

To Clause 24 should be added the following:

"When available. If not available, passenger trainmen may be used."

Clause 32 should be struck out.

Clauses 36 and 37 should be omitted.

Clause 44 should read as follows:

"The wages to be paid towermen shall be:

First Class...\$90 per month.

Second Class...\$80 "

Clause 46 should read as follows:

"The wages to be paid shall be as follows:

Section foremen.\$100 to \$110 per month.

Sectionmen.....35c. to 40c. per hour.

Clause 47 should be omitted.

\*See Note on this page.



## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1.

**T**HE Department has received seven new decisions of the Canadian Railway Board of Adjustment No. 1, including three Supplements. Supplement No. 1 to Case No. 11 has reference to the date of the application of the decision in this case, which affected telegraphers of the Canadian National Railways. Supplement No. 1 to Case No. 34 relates to a controversy as to the interpretation of the decision in this case as applied to the method of boarding maintenance of way employees of the Canadian Pacific Railway. Supplement No. 2 to Case No. 34 has reference to a similar controversy regarding the board of maintenance of way employees on the Western lines of the Canadian National Railways. Case No. 63 has reference to the dismissal of a brakeman on the Grand Trunk Pacific Railway. Case No. 64 has reference to a claim of two conductors of the Canadian National Railways for the difference between the actual mileage made and minimum monthly guarantees. Case No. 65 has to do with the dismissal of a conductor on the Grand Trunk Railway. Case No. 66 relates to negotiations for a schedule between the Brotherhood of Railway Clerks, Freight Handlers and Station Employees, and the Canadian Pacific Railway Company.

### Supplement No. 1 to Case No. 11.—The Canadian National Railways (Western lines) and the Order of Railway Telegraphers

On November 12, 1918, a decision of the Board of Adjustment was rendered in Case No. 11\* relating to a dispute between the Canadian Northern Railway (now the Canadian National Railways) and the Order of Railway Telegraphers with reference to payment for time lost when being transferred from one office to another on the western lines. The decision of the Board was in the form of an interpretation of Ar-

ticle 7 of the telegraphers' schedule. It was contended by the employees that this decision should govern the disposition of every claim upon which it would have bearing that developed subsequent to the effective date of the schedule which was December 1, 1917. The contention of the Railways was that in view of the fact that Decision No. 11 placed an interpretation on Article No. 7 of the Telegraphers' schedule which was not intended or considered when the schedule was adopted, the railways should not be required to carry out the intent of the interpretation prior to the issuance of the Board's decision on November 15, 1918.

The decision of the Board was as follows:

The papers on file when this case (No. 11) was originally heard clearly indicate that an interpretation of Article No. 7 of the Telegraphers' schedule, effective December 1st, 1917, was jointly requested, and not the adjudication of any specific case thereunder.

As the decision of the Board constituted an interpretation of Article 7, it should apply from the effective date of the schedule above referred to; the contention of the employees is therefore sustained.

### Supplement No. 1 to Case No. 34.—The Canadian Pacific Railway (Western lines) and the United Brotherhood of Maintenance of Way Employees and Railway Shop Labourers

A controversy arose between the Canadian Pacific Railway and the United Brotherhood of Maintenance of Way Employees and Railway Shop Labourers with reference to the interpretation of the decision in Case No. 34,\* which had reference to the rate of board charged to maintenance of way employees by the Canadian Pacific Railway and the Canadian National Railways on their western lines. It was claimed by the Company that the decision of the Board was quite clear that

\*See LABOUR GAZETTE, December, 1918, p. 1096.

\*See LABOUR GAZETTE, September, 1919, p. 1044.

in the absence of any agreement, if the company elects to permit the men to board themselves they must do so at their own expense, the company providing the necessary boarding cars; if the company declines to permit the men to board themselves the company must board them at a rate not exceeding \$6.50 per week; if the men do not wish to board themselves, but elect to board with the contractor or to be otherwise furnished with board by the Company, they must pay the regular authorized rate, which was \$7.50 per week. The employees claimed that owing to there being no agreement between the Company and the employees regarding the price to be paid for board, the Company could not charge more than \$6.50 per week, and that if they boarded themselves they should be given the privilege of doing so under conditions similar to those in force on Eastern lines under Maintenance of Way Agreement No. 3, section 9, clause D.

The decision of the Board was as follows:

The Board decides that if the Company insists on boarding the men themselves or by contractors they cannot charge more than \$6.50 per week per man for such board.

If the Company offers the men the privilege of boarding themselves, and they do not exercise such privilege, and it thus becomes necessary for the Company to board the men, the employees shall be required to pay the current rate for board named by the Company, which it was intimated was \$7.50 per week at the present time, and it was not indicated that any increase in this figure was contemplated.

The Board cannot consistently order the application of the terms of clause "D," Section 9, of C.R.W.B. Wage Agreement No. 3 to territories where the practices mentioned have not previously prevailed, in view of the distinct provision of the clause that the conditions apply only where they have previously prevailed.

**Supplement No. 2 to Case No. 34.—The Canadian National Railways (Western lines) and the United Brotherhood of Maintenance of Way Employees and Railway Shop Labourers**

This case, which concerned the Western Lines of the Canadian National Railways and Maintenance of Way employees, was similar to the preceding

one, and a similar decision was rendered by the Board.

**Case No. 63.—The Grand Trunk Pacific Railway Company and the Brotherhood of Railroad Trainmen**

A brakeman on the Grand Trunk Pacific Railway was dismissed by the Company after he had written what the Company charged was a threatening letter, in which he said he would bring suit against the Company with reference to certain claims which had been disallowed. On behalf of the dismissed brakeman, the committee of the Brotherhood of Railroad Trainmen which had charge of his case contended for his reinstatement with payment for all time lost. They alleged that he had been dismissed without any specific charge being made against him, and that he was not paid in full for services performed, and was not paid until forty-one days from the date he was held out of service, although according to Article 30 of the schedule he should have been paid immediately on dismissal.

It was held by the Board that the brakeman, by his own indiscretions in sending improper and indefinite telegrams and letters was responsible for much of the trouble that had occurred, but that at the same time both parties were inconsistent with schedule provisions in handling the case.

The decision of the Board was as follows:

The decision of the Board is that J. H. M.—shall be paid under schedule provisions for the time which he lost from November 10, 1916 (date of his original discharge) to December 22, 1916, the date when he received discharge ticket specified above.

J. H. M.—is also to be reinstated with his original seniority standing, but he shall indicate within thirty days from the receipt of this decision if he desires to return to the service of the Grand Trunk Pacific Railway, and if he elects to return he must actually make arrangements to return within that time.

**Case No. 64.—Canadian National Railways (Western lines) and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen**

Two conductors of the Canadian National Railways made claims for pay-



ment of the difference between the mileage actually made by them and the minimum monthly guarantee during such time as they were regularly set up as conductors. The claim was based on Clause "E" of Article 3 of the Conductor's and Trainmen's schedules, which reads as follows:

"Conductors (Trainmen) employed on through and way freight trains regularly set up, will be paid a minimum of three thousand (3,000) miles and twenty-eight hundred (2,800) miles respectively a month. Detention, switching and overtime may be used to make up these guarantees. Conductors (Trainmen) working only part of a month will be allowed not less than one hundred (100) miles for each day regularly set up.

"This rule does not mean that three thousand (3,000) and twenty-eight hundred (2,800) miles a month is the maximum mileage that Conductors (Trainmen) will be permitted to make."

The first conductor was regularly set up for the first six days of August, 1918, during which time he made 521 miles. His claim was for 79 miles making it up to 600 miles as allowed by the above clause. For the rest of the month he was employed as spare conductor without a guarantee. The second conductor was regularly set up for the first eight days of the same month, during which period he made 476 miles. His claim was for 324 miles to bring it up to 800. For the rest of the month he was also a spare conductor.

It was contended by the Railways that the earnings of these men for their combined service exceeded the monthly guarantee of 3,000 miles as set forth in Clause "E" of Article 3, and that therefore no additional mileage should accrue. Further it was conceded that if the conductors had not made the equivalent of the minimum monthly guarantee, they would have been entitled to the mileage claimed.

The employees in reply contended that the fact that the two men made a sufficient mileage as spare conductors to bring the total mileage for the month

above 3,000 had no bearing on the case, as the guarantee applies only to regular runs. The trainmen desired to become a party to this controversy as the principle involved had equal bearing on their contract, although they had no grievance at the time.

The decision of the Board was as follows:

The Board is of the opinion that the language of Article No. 3 quoted above is open to only one interpretation, and sustains the contention of the employees.

**Case No. 65.—The Grand Trunk Railway System and the Brotherhood of Railroad Trainmen**

A conductor on the Grand Trunk Railway was dismissed on the ground that he had failed to protect his train when it was stalled on a grade between two stations. The conductor had gone ahead with the front part of the train leaving instructions with the rear brakeman to see that the end of the train did not run back, and to keep a good eye out for danger. He, however, did not instruct the brakeman to go out and flag as required by Rule 99. A superintendent of the company found the brakeman in the caboose with the train unprotected. He waited until the conductor had returned and obtained statements from both employees. He reported that the conductor had argued that it was not necessary for a flagman to go out as no train would come up the grade behind him which could not stop in a short distance. The brakeman stated that he had not gone back to flag as he should have done, and that the conductor had told him it was not necessary. Over a fortnight later the brakeman wrote to the superintendent claiming that the conductor had put down two torpedoes for protection and that when the train stopped he himself started back with the flag, but returned to put on the hand brakes, and stayed to wash some dishes, intending to continue flagging afterwards. On request of the men an investigation into the case was held in accordance with Rule 31 of the Trainmen's schedule. The Company offered to re-

instate the conductor but refused to pay him for the time he was held out of service. For this reason the offer of reinstatement was refused.

The Board found itself unable to reconcile the discrepancies between certain statements made at various times in connection with this case, and did not credit the statement that the brakeman had started back to flag and returned to the train to set the brakes. The claim of the employees was therefore denied.

**Case No. 66.—The Canadian Pacific Railway Company (Western lines) and the Brotherhood of Railway Clerks, Freight-handlers and Station Employees.**

The Brotherhood of Railway Clerks, Freight Handlers and Station Employees requested an interview with the Canadian Pacific Railway Company to discuss a memorandum of agreement with regard to a new schedule. The Company granted the interview, but declined to include in the agreement railway clerks and station employees, on the ground that the Company already had an agreement with another recognised organization covering certain employees mentioned in this schedule. The Company was, however, agreeable to discuss and arrange a schedule covering the freight handlers at the larger points on the Western Lines who were under separate agreements, but who had since become affiliated with the above Brotherhood of Railway Clerks, Freight Handlers and Station Employees. The representatives of the employees who appeared before the Board claimed that they had authority from the majority of the employees concerned to represent them in schedule negotiations. The Company made a contrary claim.

The decision of the Board was as follows:

The Board decides that the right of employees to organize is unquestioned.

Therefore, on proper showing by the employees connected with the organization of its

right to represent the classes and employees spoken for, arrangements should at once be completed between the Company and the committee representing the employees to negotiate a schedule.

The positions which the employees' committee claim the right to represent should be included, with the following exceptions:

1st. Existing positions, or new positions that may be created similar to positions that are now specified in other wage schedules, or positions which another organization has claimed and established the right to represent;

2nd. Foremen and other employees acting in a supervisory capacity with authority to administer discipline, also the Chief Clerks, Accountants, Chief and Head Timekeepers, and Personal Secretaries of Superintendents, Master Mechanics, or other officials of equal or superior rank; and also the following which the employees stated they had agreed for the present at least to eliminate:

All employees in the General Offices situate at Winnipeg, Calgary and Vancouver;

Baggage masters at Winnipeg, Calgary and Vancouver;

NOTE: The above decision is based on the assumption that a majority of the employees or staff in any department shall maintain the right to determine if the employees of that department shall be included in the schedule.

NOTE: If after the receipt of this decision a difference of opinion still exists between the parties as to the desire of the majority of the employees concerned to be represented by the Employees' Committee referred to, arrangements shall be made to secure an expression of their desire on the question.

If this becomes necessary, the Board recommends that the parties should jointly prepare a ballot, on which the employees shall vote "Yes" or "No" to the question, as to whether they desire to be represented as stated; these ballots shall be addressed to each of the employees concerned individually, with a note printed upon the ballot requesting them, upon receipt, to vote "Yes" or "No" to the stated question, and thereupon shall mail their ballot to Mr. R. Chapple, Secretary, Canadian Railway Board of Adjustment No. 1, Room 701 Eastern Townships Bank Bldg., Montreal, Que., not later than a specified date. The ballots should, in addition to the signature of the party voting, also show his position and place at which employed. The parties should also jointly forward to the Board a complete list giving the names, position and place of all those to whom ballots have been forwarded. Thereupon this Board will decide as to the right of the Committee to represent the employees affected and advise the parties the result.



## COST OF LIVING ADJUSTMENT OF WAGES OF VANCOUVER ISLAND COAL MINERS

**T**HE Cost of Living Commission, appointed on January 21, 1919, to determine every three months the increase in the cost of living for coal miners on Vancouver Island, and to report the amount by which wages should therefore be increased or decreased, forwarded its report for the quarter ending December 31, 1919,\* to the Department on January 26, 1920. The Commission consisted of Mr. John McAllister, representing the miners, Mr. Tully Boyce, representing the operators and Mr. D. T. Bulger, Fair Wages Officer of the Department of Labour, as chairman.

As in previous investigations, forms were sent out to the merchants and dealers with whom the majority of miners are accustomed to trade in the towns of Nanaimo, Cumberland, Ladysmith, Courtney, South Wellington, Union Bay, Bevan and Cassidy's. The forms contained the same list of groceries, provisions, meats, etc., that was used on previous occasions. The method of computation and adjustment for the quarter under review was the same as used on all previous adjustments, namely, to determine the percentage of increase or decrease, as the case may be, of prices on December 31 over September 30, for groceries, provisions, meats, etc., and to add a further two-fifths of this increase or decrease as an equivalent to cover similar increases or decreases in clothing. An increase of 4.46 per cent. was ascertained, which amounted to an increase in wages of  $13\frac{1}{2}$  cents per day where the base rate was \$3.00 per day, 14 cents per day where the base rate was \$3.15, the increase in wages to become

effective from February 1, 1920, and to apply to all underground service, clerical and office employees.

Sharp increases in prices were found in sugar, syrup, preserves, standard flour and butter, while slight decreases were found in all meats, except fresh beef, with sharp decreases in lard, ham and bacon. The majority of other commodities in the list showed slight increases or remained stationary.

A request was received from the Cumberland Grievance Committee, that the list should be increased to include additional commodities, including clothing, and that the miners should be allowed increases in wages according to the increases in prices of such additional commodities since February, 1914. The commissioners decided that the system adopted of giving a flat increase in wages according to the percentage increase in the prices of the commodities in the list adopted, allowing two-fifths for clothing, etc., was more satisfactory and equitable than would be the case if changed as proposed. The Commission also considered that it was not under their jurisdiction to have regard to increases in prices prior to September 30, 1918. A further request was received from the Cumberland Grievance Committee, that the mining area should be divided into three separate districts, that the increases and decreases in the cost of living should be ascertained for each district separately, and that the wages in each district should be adjusted accordingly. The commissioners decided that this proposal should be considered by the miners and operators, who were parties to the agreement to adjust the wages according to the changes in cost of living.

\*For previous orders see LABOUR GAZETTE, January, 1920, p. 37; and various preceding issues.

## STRIKES AND LOCKOUTS IN CANADA DURING FEBRUARY, 1920

**T**EN strikes, involving about 1,107 employees, were reported as having commenced during February. There were in existence at some time or other during the month 24 strikes, involving about 3,145 workpeople. The total time loss on account of industrial disputes was estimated at 49,939 working days, as compared with 57,944 in January, and 23,418 in February, 1919. The time loss occasioned by the 10 strikes which began in February was 12,490 working days, while a loss of 37,449 is charged to the 14 strikes that commenced prior to February. Ter-

mination was reported in the case of 5 disputes which commenced prior to February. All of the disputes commencing during February terminated during the month, leaving the following 9 strikes, affecting approximately 1,238 workpeople on record on February 29; loggers, Port Alberni, B.C.; miners at Kimberley, B.C., and South Minto, N.B.; pottery workers, St. Johns, Que.; machinists, St. John; moulders, Brantford; moulders and coremakers, Sherbrooke; moulders and patternmakers, Toronto, and shipbuilders at Sorel.

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—The only strikes in this group during the month occurred in British Columbia. These were: a strike of 70 loggers at Port Alberni, which commenced on January 20, for union recognition; a strike of 100 loggers at Carriden Bay, because of a foreman's refusal to reinstate two discharged employees; a strike of 38 sawyers at Marpole for increased wages. The Port Alberni strike was terminated at the end of the month, and the other two terminated on February 17, and February 23, respectively.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—The latest strike in this group was that of the coal miners at Saunders, Alta. It commenced on January 31, for a 14 per cent increase and terminated on February 7, on a basis of the District 18 wage schedule. The situation in this industry for the month was 319 employees involved and an approximate time loss of 5,712 working days.

**RAILWAY, CANAL AND HARBOUR**

**CONSTRUCTION.**—Alleging discrimination against certain employees and in support of their demands for increased wages and shorter hours, 177 construction employees at Courtney Bay, N.B., went on strike on February 6. As a result of the mediation of the Department of Labour this strike was settled by compromise on February 6.

**METALS, MACHINERY AND CONVEYANCES.**—A strike of structural iron workers in Montreal commenced on February 2, and terminated on February 23. The strikers, numbering 175, demanded a flat increase of 10 cents per hour, and the employers wished to abolish the 8-hour day and substitute a 9-hour day. The employees compromised on a 7½ cents per hour increase, with the retaining of the 8-hour day. Four strikes (recorded in the tabulation) of long duration were un-terminated at the end of the month. During the month there were in existence 7 strikes involving 1,376 employees and an approximate time loss of 28,374 working days.

**WOODWORKING.**—An increase in the length of the working day caused a strike of 70 employees at Meaford. The firm offered time and a quarter for



overtime: the men demanded time and one-half. A compromise was effected whereby time and one-quarter was paid for five week days and time and one-half for Saturdays. The strike terminated on February 27 after seven day's duration.

**PRINTING AND PUBLISHING.**—Two strikes were recorded for this group during the month. Twenty-one pressmen and typesetters in a Hamilton shop demanded increased wages, shorter hours, and a closed shop. This strike commenced on January 27, and terminated on February 10, a partial increase being granted with a recognition

of the closed shop. Fifty bookbinders went on strike at Edmonton on February 11 for increased wages and shop control. Their demands were partially granted and work was resumed on February 16.

**CLOTHING.**—The strikes of millinery workers at Marieville and Montreal terminated on January 27. The Montreal millinery workers claim that they partially gained their demands for increased wages, but those in Marieville resumed work under conditions existing prior to the strike. A Commission of Enquiry, as was noted in the February issue of the *LABOUR GAZETTE* on page 131, is investigating the case of

### STRIKES AND LOCKOUTS DURING FEBRUARY, 1920

Industry or occupation	Particulars	No. of employees affected	Time loss in working days
<b>Strikes Commencing Prior to February, 1920.</b>			
<b>LUMBERING.</b> —			
Lumber workers, Hylo, Alta.....	Commenced December 1. Against a reduction in wages. Information received by the Department states this strike had terminated about the close of the year.	100	.....
Loggers, Port Alberni, B.C.....	Commenced January 20. For recognition of union. Unterminated.	70	1,680
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, Etc.</b> —			
Coal miners, Saunders, Alta.....	Commenced January 31. For increased wages. Settled by negotiations, work resumed February 7.	52	312
Miners, Kimberley, B.C.....	Commenced September 12. For increased wages. Unterminated..	75	1,800
Miners, South Minto, N.B.....	Commenced December 6. For increased wages and improved working conditions. Unterminated.	150	3,600
Pottery workers St. Johns, Que.....	Commenced November, 1913. Against a reduction in wages. Unterminated.	42	.....
<b>METALS, MACHINERY AND CONVEYANCES.</b> —			
Machinists, St. John, N.B.....	Commenced January 26. For increased wages and shorter hours. Unterminated.	120	2,880
Moulders, Brentford, Ont.....	Locked out May 1. Demand for increased wages. Unterminated..	5	120
Moulders and coremakers, Sherbrooke, Que..	Commenced September 23. For increased wages. Unterminated ...	36	864
Moulders and patternmakers, Toronto, Ont.	Commenced May 1. For increased wages and shorter hours. Unterminated.	90	2,160
Shipbuilders, Sorel, Que.....	Commenced August 12. For increased wages and shorter hours. Unterminated.	650	15,600
<b>PRINTING AND PUBLISHING.</b> —			
Pressmen and typesetters, Hamilton, Ont....	Commenced January 27. For increased wages and shorter hours. Settled by negotiations; partial increase granted. Work resumed February 10.	21	147

## STRIKES AND LOCKOUTS DURING FEBRUARY, 1920—Continued.

Industry or occupation	Particulars	No. of employees affected	Time loss in working days
<b>CLOTHING—</b>			
Garment workers, Montreal, Que.....	Commenced October 20. For recognition of Union. Information received by the Department states that strikers have secured work elsewhere.	20	.....
Millinery workers, Marieville, Que.....	Commenced October 25. For increased wages and shorter hours.. Work resumed January 17.	56	.....
Millinery workers, Montreal, Que.....	Commenced November 27. For increased wages. Settled by negotiations and work resumed January 27.	200	.....
Rubber workers, Toronto, Ont.....	Commenced January 21. For increased wages and abolition of "team work." Settled by negotiations; men returned to work under same conditions as prevailed prior to the strike. Work resumed Feb. 18.	450	6,300
<b>LEATHER—</b>			
Leather cutters, Quebec, Que.....	Commenced January 28. Against employment of particular persons. Settled by mediation; demands not granted. Work resumed February 22.	27	485
<b>MUNICIPAL EMPLOYMENT—</b>			
Civic employees, Montreal, Que.....	Commenced January 1. For increased wages and shorter hours. Settled by mediation. Work resumed February 7.	250	1,500
<b>MISCELLANEOUS—</b>			
Glass workers, Thorold, Ont.....	Commenced June 18. For increased wages and shorter hours. Information received by the Department states that conditions had ceased to be affected.	80	.....
<b>Strikes Commencing During February, 1920.</b>			
<b>LUMBERING—</b>			
Loggers, Carriiden Bay and Drury Inlet, B.C..	Commenced February 10. Refusal of foreman to reinstate two discharged employees. Settled by negotiations; work resumed February 17.	100	700
Sawyers, packers, common labourers, Marpole, B.C.	Commenced February 14. For increased wages. Settled by negotiations; demands granted. Work resumed February 23.	38	266
<b>RAILWAY, CANAL AND HARBOUR CONSTRUCTION—</b>			
Construction employees, Courtenay Bay, N.B.	Commenced February 6. For increased wages, shorter hours and alleged discrimination against employees. Settled by mediation; work resumed February 28.	177	3,275
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Structural iron workers, Montreal, Que....	Commenced February 2. For increased wages. Settled by negotiations; partial increase granted. Work resumed February 21.	175	1,350
Wagon and carriage makers, Montreal, Que.	Commenced February 16. For increased wages. Settled by negotiations; demands not granted. Work resumed February 28.	300	3,600
<b>WOODWORKING—</b>			
Machine men and general workmen, Meaford, Ont.	Commenced February 20. For increased wages. Settled by negotiations; partial increase granted; work resumed February 27.	70	350
<b>PRINTING AND PUBLISHING—</b>			
Bookbinders, Edmonton, Alta.....	Commenced February 11. For increased wages. Settled by mediation; demands granted. Work resumed February 16.	32	112
<b>CLOTHING—</b>			
Skirt, dress and waist makers, Montreal, Que.	Commenced February 5. Employees alleged interference with union rules. Settled by negotiations; company accepted union rules. Work resumed February 13.	98	686
<b>FOODS, LIQUORS AND TOBACCO—</b>			
Cigarmakers, Hamilton, Ont.....	Commenced February 26. Against discharge of employees. Settled by mediation; strike terminated February 28.	108	324
<b>MUNICIPAL EMPLOYMENT—</b>			
Firemen, Vancouver, B.C.....	Commenced February 13. For increased wages. Settled by replacement of strikers. Work resumed February 17.	9	27



the strikers at Marieville. A strike of 450 rubber workers at Toronto for a 30 per cent increase in wages and the abolition of team work commenced on January 21. It terminated on February 18, the employees resuming work under the former wage schedule.

FOODS, LIQUORS AND TOBACCO.—The only strike during the month in this group was that of 108 cigarmakers at Hamilton. This strike which commenced on February 25, was caused by the refusal of the firm to re-employ two discharged men. It terminated on February 28, with all employees resuming work with the exception of the two who were discharged.

LEATHER.—A strike of 27 leather cutters in Quebec commenced on January 28, when the company refused to discharge a foreman at the demand of the employees. The latter resumed work on February 22. The firm did not discharge the foreman, but promised that no injustice would result to any worker.

MUNICIPAL EMPLOYMENT.—The strike of the waterworks employees (City of Montreal) which commenced on January 1, terminated as a result of mediation on February 7. Nine firemen in Vancouver went on strike on February 13, for increased wages. They were replaced, and work was resumed on February 17.

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### STRIKES AND LOCKOUTS IN CANADA DURING 1919

THE year 1919 was one of increased strike activity in Canada, as in other countries. In Canada, both the number of disputes and the time loss was the greatest in the history of the Department of Labour.

There were 298 strikes and lockouts in Canada during the calendar year 1919. Of this number, eight were carried over from 1918, making a net total of 290 strikes commencing in 1919. The number of employees involved in the 298 disputes was 138,988, and the number of employers was 1,913. The total time loss was estimated at 3,942,189 working days, (ascertained by multiplying the number of working days in which the industry was idle by the number of employees involved in the dispute.)

A strike or lockout, counted as such by the Department of Labour, is a cessation of work involving six or more employees and of not less than forty-eight hours duration. Unless a dispute

corresponds to this definition, it is not classified as a strike or lockout, and is not included in the officially published statistics, although, for departmental purposes, it is recorded. There were 41 of these disputes, involving 5,099 employees and a time loss of 4,091 working days during 1919.

There were several outstanding strikes which contributed largely to the total time loss. Among these were: The general sympathetic strike at Winnipeg, from May 15 to June 26, involving 22,860 employees and a time loss of 924,562 working days, the strike of coal miners in District 18, from May 24 to the end of August, involving 6,266 employees and a time loss of 462,879 working days; the general sympathetic strike at Amherst, N.S., from May 19 to June 16, involving 771 employees and a time loss of 17,466 working days; the strike of miners at Kirkland Lake, Ontario, from June 12 to October 16, involving 523 employees and a time loss

of 56,175 working days, and the strike in the building trades at Montreal, from September 2 to November 24, involving 2,000 employees and a time loss of 113,000 working days.

The Winnipeg strike, however, resulted in a considerable time loss apart from its local boundaries. It extended, as a sympathetic strike, to other cities in Western Canada. The number of employees and the time loss in working days in these other cities, as a result of the Winnipeg strike, were approximately 18,430 and 230,130 respectively. Thus the Winnipeg strike and its ramifications involved a total of 41,290 employees and a time loss of 1,154,692 working days, or, roughly, about one-third of the strike total for all Canada.

In about 90 per cent of the strikes not more than 1,000 employees were involved and in about 34 per cent of the strikes not more than 50 employees were involved. As to duration, 44 per cent of the strikes were in existence for ten days and under; 55 per cent were under 15 days' duration, and about 20 per cent were over 30 days' duration. Fifteen strikes were unterminated at the end of the year.

Classified by provinces, Ontario had more strikes than any other province with about 39 per cent of the total. Quebec was second with about 27 per cent, and British Columbia third, with about 14 per cent. The greatest time loss, however, occurred in Manitoba where 1,045,660 working days or a little more than 26 per cent of the total were lost through strikes. This was due to the Winnipeg strike. In Ontario the time loss was 26 per cent of the total, while in Quebec it amounted to about 22 per cent.

The class of industry most affected

during 1919 was Metals, Machinery and Conveyances, in which there were 45 strikes, involving 70,268 employees, and a time loss of 1,993,704 working days. It should be pointed out, however, that these figures for the Metals group include all the employees and the time lost in the general strikes in sympathy with the Winnipeg metal workers' strike. Forty strikes, involving 10,779 employees and a time loss of 287,146 working days, occurred in the Building and Construction group. Twenty strikes, involving 12,196 employees and a time loss of 714,340 working days occurred in the Mines, Smelters, Quarries and Clay Products trades. The above three industrial groups sustained the greatest time loss through strikes.

Classified by causes, 223 of the 298 strikes recorded involved wages. Of this number, 75 were solely for increased wages, 99 for increased wages and shorter hours, 41 for increased wages and other changes and 8 were because of a reduction in wages. Twelve strikes and lockouts involved union recognition, or were in protest against the employment of non-union labour. There were sixteen sympathitec strikes.

The record shows that 157 of the strikes terminated in favour of the employees and 88 in favour of the employers; 23 were compromise settlements, while 30 were indefinite and un-terminated.

As regards methods of settlement, 154 strikes terminated as a result of direct negotiations between the parties in dispute, 41 terminated through the efforts of conciliation or mediation (chiefly of the Department of Labour), 7 by arbitration, and 5 by the operation of the Industrial Disputes Investigation Act. In 31 strikes, the employees resumed work on their employers' terms, and in 28 strikes the strikers were replaced.



TABLE I.—RECORD OF LABOUR DISPUTES BY YEARS.

YEAR.	No. of Disputes.		Disputes in existence in the year.		
	In existence in the year.	Beginning in the year.	Employers involved.	Employees involved.	Time loss in working days.
1901.....	104	104	273	28,086	632,311
1902.....	121	121	420	12,264	120,940
1903.....	146	146	927	50,041	1,226,500
1904.....	99	99	575	16,482	265,004
1905.....	89	88	437	12,223	217,244
1906.....	141	141	1,015	26,050	359,797
1907.....	149	144	825	36,624	621,962
1908.....	68	65	175	25,293	708,285
1909.....	69	69	397	17,332	871,845
1910.....	84	82	1,335	21,280	718,635
1911.....	99	96	475	30,094	2,046,650
1912.....	150	148	989	40,511	1,099,208
1913.....	113	106	1,015	39,536	1,287,678
1914.....	44	40	205	8,678	430,054
1915.....	43	38	96	9,140	106,149
1916.....	75	74	271	21,157	208,277
1917.....	148	141	714	48,329	1,134,970
1918.....	196	191	766	68,489	763,241
1919.....	298	290	1,913	138,988	3,942,189
Total.....	2,236	2,183	12,823	650,597	16,761,039

TABLE II.—INDUSTRIAL DISPUTES, 1919, BY NUMBER OF EMPLOYEES INVOLVED.

Number of employees involved.	Disputes.		Number involved.	Time loss.	
	Number.	Per cent of total.	Employees.	Working days.	Per cent of total.
5,000 and upwards.....	4	1.3	44,126	1,452,441	36.8
2,500 employees to 5,000.....	7	2.4	23,612	642,132	16.3
1,500 employees to 2,500.....	8	2.7	15,560	452,220	12.2
1,000 employees to 1,500.....	10	3.3	12,046	268,300	6.8
500 employees to 1,000.....	21	7.	15,497	484,827	12.3
250 employees to 500.....	38	12.8	13,542	305,537	7.7
100 employees to 250.....	58	19.5	8,867	203,532	5.2
50 employees to 100.....	52	17.4	3,559	65,750	1.7
25 employees to 50.....	41	13.8	1,417	18,683	.5
Under 25 employees.....	59	19.8	762	18,767	.5
Total.....	298	100	138,988	3,942,189	100

TABLE III.—INDUSTRIAL DISPUTES, 1919, BY TIME LOSS.

Number of working days lost.	Disputes.		Number Involved.	Time loss.	
	Number.	Per cent of total.	Employees.	Working days.	Per cent of total.
Over 100,000 days.....	7	2.4	43,146	2,158,521	54.8
50,000 and under 100,000 days.....	11	3.7	23,625	712,325	18.1
25,000 and under 50,000 days.....	6	2.0	7,270	210,230	5.3
10,000 and under 25,000 days.....	28	9.4	30,031	423,951	10.8
5,000 and under 10,000 days.....	28	9.4	11,659	209,176	5.3
2,500 and under 5,000 days.....	31	10.4	8,518	112,245	2.8
1,500 and under 2,500 days.....	20	6.7	3,331	37,392	.9
1,000 and under 1,500 days.....	28	9.4	3,975	33,802	.9
500 and under 1,000 days.....	33	11.1	3,640	24,035	.6
250 and under 500 days.....	35	11.7	2,070	12,939	.3
100 and under 250 days.....	31	10.4	1,050	5,365	.1
Under 100 days.....	35	11.7	613	2,208	.1
Strikes (Time loss unknown).....	5	1.7	60	.....	.....
Total.....	298	100	138,988	3,942,189	100

TABLE IV.—INDUSTRIAL DISPUTES, 1919, BY DURATION.

Period of duration.	Disputes.		Number Involved.	Time loss.	
	Number.	Per cent of total.	Employees.	Working days.	Per cent of total.
5 days or less.....	61	20.5	18,850	57,345	1.5
5 to 10 days.....	70	23.5	28,288	184,632	4.7
10 to 15 days.....	34	11.4	15,252	195,582	4.9
15 to 20 days.....	23	7.7	6,642	104,674	2.7
20 to 30 days.....	34	11.4	9,193	230,432	5.8
Over 30 days.....	61	20.5	57,669	2,950,255	74.8
Indefinite or unterminted.....	15	5.	3,004	219,266	5.6
Total.....	298	100	138,988	3,942,189	100



TABLE V.—INDUSTRIAL DISPUTES, 1919, BY PROVINCES.

Province.	Disputes.		Number Involved.	Time loss.	
	Number.	Per cent of total.	Employees.	Working days.	Per cent of total.
Nova Scotia.....	9	3.	1,583	48,774	1.2
New Brunswick.....	16	5.4	2,484	42,828	1.
Quebec.....	81	27.2	37,963	853,773	21.7
Ontario.....	116	38.9	43,288	1,021,655	26.
Manitoba.....	8	2.7	25,599	1,045,660	26.5
Saskatchewan.....	9	3.	1,751	46,524	1.2
Alberta.....	16	5.4	6,098	147,829	3.7
British Columbia.....	41	13.8	12,706	264,767	6.7
Interprovincial.....	2	.6	7,516	470,379	12.
	298	100	138,988	3,942,189	100

TABLE VI.—INDUSTRIAL DISPUTES, 1919, BY INDUSTRIES.

Industry.	Disputes.		Number Involved.	Time loss.	
	Number.	Per cent of total.	Employees.	Working days.	Per cent of total.
Lumbering.....	21	7.0	4,127	100,785	2.6
Mines, Smelters, Quarries, Clay Products, etc.....	20	6.7	12,196	714,340	18.1
Railway, Canal and Harbour Construction.....	4	1.3	1,591	69,454	1.8
Building and Construction.....	40	13.4	10,779	287,146	7.3
Metals, Machinery and Conveyances..	75	25.2	70,268	1,993,704	50.6
Woodworking.....	6	2.	843	16,312	.4
Pulp and Paper.....	5	1.7	1,108	29,910	.8
Printing and Publishing.....	5	1.7	225	2,732	.1
Clothing.....	23	7.7	7,539	189,141	4.8
Textiles.....	8	2.7	4,886	210,362	5.3
Foods, Liquors and Tobacco.....	21	7.	6,268	56,708	1.4
Chemicals and Explosives.....	3	1.	96	1,971	....
Leather.....	1	.4	40	320	....
TRANSPORTATION:—					
Steam Railway Service.....	5	1.7	2,700	26,500	7
Electric Railway Service.....	7	2.4	3,294	40,800	1.
Miscellaneous Transport.....	12	4.	5,608	83,504	2.1
Navigation.....	3	1.	1,131	35,096	.9
Public Utilities.....	10	3.3	1,657	30,716	.8
Municipal Employment.....	7	2.4	563	2,434	.1
Miscellaneous.....	22	7.4	4,069	50,754	1.2
Total.....	298	100	138,988	3,942,189	100

TABLE VII.—INDUSTRIAL DISPUTES, 1919, BY CAUSES AND RESULTS.

Cause or Object.	In favour of employees				In favour of employers.				Compromise.				Indefinite and un- minated.				Total			
	No. of Disputes.	No. of firms involved.	No. of Employees affected.	Time loss in Working Days.	No. of Disputes.	No. of firms involved.	No. of Employees affected.	Time loss in Working Days.	No. of Disputes.	No. of firms involved.	No. of Employees affected.	Time loss in Working Days.	No. of Disputes.	No. of firms involved.	No. of Employees affected.	Time loss in Working Days.	No. of Disputes.	No. of firms involved.	No. of Employees affected.	Time loss in Working Days.
For increased wages.....	49	201	6,200	115,683	17	31	2,395	66,200	2	2	365	4,625	7	13	1,261	40,277	75	247	10,221	226,785
For increased wages and shorter hours.....	58	705	22,712	599,668	22	174	7,399	276,458	10	17	5,119	139,101	9	47	2,654	193,998	99	943	37,834	1,209,225
For increased wages and other changes.....	24	244	16,425	219,250	8	256	6,271	380,763	3	6	176	1,192	6	23	2,015	37,024	41	529	24,887	638,229
For shorter hours.....	4	7	658	8,309	3	3	844	10,168	2	2	84	927	.....	.....	.....	.....	9	12	1,586	19,404
Against discharge of employees..	3	3	556	2,694	8	8	1,762	21,061	1	1	170	1,530	1	1	1,396	17,450	13	13	3,834	42,735
Against employment of particular persons.....	1	1	82	574	.....	.....	.....	.....	.....	.....	.....	.....	1	1	9	432	2	2	91	1,006
Against reduction in wages.....	3	42	1,472	40,126	2	2	27	83	1	41	6,266	462,879	2	2	152	17,873	8	87	7,917	520,961
For recognition of union.....	6	6	2,407	13,761	3	2	22,981	927,153	.....	.....	.....	.....	.....	.....	.....	.....	9	8	25,388	940,914
Against employment of non-unionists.....	2	3	89	340	.....	.....	.....	.....	1	1	65	618	.....	.....	.....	.....	3	4	154	958
Sympathetic disputes.....	2	2	1,137	11,671	14	20	21,011	216,543	.....	.....	.....	.....	.....	.....	.....	.....	16	22	22,148	228,214
Unclassified.....	5	10	1,157	27,672	11	29	1,639	79,843	3	3	1,355	4,970	4	4	677	1,276	23	46	4,828	1,137,758
Total.....	157	1,224	52,895	1,039,748	88	525	64,379	1,978,269	23	73	13,600	615,842	30	91	8,164	808,330	298	1,913	138,988	3,942,189



TABLE VIII.—INDUSTRIAL DISPUTES, 1919, BY METHODS OF SETTLEMENT

Industry or Occupation.	Negotiations between the parties		Conciliation or Mediation		Arbitration		Reference to Board under I. D. I. Act.	
	Number of disputes	No. of employees affected.	Number of disputes	No. of employees affected.	Number of disputes	No. of employees affected.	Number of disputes	No. of employees affected.
Lumbering.....	9	1,294	1	645				
Mines, Smelters, Quarries, Clay Products, etc.....	4	6,964	1	2,200	2	630		
Railway, Canal and Harbour Construction.....	3	685						
Building & Construction.	21	4,742	7	2,277	2	2,007		
Metals, Machinery and Conveyances.....	39	15,126	9	3,631				
Woodworking.....	3	221	2	532				
Pulp and Paper.....	3	853	1	180				
Printing & Publishing.....	4	163						
Clothing.....	17	6,837			1	106		
Textiles.....	4	4,670	1	156				
Foods, Liquors and Tobacco.....	10	1,042	4	727			2	3,792
Chemicals and Explosives	2	84						
Leather.....			1	40				
TRANSPORTATION:—								
Steam Railway Service.....			2	600	1	1,250	1	700
Electric Rly Service.....	2	1,000	4	234			1	2,060
Miscellaneous Transport	5	326	3	5,150				
Navigation.....	1	120						
Public Utilities.....	6	817	2	28			1	800
Municipal Employment..	4	319	2	227				
Miscellaneous.....	17	3,729	1	150	1	26		
Total.....	154	48,992	41	16,777	7	4,019	5	7,352

Industry or Occupation.	Returned to work on employers' terms.		Replacement of of strikers.		Otherwise (Including Indefinite and Untermiated.)		Total.	
	Number of disputes.	No. of employees affected.	Number of disputes	No. of employees affected	Number of disputes.	No. of employees affected.	Number of disputes.	No. of employees affected.
Lumbering.....	6	1,568	3	420	2	200	21	4,127
Mines, Smelters, Quarries, Clay Products, etc.....	4	419	3	655	6	1,328	20	12,196
Railway, Canal and Harbour Construction.....					1	906	4	1,591
Building & Construction.	3	1,285	5	337	2	131	40	10,779
Metals, Machinery and Conveyances.....	10	16,643	3	246	14	34,622	75	70,268
Woodworking.....	1	90					6	843
Pulp and Paper.....			1	75			5	1,108
Printing & Publishing.....			1	62			5	225
Clothing.....	2	95	1	41	2	460	23	7,539
Textiles.....	1	19	1	18	1	23	8	4,886
Foods, Liquors and Tobacco.....			4	695	1	12	21	6,268
Chemicals & Explosives					1	12	3	96
Leather.....							1	40
TRANSPORTATION:—								
Steam Railway Service.....					1	150	5	2,700
Electric Rly. Service.....							7	3,294
Miscellaneous Transport.	3	126	1	6			12	5,608
Navigation.....			2	1,011			3	1,131
Public Utilities.....	1	12					10	1,657
Municipal Employment..			1	17			7	563
Miscellaneous.....			2	155	1	9	22	4,069
Total.....	31	20,257	28	3,738	32	37,853	298	138,988

## DETAILS OF INDUSTRIAL DISPUTES IN CANADA IN 1919

Industry or occupation.	Locality	Cause or Object	Method of Settlement	Result	Date of commencement	Date of termination	Number involved		Time lost in working days	Duration in working days
							Em- ployers	Em- ployees		
LUMBERING:— Dead pilers.....	St. John, N.B.....	Increased wages.....	Mediation of New Brunswick Compensation Board.	In favour of employees	April 14	April 16	7	845	1,290	2
Loggers.....	Beaver Creek, B.C.....	Refusal of company to engage men through Loggers' union.	Negotiations.....	Compromise.....	Aug. 30	Oct. 3	1	35	980	28
Loggers.....	Chase, B.C.....	Demand for increased wages, better camp conditions and 8-hour day.	Replacement of strikers	In favour of employees	Sept. 18	Nov. 30	1	160	7,045	62
Loggers.....	Comox, B.C.....	Increased wages.....	Negotiations.....	In favour of employers	May 1	July 7	1	300	16,800	56
Loggers.....	Comox, B.C.....	For improved camp conditions and new wage scale.	Negotiations.....	In favour of employees	Sept. 3	Sept. 22	1	429	6,864	16
Loggers.....	Duncan Bay, B.C.....	For better camp conditions and better food.	Replacement of strikers	In favour of employees	Aug. 8	Nov. 26	1	140	12,880	92
Loggers.....	East Wellington, B.C.	For reinstatement of an employee and recognition of O.B.U.	Negotiations; men returned under former conditions.	In favour of employers	Sept. 23	Oct. 2	1	123	861	7
Loggers.....	Jackson Bay, B.C.....	Increased wages and other changes.	Negotiations.....	In favour of employees	Aug. 15	Sept. 16	1	.....	.....	27
Loggers.....	North Vancouver, B.C.	In protest against discharge of an employee.	Replacement of strikers	In favour of employees	Aug. 20	Oct. 2	1	120	4,320	36
Loggers.....	Port Alberni, B.C.....	Increased wages.....	Negotiations.....	In favour of employees	Aug. 2	Aug. 5	1	.....	.....	3
Loggers.....	Rock Bay, B.C.....	Union recognition and other demands.	Negotiations.....	In favour of employees	Sept. 1	Sept. 3	1	225	450	2
Loggers.....	Stag Bay, B.C.....	For reduction in hours.....	Men returned under former conditions.	In favour of employees	Oct. 10	Nov. 6	1	24	528	22
Loggers.....	Vancouver, B.C.....	Increased wages.....	Men returned to work under former conditions.	In favour of employees	Oct. 16	Nov. 5	1	25	413	16½



Loggers.....	Vancouver Is., B.C....	Increased wages, and Company's refusal to deal with O. B. U.	Men returned to work voluntarily.	In favour of employers	Aug. 23	Sept. 27	1	161	4,171	29
Lumber workers....	Hylo, Alta.....	Against a reduction in wages.	Replacement of strikers	In favour of employers	Dec. 1	Dec. 31	1	100	2,600	26
Mill hands.....	Buetouche, N.B.....	Increased wages and shorter hours.	Men returned to work under former conditions.	In favour of employers	Aug. 5	Aug. 7	1	35	88	2½
Railway tie makers.	Sherston, B.C.....	Increased wages.....	Unsettled at end of year.	.....	Nov. 22	.....	1	100	3,200	32
Tiemakers, skidders, loaders, teamsters, etc.	Foreman, B.C.....	Increased wages.....	Negotiations.....	In favour of employers	Nov. 24	Nov. 27	1	75	225	3
Sawmill workers....	Ottawa, Ont.....	Increased wages and shorter hours.	Negotiations.....	In favour of employers	May 5	May 8	1	200	600	3
Shingle sawyers and packers.	B.C. mills.....	Owing to a reduction in wages.	Negotiations; men returned to work under former conditions.	In favour of employers	Mar. 1	April 1	40	1,200	37,200	31
Yard and dockmen.	Meaford, Ont.....	Increased wages and for elimination of piece-work	Negotiations; piece-work retained.	Compromise.....	Aug. 22	Aug. 30	1	30	270	9
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>										
Coal miners.....	Brule Mines, Alta....	Delay in payment of wages	Employees resumed work when all were paid.	.....	Feb. 3	Feb. 5	1	350	700	2
Coal miners.....	Brule Mines, Alta....	Dispute over payment for logging	Arbitration. Company to pay for logging.	In favour of employers	Mar. 27	Mar. 31	1	30	990	3
Coal miners.....	Brule Mines, Alta....	Dispute over payment for logging.	Men returned to work voluntarily.	In favour of employers	May 1	Sept. 18	1	370	44,030	119
Coal miners.....	Brule Mines, Alta....	Refusal of certain employees to sign "check-off" to U. M. W. of A.	Unsettled at end of year.	.....	Dec. 29	.....	1	260	520	2
Coal miners.....	Coleman, Alta.....	In protest, against discharge of certain employees.	Negotiations; men re-employed.	In favour of employers	Jan. 25	Jan. 30	1	330	1,320	4
Coal miners.....	District 18, Alta., and Southern, B.C.	Owing to a reduction in wages.	Negotiations; an 8-hour day on basis of 9-hour pay.	Compromise.....	May 24	Aug. 25	41	6,266	462,879	80

## DETAILS OF INDUSTRIAL DISPUTES IN CANADA, 1919—Continued.

Industry or occupation.	Locality	Cause or object	Method of Settlement	Result	Date of commencement	Date of termination.	Number involved		Time loss in working days	Duration in working days
							Em- ployers	Em- ployees		
MINES, SMELTERS, QUARRIES, CLAY PRO- DUCTS, Etc.—Cont'd										
Coal miners.....	Mountain Park, Alta..	In protest against dis- charge of certain em- ployees.	Arbitration.....	In favour of employers	Mar. 6	Mar. 12	1	300	1,200	4
Coal miners.....	Mountain Park, Alta..	Increased wages.....	Unsettled at end of year.	.....	Dec. 29	.....	1	250	750	3
Coal miners.....	Poahontas, Alta.....	Increased wages.....	Men returned to work under same wage scale.	In favour of employers	Feb. 22	Mar. 3	1	7	42	6
Coal miners.....	Wayne, Alta.....	In protest against dis- charge of certain em- ployees.	Negotiations.....	In favour of employers	Feb. 13	Feb. 15	1	24	48	2
Drillermen and la- bours.	St. John, N.B.....	Increased wages.....	Negotiations; men re- turned to work.	In favour of employers	May 27	May 31	1	18	72	4
Granite cutters and monumental ma- nufacturers.	Toronto, Ont.....	Employees refused to sign new agreement as they claimed employees had broken previous one.	Negotiations.....	In favour of employers	May 31	June 6	1	18	90	5
Miners.....	Cobalt, Ont.....	Increased wages and other changes.	Citizen's Committee appointed committee representing each mine, who succeeded in ending strike.	In favour of employers	July 23	Sept. 7	20	2,200	89,100	40½
Miners.....	Kimberley, B.C.....	Increased wages.....	Unsettled at end of year.	.....	Sept. 12	.....	2	266	18,351	93
Miners.....	Kirkland Lake, Ont..	Increased wages and other changes.	Majority of strikers' places filled.	In favour of employers	June 12	Oct. 16	11	525	56,175	107
Miners.....	Minto, N.B.....	Increased wages and other changes.	Unsettled at end of year.	.....	Dec. 6	.....	1	150	3,150	21
Miners.....	Surf Inlet, B.C.....	Increased wages.....	Replacement of strikers	In favour of employers	June 12	June 19	1	70	420	6



Miners.....	Roseland, B.C.....	Owing to a number of employees being laid off until completion of new plant.	Replacement of strikers	Indefinite.....	May 20.....	1	60	.....	.....
Pottery workers....	St. John's, Que.....	Owing to a reduction in wages.	Unsettled at end of year.	.....	Nov. 17, 1913	1	52	15,273	307
Quarry workers....	Sweet's Corners, N.S..	Alleged lockout following demand for increased wages.	Negotiations.....	In favour of employees	May 1, 1918	2	350	19,250	55
						91	12,196	714,340	
<b>RAILWAY, CANAL AND HARBOUR CONSTRUCTION:—</b>									
Carpenters, machinists, trainmen, labourers, teamsters, etc.	Welland Canal Zone, Thorold, Ont.	Increased wages and shorter hours.	Negotiations.....	Indefinite.....	Sept. 11	1	906	14,496	16
Construction employees.	Princeton, B.C.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	April 1	1	600	52,200	87
Labourers.....	Prince Rupert, B.C..	Increased wages.....	Negotiations.....	In favour of employees	May 27	1	75	2,663	35½
Labourers.....	Trent Canal.....	Increased wages and shorter hours.	Negotiations.....	Indefinite.....	May 1	1	10	95	9½
						4	1,591	69,454	
<b>BUILDING AND CONSTRUCTION:—</b>									
Bricklayers.....	Calgary, Alta.....	Question as to nature of work.	Men returned to work pending decision of International Union Executive.	Indefinite.....	Dec. 22	1	7	56	8
Bricklayers and masons.	Moose Jaw, Sask.....	Increased wages.....	Negotiations.....	In favour of employees	April 4	1	6	48	8
Bricklayers and masons.	Ottawa, Ont.....	Employment of non-union labour	Mediation of Department of Labour.	In favour of employees	Feb. 5	1	59	285	4½
Bricklayers, masons, plasterers, and painters.	Regina, Sask.....	Increased wages and shorter hours.	Mediation of Department of Labour.	In favour of employees	Mar. 1	.....	231	9,206	66
Building trades.....	Moncton, N.B.....	Employment of non-union labour.	Arbitration.....	Compromise.....	Nov. 19	1	65	618	9½

## DETAILS OF INDUSTRIAL DISPUTES IN CANADA, 1919—Continued.

Industry or occupation.	Locality	Cause or Object	Method of Settlement	Result	Date of commencement	Date of termination	Number involved		Time lost in working days	Duration in working days
							Em- ployers	Em- ployees		
BUILDING AND CONSTRUCTION—Cont'd. Building trades.....	Montreal, Que.....	Shorter hours.....	Union not recognizing strike, men returned to work.	In favour of employers	Aug. 23	Aug. 25		20	40	2
Building trades....	Montreal, Que.....	Increased wages and shorter hours.	Arbitration; Quebec Department of Labour.	In favour of employees	Sept. 2	Nov. 24	20	2,000	113,000	70
Building trades....	Ottawa, Ont.....	Increased wages and improved working conditions.	Negotiations.....	In favour of employees	May 1	May 9	.....	2,500	17,500	7
Building trades....	Winnipeg, Man.....	Increased wages.....	Negotiations; men partially successful.	Compromise.....	May 1	June 30	.....	1,200	61,200	51
Carpenters.....	Brandon, Man.....	Increased wages.....	Replacement of strikers	In favour of employers	April 7	April 30	1	7	147	21
Carpenters.....	Guelph, Ont.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	May 7	May 9	6	35	70	2
Carpenters.....	Kingston, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	May 1	May 30	15	80	1,840	23
Carpenters.....	Kitchener, Ont.....	In sympathy with carpenters' strike in Montreal.	Replacement of strikers	In favour of employers	Oct. 31	Nov. 10	1	90	720	8
Carpenters.....	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	In favour of employers	July 17	July 23	1	60	300	5
Carpenters.....	Ottawa, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	April 17	April 22	1	13	53	4
Carpenters.....	Sydney, N.S.....	Increased wages and shorter hours.	Strike called off by union officials.	In favour of employers	May 6	July 28	1	111	7,992	72
Carpenters.....	Toronto, Ont.....	Increased wages and shorter hours.	Mediation of Department of Labour.	Compromise.....	May 30	June 9	.....	1,800	14,400	8
Carpenters and labourers.	Deschenes, Que.....	Increased wages and other changes.	Some men returned to work. The others were replaced.	In favour of employers	July 8	July 21	1	97	1,067	11



Carpenters and iron workers.	Port Colborne, Ont.	Increased wages.	Mediation of Department of Labour.	In favour of employers	Dec. 15	Dec. 22	1	83	363	6
Electricians.	Montreal, Que.	Increased wages and shorter hours.	Negotiations.	In favour of employees	June 16	July 21	.....	360	10,800	30
Electricians and electrical workers.	London, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employees	May 6	June 19	7	32	1,184	37
Electrical workers.	Victoria, B.C.	Increased wages.	Negotiations; work resumed at former rates pending submission of new wage scale to all city shops	Indefinite.	Sept. 24	Oct. 7	1	25	200	8
Labourers.	Guelph, Ont.	Increased wages.	Negotiations; men resumed work.	In favour of employers	Aug. 13	Aug. 19	1	35	144	4
Labourers.	Port Arthur, Ont.	Increased wages and shorter hours.	Replacement of strikers	In favour of employers	Aug. 26	Aug. 28	1	68	136	2
Marble workers.	Montreal, Que.	Increased wages and shorter hours.	Negotiations.	In favour of employees	July 7	Aug. 30	6	300	14,100	47
Marble cutters.	Ottawa, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employees	July 25	July 29	3	20	60	3
Painters.	Hamilton, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employees	April 1	April 11	20	125	1,575	9
Painters.	Montreal, Que.	Increased wages and shorter hours.	Negotiations.	In favour of employees	April 23	May 29	75	413	10,738	26
Painters.	Vancouver, B.C.	Increased wages.	Increase in wages, but only partial replacement of strikers.	In favour of employees	May 1	May 18	25	75	1,125	15
Painters.	Welland, Ont.	Increased wages and other changes.	Mediation of Marine Federation.	In favour of employees	May 15	June 16	1	9	243	27
Painters and decorators.	Port Arthur, Ont.	Increased wages and other changes.	Mediation of Department of Labour.	In favour of employees	July 14	July 28	10	30	360	12
Painters, decorators and paperhangers.	Toronto, Ont.	Increased wages and other changes.	Negotiations.	In favour of employees	April 23	May 21	90	400	9,600	24
Painters, decorators and paperhangers.	Regina, Sask.	Increased wages and shorter hours.	Negotiations.	In favour of employees	Mar. 5	April 26	5	30	1,350	45
Plumbers.	Calgary, Alta.	Increased wages.	Negotiations.	In favour of employees	July 3	Aug. 4	.....	47	1,269	27
Plumbers and steam-fitters.	Moose Jaw, Sask.	Increased wages and shorter hours.	Negotiations.	In favour of employees	May 19	June 3	7	14	210	15





Carriage makers....	Montreal, Que.....	Increased wages and short- er hours.	Negotiations.....	In favour of employees	Aug. 8	Aug. 14	49	350	1,750	5
Copper tube workers	Lachine, Que.....	Increased wages and short- er hours.	Negotiations.....	In favour of employees	July 23	July 28	1	250	1,000	4
Iron and steel work- ers.	Sault Ste. Marie, Ont.	For reduced hours.....	Mediation.....	In favour of employers	Aug. 18	Aug. 30	1	800	9,600	12
Labourers.....	Midland, Ont.....	Increased wages and short- er hours.	Negotiations.....	In favour of employees	May 17	May 20	1	100	250	2½
Labourers.....	Peterborough, Ont.....	Owing to a reduction in wages.	Negotiations.....	In favour of employees	Jan. 8	Jan. 10	1	8	16	2
Labourers.....	Peterborough, Ont.....	Increased wages and short- er hours.	Negotiations.....	In favour of employees	May 1	June 3	5	40	1,120	28
Labourers.....	Sault Ste. Marie, Ont.	Increased wages and short- er hours.	Majority of strikers' places filled.	In favour of employees	May 14	May 29	1	80	960	12
Machinists.....	Ottawa, Ont.....	Increased wages and short- er hours.	Negotiations.....	In favour of employees	May 12	July 28	15	200	12,800	64
Machinists, boiler- makers, black- smiths, pipefitters and helpers.	Montreal, Que.....	Increased wages and short- er hours.	Negotiations.....	Compromise.....	July 5	July 9	1	77	231	2½
Machinists and help- ers.	Calder, Alta.....	As a protest against dis- charge of certain em- ployees.	Negotiations.....	In favour of employees	Feb. 24	Feb. 28	1	120	420	3½
Machinists and help- ers.	Montreal, Que.....	Increased wages and short- er hours.	Negotiations.....	In favour of employees	April 9	April 14	1	18	63	3½
Metal polishers....	Hesper, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	April 19	June 30	1	12	732	51
Metal and other trades.	Amherst, N.S.....	Increased wages and other changes.	Negotiations.....	Indefinite.....	May 19	June 16	8	771	17,466	22
Metal workers....	Calgary, Alta.....	For reduction in hours....	Mediation of Depart- ment of Labour.	In favour of employees	April 15	May 19	4	103	2,884	28
Metal workers....	Kingston, Ont.....	Increased wages and short- er hours.	Mediation of Depart- ment of Labour.	Compromise.....	May 9	Oct. 7	1	700	89,600	129
Metal workers....	Montreal, Que.....	Increased wages and short- er hours.	Negotiations.....	In favour of employees	May 7	May 12	1	4,000	12,000	3
Metal workers....	Ottawa, Ont.....	Increased wages and short- er hours.	Negotiations.....	Compromise.....	May 23	May 28	1	30	150	5
Metal workers....	Toronto, Ont.....	Increased wages and other changes.	Men returned to work on employers' terms.	In favour of employees	May 1	July 28	220	3,000	222,000	74

## DETAILS OF INDUSTRIAL DISPUTES IN CANADA, 1919—Continued.

Industry or occupation.	Locality	Cause or Object	Method of Settlement	Result	Date of commencement	Date of termination	Number involved		Time lost in working days	Duration in working days
							Employers	Employees		
<b>METALS, MACHINERY AND CONVEYANCES:—Cont'd.</b>										
Various other trades	Toronto, Ont.	In sympathy with metal workers.	Strike called off.	In favour of employers	May 29	June 3	10,000		50,000	5
Metal workers	Toronto, Ont.	For reduction in hours.	Negotiations.	In favour of employees	May 22	June 6	1	400	5,000	12½
Metal workers	Winnipeg, Man.	Increased wages, shorter hours and for union recognition.	Negotiations.	Men partially successful.	May 1	June 30	1,000		51,000	51
Sympathetic strike in various trades.	Winnipeg, Man.	In sympathy with metal workers and for collective bargaining.	Strike called off, and strike committee made application for a Royal Commission	In favour of employers	May 15	July 2	22,860		924,562	36
Metal and miscellaneous trades.	Brandon, Man.	In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employers	May 20	June 30	1	125	7,625	36
Metal and miscellaneous trades.	Calgary, Alta.	In sympathy with Winnipeg strike	Men resumed work when Winnipeg strikers called off.	In favour of employers	May 26	June 25	1	1,500	39,000	26
Metal and miscellaneous trades.	Edmonton, Alta.	In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employers	May 26	June 25	1	2,000	52,000	26
Metal and miscellaneous trades.	Prince Albert, Sask.	In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employers	May 28	June 24	1			23
Metal and miscellaneous trades.	Regina, Sask.	In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employers	May 30	June 26	1	200	4,600	23
Metal and miscellaneous trades.	Saskatoon, Sask.	In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employers	May 28	June 26	1	1,200	30,000	25



		In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employers	June 3 July	.....	26
Metal and miscellaneous trades.	Vancouver, B.C.	In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employers	June 24 June 27	9 5,000	15,000
Metal workers.	Victoria, B.C.	In sympathy with Winnipeg strike.	Men resumed work when Winnipeg strike called off.	In favour of employees	Mar. 5 Mar. 19	7 372	4,278
Metal workers.	Victoria, B.C.	Increased wages.	Negotiations.	In favour of employees	April 1 May 6	1 17	493
Moulders.	Amherst, N.S.	Increased wages.	Negotiations.	Indefinite.	May 1 June 19	1 29	1,479
Moulders.	Brampton, Ont.	Increased wages and shorter hours.	Negotiations.				
Moulders.	Brantford, Ont.	Alleged lockout following demand for increased wages.	Unsettled at end of year.		May 1 .....	1 17	2,064
Moulders.	Hamilton, Ont.	Increased wages and shorter hours.	Unsettled at end of year.		May 5 .....	250	19,950
Moulders.	London, Ont.	Union recognition.	Replacement of strikers	In favour of employers	Nov. 22, April 11 1918	1 32	1,256
Moulders.	Moneton, N.B.	Increased wages and shorter hours.	Negotiations.	In favour of employees	April 4 June 2	1 15	705
Moulders.	Ottawa, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employees	Feb. 25 April 9	1 11	396
Moulders.	Peterborough, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employees	May 1 Sept. 10	5 57	5,094
Moulders.	Sherbrooke, Que.	Increased wages and shorter hours.	Negotiations.	In favour of employees	June 21 June 26	1 12	36
Moulders.	Toronto, Ont.	Increased wages and shorter hours.	Unsettled at end of year.		May 1 .....	34 750	77,700
Moulders.	Windsor, Ont.	Increased wages.	Negotiations.	In favour of employees	Sept. 23 Sept. 30	6 56	364
Moulders.	Windsor, Ont.	Employment of non-unionists.	Negotiations.	In favour of employees	Oct. 21 Oct. 24	2 30	75
Moulders and core-makers.	St. Catharines, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employers	May 23 Aug. 30	3 100	6,034
Moulders and core-makers.	Sherbrooke, Que.	Increased wages.	Unsettled at end of year.		Sept. 23 .....	3 70	4,996
Moulders and core-makers.	Sydney, N.S.	Increased wages and shorter hours.	Mediation of Department of Labour.	Compromise.	Nov. 27 Dec. 23	2 51	1,122

## DETAILS OF INDUSTRIAL DISPUTES IN CANADA 1919—Continued.

Industry or occupation.	Locality	Cause or Object	Method of Settlement	Result	Date of commencement	Date of termination.	Number involved		Time loss in working days	Duration in working days
							Employers	Employees		
METALS, MACHINERY AND CONVEYANCES: —Cont'd.										
Moulders and core-makers	Walkerville, Ont.	Increased wages.	Negotiations.	Compromise.	Sept. 23	Sept. 29	1	15	75	5
Patternmakers	Montreal, Que.	Alleged lockout following demand for 8-hour day.	Negotiations.	In favour of employees	Mar. 1	Mar. 10	1	23	161	7
Patternmakers	Ottawa, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employers	May 12	July 23	5	7	434	62
Plumbers and steam-fitters.	Côté St. Paul, Que.	Increased wages and other changes.	Negotiations	In favour of employees	July 25	Aug. 5	1	50	425	8½
Sheet metal workers	Ottawa, Ont.	Increased wages.	Negotiations.	In favour of employees	June 2	June 23	13	100	1,800	18
Shipbuilders	Bridgeburg, Ont.	Increased wages and shorter hours.	Negotiations.	Compromise.	June 6	June 23	1	225	3,150	14
Shipbuilders	Bridgeburg, Ont.	Union recognition.	Negotiations.	In favour of employees	June 26	July 7	1	225	1,800	8
Shipbuilders	Collingwood, Ont.	In protest against discharge of employees.	Negotiations.	In favour of employees	July 15	July 30	1	900	11,700	13
Shipbuilders	Fort Coquitlam, B.C.	Owing to reduction in wages	Negotiations.	In favour of employees	Mar. 21	Mar. 31	1	262	2,896	8
Shipbuilders	Lauzon, Que.	Increased wages and other changes.	Negotiations.	Indefinite.	July 28	Aug. 8	1	900	8,100	9
Shipbuilders	Midland, Ont.	Increased wages and shorter hours.	Negotiations.	In favour of employees	June 6	July 14	1	215	6,880	33
Shipbuilders	Montreal, Que.	Increased wages and shorter hours	Negotiations.	In favour of employees	June 2	July 14	1	3,500	126,000	36
Shipbuilders	Port Arthur, Ont.	In protest against high cost of living.	Negotiations.	Compromise.	May 20	May 22	1	1,300	3,900	3
Shipbuilders	Sorel, Que.	For increased wages and shorter hours.	Unsettled at end of year.		Aug. 12	.....	1	650	77,350	119



Shipbuilders.....	Three Rivers, Que....	Union recognition.....	Mediation of Department of Labour.	In favour of employees	April 25	April 30	1	850	3,400	4
Shipbuilders.....	Three Rivers, Que....	Union recognition.....	Mediation of Department of Labour.	In favour of employees	June 17	June 26	1	900	7,200	8
Shipbuilders.....	Welland, Ont.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	May 15	June 16	1	500	13,500	27
Ship carpenters.....	Toronto, Ont.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	June 12	July 28	1	100	3,900	39
Stationary engineers	St. John, N.B.....	Increased wages and shorter hours.	Negotiations.....	Indefinite.....	Nov. 11	Nov. 14	7	7	9	3
Steel workers.....	Chatham, Ont.....	Union recognition.....	Mediation.....	Compromise.....	Nov. 24	Dec. 15	1	20	350	17½
Structural iron workers.	Montreal, Que.....	Increased wages and shorter hours.	Mediation of Department of Labour.	In favour of employees	June 18	July 7	1	125	1,875	15
Wire workers.....	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	July 21	Aug. 7	4	2,000	30,000	15
							452	70,268	1,993,704	
WOODWORKING:— Artificial limbers.	Toronto, Ont.....	In protest against discharge of employee.	Mediation of the G. W. V. A.	Compromise.....	Jan. 26	Feb. 4	1	170	1,530	9
Box makers.....	Montreal, Que.....	Union recognition.....	Negotiations.....	In favour of employees	Sept. 30	Oct. 17	1	89	1,335	15
Canoe builders.....	Peterborough, Ont.....	Increased wages and union recognition.	Negotiations.....	Compromise.....	May 6	May 15	2	90	810	9
Coopers.....	Toronto, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	July 8	July 14	1	10	45	4½
Piano workers.....	St. Therèse de Blainville, Que.	Increased wages.....	Mediation.....	In favour of employees	Sept. 12	Oct. 10	4	362	8,688	24
Upholsterers.....	Kitchener, Ont.....	Increased wages and other changes.	Negotiations.....	Indefinite.....	Sept. 25	Nov. 4	11	122	3,904	32
							20	843	16,312	
PULP AND PAPER: Paper finishers.....	Cornwall, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	May 9	May 12	1	75	413	5½
Paperworkers.....	Fort Frances, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	May 12	May 22	1	125	1,125	9
Labourers and machine tenders.	Thorold, Ont.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	June 17	July 22	1	128	3,712	29
Pulp and paper workers.	Fairville, N.B.....	Increased wages and other changes.	Mediation.....	In favour of employees	Dec. 2, 1918	April 14	1	180	15,660	87
Pulp and paper workers and sulphate workers.	Powell River, B.C....	Increased wages.....	Negotiations.....	In favour of employees	May 14	May 31	1	600	9,000	15
							5	1,108	29,910	

## DETAILS OF INDUSTRIAL DISPUTES IN CANADA, 1919—Continued.

Industry or occupation	Locality	Cause or Object	Method of Settlement	Result	Date of commencement	Date of termination	Number involved		Time lost in working days	Duration in working days
							Em- ployers	Em- ployees		
PRINTING AND PUBLISHING: Press feeders.....  Pressmen.....  Hand compositors and type setting machine operators  Printers.....	Ottawa Ont.....	Alleged severity of discipline.	Replacement of strikers	In favour of employers	Nov. 20 1918	Feb. 28	1	62	1,250	50
	Ottawa, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	Mar. 7	Mar. 21	1	97	1,116	11½
	London, Ont.....	Increased wages.....	Negotiations.....	In favour of employees	July 21	July 24	1	6	18	3
	St. Catharines, Ont.....	Owing to non-payment of wages and for improvement of sanitary conditions.	Negotiations.....	In favour of employees	May 19	May 31	1	8	88	11
	Vancouver, B.C.....	Increased wages.....	Negotiations.....	In favour of employees	Jan. 2	Jan. 8	12	52	260	5
CLOTHING— Boot and shoe employees.  Capmakers.....  Capmakers.....  Cloak and skirt makers.  Clothing workers...  Custom tailors.....  Furriers ...	Montreal, Que.....	Union recognition.....	Negotiations.....	In favour of employers	Sept. 10	Sept. 17	1	75	450	6
	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	April 25	May 12	18	168	2,352	14
	Toronto, Ont.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	May 28	June 18	8	450	8,550	19
	Montreal, Que.....	Increased wages and other changes.	Negotiations.....	In favour of employees	July 2	July 7	46	950	3,800	4
	Toronto, Ont.....	Increased wages and other changes.	Negotiations.....	In favour of employees	April 14	April 17	1	475	1,663	3½
Furriers ...	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	Mar. 3	Mar. 7	6	40	160	4
	Montreal, Que.....	Increased wages and alleged discrimination against employees.	Negotiations.....	In favour of employees	July 8	Aug. 19	1	50	1,800	36



Garment workers...	Montreal, Que.....	For reduction in hours.....	Negotiations.....	In favour of employees	May 13	May 15	1	132	204	2
Garment workers...	Montreal, Que.....	Increased wages, shorter hours and alleged discrimination against employees.	Negotiations.....	Compromise.....	May 27	May 28	3	56	112	2
Garment workers...	Toronto, Ont.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	July 2	Sept. 10	43	2,000	120,000	60
Glove cutters and makers.	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	May 27	June 9	1	300	3,450	11½
Glove workers.....	Montreal, Que.....	Increased wages, shorter hours and union recognition.	Negotiations.....	In favour of employees	May 28	June 10	1	400	4,200	10½
Glove workers.....	Montreal, Que.....	In protest against discharge of certain employees.	Replacement of strikers	In favour of employers	June 6	June 16	1	41	328	8
Glove workers.....	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	July 21	July 29	1	25	175	7
Hat factory employees.	Montreal, Que.....	Increased wages, shorter hours and union recognition.	Negotiations.....	In favour of employees	April 22	May 12	11	245	4,165	17
Millinery workers...	Marieville, Que.....	Increased wages, shorter hours and union recognition.	Unsettled at end of year.	.....	Oct. 25	.....	1	60	3,360	56
Millinery workers...	Montreal, Que.....	Increased wages.....	Unsettled at end of year.	.....	Nov 27	.....	4	400	11,600	29
Raincoat workers...	Toronto, Ont.....	In protest against discharge of employee.	Negotiations.....	In favour of employers	June 23	Aug. 7	1	20	730	38½
Rubber workers.....	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	Compromise.....	June 2	June 18	2	1,400	19,600	14
Shirt makers and cutters.	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	Compromise.....	Mar. 31	April 15	1	76	988	13
Tailors.....	London, Ont.....	Increased wages and other changes.	Negotiations.....	In favour of employees	Sept. 22	Oct. 2	7	50	360	9
Tailors and helpers.	Winnipeg, Man.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	April 1	April 4	1	30	90	3
Woollen workers...	Windsor, N.S.....	In protest against discharge of employees.	Arbitration.....	In favour of employees	June 10	June 21	1	106	954	9
								161	7,539	
									189,141	





Bakers.....	Toronto, Ont.....	For change from night to day work.	Mediation of Department of Labour.	In favour of employers	Sept. 28 Oct.	14	14	122	1,830	15
Brewery workers.....	Winnipeg, Man.....	Increased wages.....	Negotiations.....	In favour of employees	Mar. 11 Mar.	14	4	190	475	2½
Cereal workers.....	Victoria, B.C.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	Feb. 22 Mar.	4	1	28	196	7
Cigarmakers.....	Hamilton, Ont.....	Increased wages.....	Conditions ceased to be affected	In favour of employees	July 11, June 1918	30	1	12	1,824	152
Cigarmakers.....	London, Ont.....	In sympathy with strike at Windsor for increased wages.	Negotiations.....	In favour of employees	May 9 June	17	1	37	1,221	33
Cigarmakers.....	Montreal, Que.....	Increased wages.....	Negotiations.....	In favour of employees	June 27 July	10	1	175	1,925	11
Cigarmakers.....	Montreal, Que.....	Increased wages.....	Negotiations.....	In favour of employees	July 14 Aug.	5	4	145	1,035	19
Cigarmakers.....	Windsor, Ont.....	Increased wages and shorter hours.	Negotiations and partial replacement of strikers.	In favour of employees	May 6 June	17	1	110	3,630	33
Egg candlers.....	Montreal, Que.....	Increased wages and shorter hours.	Negotiations.....	In favour of employees	July 2 July	7	1	15	45	3
Meat packers.....	Montreal, Que.....	Increased wages and shorter hours.	Conciliation Board appointed under I.D.I. Act	In favour of employees	June 16 June	18	3	700	1,400	2
Meat packers.....	Montreal, Que.....	Increased wages and shorter hours.	Replacement of strikers	In favour of employees	June 16 June	30	1	200	2,400	12
Meat packers.....	Toronto, Ont.....	Increased wages and other changes.	Board of Conciliation appointed under I.D.I. Act.	In favour of employees	May 5 May	12	.....	3,092	18,552	6
Pastry makers and confectioners.	Montreal, Que.....	Increased wages.....	Negotiations.....	In favour of employees	Sept. 2 Sept.	5	1	30	90	3
Provision clerks and shippers.	Montreal, Que.....	Increased wages and shorter hours.	Replacement of strikers	In favour of employees	July 7 July	14	1	35	210	6
Sugar refinery employees.	Montreal, Que.....	Increased wages.....	Negotiations.....	Compromise.....	April 3 May	8	1	350	4,550	13
Sugar refinery employees.	St. John, N.B.....	Increased wages, shorter hours and union recognition.	Mediation of Department of Labour.	In favour of employees	Sept. 30 Oct.	6	1	465	3,023	6½
							138	6,268	56,708	





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## DETAILS OF INDUSTRIAL DISPUTES IN CANADA, 1919—Continued.

Industry or occupation.	Locality	Cause or Object	Method of Settlement	Result	Date of commencement	Date of termination.	Number involved		Time lost in working days	Duration in working days
							Employers	Employees		
NAVIGATION:										
Marine engineers...	Victoria, B.C.	Increased wages.	Replacement of strikers	In favour of employers	April 17	May 7	1	11	176	16
Seamen.....	Vancouver and Victoria, B.C.	Increased wages and shorter hours.	Replacement of strikers	In favour of employers	June 3	July 5	3	1,000	30,000	30
Ship stewards.....	Vancouver and Victoria, B.C.	In sympathy with seamen's strike.	Resumed work when seamen's strike called off.	In favour of employers	June 3	July 13	3	120	4,920	41
							7	1,131	35,096	
PUBLIC UTILITIES:										
Light, heat and power employees.	Montreal, Que.	Increased wages and other changes.	Board of Conciliation under I.D.I. Act.	In favour of employees	April 9	April 16	1	800	5,600	7
Lighthouse tenders	Victoria, B.C.	Increased wages.	Negotiations.	In favour of employees	Jan. 3	Jan. 17	1	31	434	14
Linemen.....	Between Greenwood and Allenby, B.C.	For reduction in hours.	Negotiations.	In favour of employees	May 28	Aug. 15	1	137	9,316	68
Linemen.....	Halifax, N.S.	Increased wages.	Mediation.	In favour of employees	June 5	June 11	1	18	99	5½
Linemen, wiremen and helpers.	Moncton, N.B.	Increased wages and shorter hours.	Negotiations.	In favour of employees	June 13	June 19	1	12	84	7
Operating engineers	Fernie, B.C.	In sympathy with miners' strike in District 18	Negotiations.	In favour of employers	May 28	May 30	1	25	75	3
Teachers.....	Victoria, B.C.	Increased wages.	Negotiations.	In favour of employees	Feb. 10	Feb. 12	1	169	338	2
Telegraph messengers.	Ottawa, Ont.	Owing to a reduction in wages.	Mediation of Department of Labour.	In favour of employees	Mar. 6	Mar. 10	1	10	30	3
Telephone employees	Vancouver, B.C.	In sympathy with general strike in Vancouver.	Negotiations.	In favour of employers	June 13	July 16	1	445	14,655	33
Wireless telegraph operators.	Vancouver, B.C.	Increased wages.	Negotiations.	In favour of employees	Jan. 30	Feb. 5	1	10	55	5½
							10	1,657	30,716	



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## DETAILS OF INDUSTRIAL DISPUTES IN CANADA, 1919—Continued.

Industry or occupation.	Locality	Cause or Object	Method of Settlement	Result	Date of commencement	Date of termination	Number involved		Time lost in working days	Duration in working days
							Employers	Employees		
MISCELLANEOUS:- <i>Cont'd.</i>										
Jewellery workers...	Montreal, Que.	Increased wages and shorter hours.	Negotiations.....	In favour of employees	Feb. 13	Feb. 24	3	64	544	8½
Labourers and drillers.	St. John, N.B.	Increased wages.....	Negotiations.....	In favour of employees	May 26	June 5	1	20	170	8½
Musicians.....	Hamilton, Ont.	Increased wages.....	Negotiations.....	In favour of employees	Sept. 1	Oct. 8	1	7	217	31
Musicians.....	St. John, N.B.	Employment of particular persons.	Unsettled at end of year.	.....	Nov. 4	.....	1	9	432	43
Rubber workers...	Granby, Que.	.....	Negotiations.....	In favour of employees	Sept. 19	Oct. 25	1	218	6,738	31
Rubber workers...	Montreal, Que.	Increased wages.....	Negotiations.....	In favour of employees	June 7	June 18	1	355	3,195	9
Rubber workers...	Montreal, Que.	In protest against discharge of an employee.	Negotiations.....	Indefinite.....	Sept. 29	Oct. 14	1	1,396	17,450	12½
Rubber workers...	Montreal, Que.	In sympathy with workers of another firm in Montreal.	Negotiations.....	In favour of employees	Sept. 30	Oct. 15	1	126	1,638	13
Rubber workers...	St. Jerome, Que.	.....	Negotiations.....	In favour of employees	Sept. 23	Oct. 10	1	38	5,370	15
Silversmiths.....	Toronto, Ont.	Increased wages.....	Negotiations.....	In favour of employees	Aug. 21	Aug. 26	4	200	1,000	5
Waiters and waitresses.	Montreal, Que.	Increased wages and other changes.	Negotiations.....	In favour of employees	Mar. 1	Mar. 17	4	158	2,370	15
Watchmakers.....	Toronto, Ont.	Increased wages and shorter hours.	Negotiations.....	In favour of employees	Dec. 1	Dec. 11	45	85	765	9
Window cleaners...	Montreal, Que.	Increased wages and shorter hours.	Replacement of strikers	In favour of employees	April 29	May 8	10	75	600	8
							481	4,069		50,754

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING JANUARY, 1920

THE following details with regard to strikes and lockouts in the United Kingdom during January, 1920, based on returns from employers and workpeople, are taken from the February issue of the *British Labour Gazette*.

### LUMBER, MAGNITUDE AND DURATION.—

The number of trade disputes beginning in January was 86, compared with 61 in the previous month, and 105 in January, 1919. In these new disputes over 24,000 workpeople were directly, and over 7,000 workpeople indirectly, involved (i.e., thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition nearly 88,000 workpeople were involved, either directly or indirectly, in 56 disputes which began before January, and were still in progress at the beginning of that month. The total number of disputes in progress in January, was thus 142, involving about 119,000 workpeople, as compared with about 105,000 workpeople involved in disputes in progress in December, 1919; and about 460,000 in January, 1919.

The following table classifies these disputes by groups of trades, and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time loss during January, in all the disputes in progress.

Of the 1,793,000 working days lost in January, by all disputes, about 1,609,000 were lost by disputes which began before January, and were still in progress at the beginning of that month, and only 184,000 by disputes which began in the month.

CAUSES.—Of the 86 new disputes, 43, directly involving about 7,300 workpeople, arose on demands for advances in wages; eight, directly involving 2,300 workpeople, on other wages questions; nine, directly involving about 4,000

Groups of Trades	Number of disputes			Number of workpeople involved in all disputes in January.	Aggregate loss of working days during January.
	Started before 1st January	Started in January	Total		
Building .....	6	16	22	2,493	24,000
Mining and Quarrying .....	6	14	20	19,200	81,000
Metal, Engineering and Ship-building .....	14	16	30	73,600	1,469,000
Textile .....	2	17	19	5,900	15,000
Transport .....	3	6	9	7,000	49,000
Other Trades .....	25	17	42	10,600	155,000
Total, January, 1920 .....	56	86	142	118,900	1,793,000
Total, December, 1919 .....	46	61	107	105,000	1,688,000
Total, January, 1919 .....	36	105	141	460,000	2,918,000

workpeople on details of working arrangements; 17, directly involving nearly 7,200 workpeople, on questions respecting the employment of particular persons or classes; seven, directly involving nearly 1,000 workpeople, on questions of Trade Union principle; and two, directly involving about 2,300 workpeople, on other questions.

RESULTS.—During the month settlements were effected in the case of 49 new disputes, directly involving about 12,500 workpeople, and 27 old disputes, directly involving about 54,400 workpeople. Of these new and old disputes, 30, directly involving 5,400 workpeople, were settled in favour of the workpeople; 20, directly involving 49,200 workpeople, in favour of the employers; and 26, directly involving about 12,300 workpeople, were compromised. In the case of 22 other disputes, directly involving over 8,400 workpeople, work was resumed pending negotiations.



## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING THE YEARS 1905-1919

THE following table from the January issue of the British *Labour Gazette* shows the total number of disputes reported to the British Department of Labour as causing a stoppage of work in each of the years 1905-1919, together with the total number of workpeople directly or indirectly involved and the aggregate number of working days lost in the establishments where disputes occurred:

Year.	No. of disputes beginning in year.	No. of workpeople involved in disputes beginning in year.	Aggregate duration in working days of all disputes in progress during year.
1905 .. .. .	358	94,000	2,470,000
1906 .. .. .	486	218,000	3,029,000
1907 .. .. .	601	147,000	2,162,000
1908 .. .. .	399	296,000	10,834,000
1909 .. .. .	436	301,000	2,774,000
1910 .. .. .	531	515,000	9,895,000
1911 .. .. .	903	962,000	10,320,000
1912 .. .. .	857	1,463,000	40,915,000
1913 .. .. .	1,497	689,000	11,631,000
1914 .. .. .	999	449,000	10,111,000
1915 .. .. .	706	453,000	3,038,000
1916 .. .. .	581	284,000	2,600,000
1917 .. .. .	688	861,000	5,964,000
1918 .. .. .	1,252	1,097,000	6,237,000
1919 .. .. .	1,413	2,570,000	34,483,000

From the above table it will be seen that the year 1919 contained more industrial disputes, with greater resultant time loss, than any previous year in the period 1905-1919, with the exception of 1912, when one dispute in the coal-mining industry was responsible for a time loss of 31,000,000 working days. During the war years it will be noted that Bri-

tish industry was characterized by greatly reduced strike activity.

### Summary of Trade Disputes in the United Kingdom during the years 1918-1919

The number of trade disputes reported to the British Department of Labour as causing a stoppage of work in 1919 was 1,413. The number of workpeople involved (including those thrown out of work at the establishments where the disputes occurred, though not actually parties to the disputes) in these disputes in 1919 was about 2,600,000. This is the highest total yet recorded and nearly equals the combined totals for the four previous years. The aggregate duration of the disputes was over 34,000,000 working days, or nearly twice as much as the total loss in working days in the whole period 1915-18. This aggregate was, however, nearly equalled in 1893 and was exceeded in 1912, in both of which years there were great general strikes on wages questions in the coal-mining industry.

The following table, from the British *Labour Gazette*, summarizes by trades the number of disputes reported, the number of workpeople involved and the aggregate duration of disputes in working days for 1918 and 1919 respectively.

The principal disputes of the year occurred in the coal-mining, engineering and shipbuilding, textile and transport industries. In the coal-mining industry, 150,000 workpeople in Yorkshire ceased work for 13 days in January to enforce a simultaneous interval for surfacemen's meals, and again in July for 29 days

Groups of Trades.	Number of disputes beginning in 1918	1918 Number of workpeople involved in all disputes in progress	Aggregate duration in working days of all disputes in progress	Number of disputes beginning in 1919	1919 Number of workpeople involved in all disputes in progress	Aggregate duration in working days of all disputes in progress
Building.....	134	56,000	458,000	150	25,000	575,000
Coal mining.....	147	368,000	1,165,000	212	906,000	7,441,000
Other mining and quarrying.....	18	13,000	109,000	32	5,000	138,000
Engineering and shipbuilding.....	300	169,000	840,000	188	304,000	9,592,000
Other metal.....	86	85,000	575,000	126	83,000	1,813,000
Textile.....	67	264,000	1,701,000	61	490,000	8,167,000
Clothing.....	70	24,000	321,000	77	29,000	245,000
Transport.....	67	59,000	265,000	129	574,000	3,883,000
Woodworking and furnishing.....	82	43,000	273,000	62	25,000	988,000
Other trades.....	188	38,000	413,000	277	119,000	1,381,000
Local authority service.....	193	13,000	117,000	99	21,000	257,000
Total.....	1,252	1,132,000	6,237,000	1,413	2,581,000	34,483,000

owing to dissatisfaction with the amount of advance in rates of wages which was proposed in compensation for a reduction in working hours recommended in the Sankey report. At the end of March 100,000 miners in various districts were idle for six days in support of a national application for an advance in wages. In the engineering and shipbuilding trades 150,000 workpeople stopped work in January and were idle for periods ranging, in different districts, from one to eight weeks on the reduction of the working week from 53 or 54 hours to 47 hours, owing partly to dissatisfaction at the new arrangement of working hours and partly to the non-provision of any increase in the rates of wages of piece-

workers and lieu-workers. In September between 40,000 and 50,000 ironfounders, coremakers and dressers ceased work for increases in wages, and were still idle at the end of the year. In the cotton trade about 450,000 operatives struck work for 18 days in June and July in support of an application for reduced working hours and increased rates of wages. In the railway services about 500,000 operatives were idle from September 27 to October 5, inclusive, owing to dissatisfaction at the new standardized rates proposed for various grades. The majority of the other disputes occurring in 1919 arose either on demands for advances in wages or on questions of working hours.

## “LESSONS FROM THE BRITISH RAILWAY STRIKE”

The article that follows, reprinted from *The Outlook*, December 31, 1919, was written by Dr. Worth M. Tippy, Secretary of the Commission on the Church and Social Service (which is one of the commissions of the federal organization of Protestant denominations in America known as the Federal Council). Dr. Tippy, according to *The Outlook*, is especially qualified to write on the lessons of the railway strike in Great Britain as he was on the ground at the time, and brought to his observation a wide experience in the study of social conditions and in the service of social improvement.

**T**HE recent strike of the employees of the British railways was the most critical situation in the industrial history of Great Britain. It combined two drastic features—the tying up nationally of a key industry which paralyzed all industry, and what is known in Great Britain as the “lightning strike.” It was given on a day’s notice. The men frankly hoped to force their demands by the paralysis of industry and the imminence of starvation.

I do not desire to go into the merits of the points at issue beyond saying that the railway men had serious grievances, and had been greatly irritated by the dilatory and evasive tactics of the Government, but rather to point to certain outstanding results of the conflict which have value to America, and to express my admiration for the self-control and good humour of the people of Great Britain, including the men themselves, the Government, and the people at large, during those trying days.

There is no doubt that the strike was forced at the last moment by extremist leaders of the unions. Mr. Cramp said in the opening days of the strike that the centre of gravity in Great Britain had passed from Parliament to the trade union headquarters. He soon learned that this was not true, and that once an issue was drawn public opinion would solidify on the other side. Mr. Thomas, a very able and experienced leader, was on the point of resigning when the issue was forced, but fortunately he kept to his post.

The incidents of the strike itself were intensely dramatic. Probably nothing cost the railway men more in public con-

fidence than the stoppage of trains at a certain hour wherever they might be, while the crews were taken away in automobiles, leaving passengers, including mothers with babies, and trains of live stock stranded in the country. People were more aroused by the helplessness of dumb beasts than by the privations of human beings, who, after all, had freedom of movement and could finally help themselves. The provisions by which the Government met the need of transportation are familiar. I saw the milk lorries in Hyde Park and the improvised headquarters at Grosvenor House. Nobody could have anything but appreciation and admiration for the measures by which the Government protected the people, including the families of the strikers themselves, unless he were narrowly class conscious and were willing that the people should starve.

Two or three outstanding effects became quickly apparent, and their significance is so great that one is inclined to think that the strike was a blessing to Great Britain. The first was that when the men once got into the strike they drew back as from an abyss. They realized as they had not before what it meant to array themselves against the nation, and I think also that they saw clearly that a strike of that character cannot go far unless it results in a surrender or a compromise without precipitating extreme action with probable revolutionary fighting. Mr. Thomas said after it was over that the nation had been nearer to civil war than it had ever been before. Henceforth in Great Britain those who propose the lightning



strike for a national key industry, or a general strike of national industries, will look into this abyss and count the cost before the act.

That the workers of Great Britain sought an understanding with the Government, that the committee of fifteen representing the other two organizations of the triple alliance, instead of bringing in the miners and the transport workers and precipitating a general strike, became a committee of conciliation, is an evidence of the good sense and patriotism of the British workers.

The second result of the strike was that it united the unorganized mass of citizens who seem never able to act together, that it gave them the will to defend themselves and the nation as a whole, and revealed a way that lifted up a new ethical standard of public welfare which any economic group will be slow to violate in the future.

But possibly the greatest lesson that the people learned was that there must be a new day in the social life of Great Britain—a day in which the workers are given greater economic independence, greater recognition in the social life of Great Britain, and vastly greater influence in the control of industry and of the Government. There must be a higher standard of living for the workers than that which obtained before the war. If these things are not recognized, and especially if they are obstructed, the organized workers will force their recognition by one means or another. It seemed to me quite clear, after a wide reading of the public press and from many private conferences, that in their demands for a higher standard of living and a far greater control in the industries the men had the sentiment of Great Britain with them.

The general strike on a nation-wide scale or a national strike in a key industry such as the railways, and especially the lightning strike, are terrible weapons. They should be used only as a last resort and in industrial controversies where the right is clearly on the side of the workers. Otherwise the general

strike becomes a social menace and the people will be forced in self defense to unite against it.

I became convinced as I watched the British strike that there can be no unlimited right to strike when it ties up a nation. It is wrong for one group to inflict such hardships upon the entire population to gain its own ends, even if those ends are just. Some other effective way must be found to protect the workers. That way is to be found along the line of legislative action, collective bargaining, participation of labour in management, and the education of public opinion. If the state limits the use of the strike, it is bound to secure to labour an effective legalization of its rights.

That labour itself in Great Britain realizes some of these things is shown by the words of Mr. Thomas, who led the strike, before a meeting of workers in Albert Hall on Sunday night, October 6, in which he announced the settlement.

Mr. Thomas said that when the strike was called he knew that there could be nothing more dangerous or more calculated to imperil the life of the state than to enter into a war in which one section of the community was at war with the community as a whole. He recognized that in a challenge to the state, whichever side won, disaster must follow. If those who challenged won, then the only alternative would be the end of constitutional government. If, on the other hand, the state won, then there must follow bitterness and ill feeling, which would be a danger to the community. He recognized that citizenship was greater than any sectional interest, and therefore, when the fight began, he determined to make it a struggle on a purely economic question. The railway men had no quarrel with the Constitution of the country, but, although they were nominally servants of the Government, they were as much entitled to demand from the Government the same fair conditions of labour as workers were entitled to demand from any private employer.

## THE KANSAS COURT OF INDUSTRIAL RELATIONS

New Law to Safeguard in the Public Interest the Production in Essential Industries.

A NEW law establishing a Court of Industrial Relations came into force in the State of Kansas on January 25 last. This law has some points of resemblance to the British Industrial Courts Act, 1919,\* and to the Australian Act constituting a Federal court of arbitration.† The Kansas measure, however, is more definite in its aim and more drastic in its method than any previous recent legislation. It is based on the principle that in all disputes between capital and labour the interests of the public must remain paramount and cannot be sacrificed to the strategy of either contending party. Particular emphasis is placed upon the right of the public to have food, fuel, clothing, and means of transportation, and upon the principle that no industry or group of employers or workers should be permitted to interfere with these needs.

According to Judge W. L. Huggins, chairman of the newly-appointed Court, the provisions of the law are neither few nor radical. "They are founded," he states, "upon the old English common law, which is the basis of legal codes in every state of the Union except Louisiana. The principle upon which the court was founded was enunciated by Sir Matthew Hale, two and a half centuries ago, who declared that the industries which affect the welfare of the people may be regulated by law in the interest of the people."

The effects of the new law are being watched with interest throughout the United States, although it is pointed out that Kansas is not an industrial state, and that even if the law should meet with success in that state where the strong farming element is behind the new Court, it would be sure to be strongly opposed in other states where labour unions

are more powerful. In Kansas, however, the newly established court has already been voluntarily approached by labour unions seeking to have their wage agreements reviewed. Among these were the building trades' and teamsters' unions at Topeka, and the woodworkers' unions at Atchison.

The Court of Industrial Relations consists of three judges appointed by the Governor for a term of three years each, and supersedes the Public Utilities Commission. The following industries are specifically declared to be "affected with a public interest and therefore subject to supervision by the State for the purpose of preserving the public peace, protecting the public health, preventing industrial strife, disorder and waste, and securing regular and orderly conduct of the business directly affecting the living conditions of the people of this State and in the promotion of the general welfare," namely:

1. The manufacture or preparation of food products.
2. The manufacture of clothing and all manner of wearing apparel in common use by the people.
3. The mining or production of fuel.
4. The transportation of all food products and articles or substances entering into wearing apparel or fuel.
5. All public utilities and common carriers as defined by law.

The duty of the Court is to see that these industries are "operated with reasonable continuity and efficiency in order that the people of this state may live in peace and security, and be supplied with the necessities of life," and that their operation is not wilfully hindered by any person or association of persons. Industrial disputes are treated as follows: In the case of a controversy arising between employers and workers or groups

\*See LABOUR GAZETTE, February, 1920, page 137.

†See LABOUR GAZETTE, July, 1919, page 804.

of workers in any of the specified industries, if it shall appear to the Court that this controversy may endanger continuity or efficiency of service, or produce industrial strife, disorder or waste, the Court of Industrial Relations may, upon its own initiative, summon all parties concerned to appear before it for investigation into the cause of the dispute, the conditions surrounding the workers, the wages paid to labour, the return accruing to capital, the rights and welfare of the public, and other matters. Such an inquiry may also be instituted upon the complaint of either party, upon the complaint of any ten citizen taxpayers of the community in which such industries are located, or upon the complaint of the Attorney General of the State. After this inquiry the Court is to announce its findings at once to all interested parties, stating "the terms and conditions on which the said industry should thereafter be conducted in so far as the matters determined by the said court are concerned."

The Court may, in order to ensure the desired continuity of operation, order such changes as are necessary to be made in the management of the industry, working and living conditions. Always regarding industrial conditions from the standpoint of "public welfare" the Court will see that the workers have fair wages and healthful surroundings, and that capital invested shall produce a fair rate of return. Parties who feel aggrieved by the orders of the Court may appeal to the Supreme Court, but any such action must be taken within thirty days of the date of the order to which objection is taken.

As to collective bargaining, any union, or association of workers which may incorporate under the laws of the state is recognized as a "legal entity," and the right of such corporations to bargain collectively for their members is recognized and conceded. At the same time individual members of unincorporated unions also may bargain collectively by appointing representatives in writing, and this written appointment shall be made a permanent record of the Union.

Special protection against discharge or discriminative treatment, is afforded employees who give evidence before the Court. Employees in turn are expressly forbidden to retaliate upon employers by boycott, propaganda, or other means, for any action taken by the latter on the order of the Court, or because the latter has invoked the jurisdiction of the Court.

In regard to the limitation of industry from the side of the employers, it is made "unlawful to cease operations for the purpose of limiting production and transportation or to affect prices, for the purpose of avoiding any of the provisions of this Act," but the Court may, on the application of any concern to limit or cease operations, grant such application as they consider to be in good faith. Where industries are subject to seasonal fluctuations the Court may make such rules for their operation as will secure the best service to the public interest consistent with the right of employer and employee.

It is forbidden to either side to conspire or confederate with others to defeat the orders of the Court, and for the purpose of limiting the operation of the essential industries. Nothing in the act is to be interpreted as restricting the right of any individual employee to quit his employment at any time. Unlawful action begins when employees conspire to quit their employment for the purpose of hindering any of the industries governed by the act, "engage in picketing, or intimidate by threats or abuse, any persons with intent to induce them to quit, or deter others from accepting employment within such industries."

Violation of the act is a misdemeanour punishable by a fine not exceeding \$1,000, or imprisonment not exceeding one year, or both; but any officer of any corporation engaged in any of these industries or an official of any labour union employed in these industries who shall wilfully violate any of the provisions of this act, shall be deemed guilty of a felony and punishable by a fine not to exceed \$5,000, or imprisonment at hard



labour for not more than two years, or both.

In case of the suspension or limitation of operation of any of the essential industries contrary to the law, if the Court considers that the public welfare is endangered, the Court may then "take proper proceedings in any court of competent jurisdiction to take over control, direct and operate said industry," provided that a fair return shall be paid to the owners and a fair wage to the workers during the time of such operation.

The Court may also serve as a board of arbitration when appealed to by mutual consent between parties in a dispute other than those already provided for.

Any order of the Court as to wages "shall be deemed *prima facie* reasonable and just," and workers are entitled to sue for the recovery of any sum below the new minimum accruing from the date of the service of summons. The justices of the Court may also hold any inquiries in or out of the State for the purpose of familiarizing themselves with industrial problems.

### FIRST ANNUAL REPORT OF THE DOMINION BUREAU OF STATISTICS

THE first annual report of the Dominion Statistician (No. 10f-1920), recently issued, gives an account of the origin, purpose and organization of the Dominion Bureau of Statistics. The Bureau came into being under the Statistics Act, on May 24, 1918. Previous to that date, says the report, "a considerable body of statistical publications had grown into existence: in certain sections of the field good work was being done, in many others not so good; there was much duplication, at the same time that there were numerous gaps, often at critical points; finally, there was a total lack of general plan or provision for consistent progress. The embarrassment which this occasioned with the rapid growth of the country and the increasing perplexity of its problems, many of which called in the most insistent way for statistical treatment, will be appreciated." In the short period of its existence the Bureau of Statistics has been concerned with preparing the field for a consistent general survey, and as the result of the work already accomplished "it is believed that the bureau now embraces the fundamental subjects of what might be termed a national system of statistics." The Act of 1918 applied to the prevailing confusion the remedy of

centralization conferring on the new Bureau what may be regarded as complete jurisdiction in statistics. Its duties are to collect, abstract, compile and publish statistical information relative to the commercial, industrial, social, economic and general activities and conditions of the people.

The report opens with an interesting historical survey, beginning with that taken by the Colony of New France in 1666. This is stated to have been the "first census of modern times" in any country.

The British North America Act specifically mentioned Census and Statistics as being under the jurisdiction of the Dominion, and in 1868 the Act constituting the Dominion Department of Agriculture placed census and statistics under that department. The census of 1871 was taken, however, under a special act. Another change was made in 1879, when the Census and Statistics Act established the statistical system which survived until 1918. This was mainly a Census Act and took little cognizance of general statistics. In general each department published its own statistics, these being gathered together in the Statistical Year Book, which came into existence in 1886. In 1905 Canada, following the

precedent of the United States, made the Census Office a permanent institution. The Year Book was remodelled in that year, statistics of provincial origin being omitted, owing to the extreme difficulty of comparison, but the review of departmental statistics was retained. New work was soon undertaken, including postal censuses of manufactures, dairying and agriculture, and later a crop reporting service.

Turning to the organization that has been effected under the Act of 1918, the report states:

"At the close of its initial year the Bureau was embraced in eleven main divisions. Division I, devoted to Administration, was, as the name implies, in executive and general control. The actual field of statistics was apportioned among the remaining divisions as follows: Division II, Population (Demography)—The Census; Division III, Agriculture; Division IV, The Industrial Census (fisheries, furs, forestry, dairy factories, mines, central power stations, general manufactures and construction); Division V, Exports and Imports; Division VI, Transportation (Land and Water); Division VII, Internal Trade, Prices, etc.; Division VIII, Finance

(Public and Private)—Wealth, Debt, Taxation; Division IX, Administration of Justice; Division X, Education; Division XI, General Statistics—The Canada Year Book."

The work of each of these divisions is described in detail in the present report. The value of centralization may be illustrated in the new treatment of vital statistics, which promises for the first time to make general conclusions available in regard to Canada as a whole. Returns of births, deaths and marriages are collected by the several provinces, but their reports hitherto covered different periods, and differed on many points in their method. The Bureau of Statistics provided the remedy by suggesting uniform standard legislation to be carried out by each Province, bringing all the returns into line, and it is hoped that this legislation will be completed during the present year. Similar good results are to be looked for from the general adoption in provincial and departmental statistics of a new standard classification of industries, which is provided by the Bureau in connection with the Industrial Census. By such services the Bureau fulfils the purpose it sets itself of giving "a related view of economic and social phenomena."

## ANNUAL REPORT OF QUEBEC DEPARTMENT OF PUBLIC WORKS AND LABOUR

THE annual report of the Department of Public Works and Labour of the Province of Quebec, for the year ending June 30, 1919, includes the report of Mr. Louis Guyon, Deputy Minister of Labour, and other reports on Inspection of Industrial Establishments and Public Buildings, Provincial Employment Bureau, Trade Disputes, Examination of Stationary Engineers, and Fair Wages.

The reports draw attention to the more important of the new labour laws to be put into effect during 1919-1920. These

are: (1) An act amending the Quebec Industrial Establishments Act relating to child labour,\* (2) An act providing for the fixing of a minimum wage for women,\* and (3) regulations to enable the enforcement of the act providing for the protection of public buildings against fire, and the creation of a Board of Examiners similar to that in existence

\*The Quebec Industrial Establishments (Amendment) Act respecting Child Labour and the Quebec Women's Minimum Wage Act were printed in the LABOUR GAZETTE, April, 1919, pp. 495-496.

for the examination of stationary engineers.

A slight increase was noted in the number of children under age found working in industrial establishments. This increase was mainly confined to boys between 14 and 15 years working with machinery at lower wages than would be accepted by men.

During the year 27 fatal, 130 serious and 671 slight accidents were reported to the Department, being an increase of 9 fatal and 36 serious accidents, and a decrease of 297 slight accidents over the previous year. The greatest number of accidents in any one month occurred in the month of August, 1918, and the least number in March, 1919. The report states that the accidents in the great majority of cases were due to the inexperience and imprudence of the victims; and that in certain shops where both Canadian and

foreign workers are employed, three foreigners were injured to one Canadian.†

The report on employment offices states that in the five offices operated during the year by the province in co-operation with the federal Department of Labour, the number of unemployed registered was 12,876; the number of vacancies notified by employers was 11,135; the number of persons referred to employers, 8,871; the number reported as placed was 5,688. Some 230 establishments were visited and requested to make use of the employment offices. With respect to the re-establishment of soldiers, 8,189 ex-soldiers registered, 4,875 were referred to employers, and 3,797 reported back that they had received employment.

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†Similar experiences in other provinces and in the United States have been reported from time to time in the LABOUR GAZETTE.

## COMPENSATION FOR INDUSTRIAL DISEASES

### Legislation in the United Kingdom, Canada, the United States and France

THE principle of compensation for diseases arising out of and in the course of employment was first introduced in Great Britain in the Workmen's Compensation Act of 1906.\* Under the previous Acts of 1897 and 1900, compensation was limited to injuries sustained through accident in certain trades. Besides enlarging its application to include industrial diseases the new Act extended the principle of compensation to all classes of persons engaged under con-

tract of service, including domestic servants and sailors. A "Workman" is defined as "any person who enters into a works under a contract of service or apprenticeship with an employer, whether by way of manual labour, clerical work, or otherwise, and whether the contract is expressed or implied, is oral or in writing." Lowly paid professional people such as house surgeons and hospital nurses are included in the scope of the act, but certain classes are excluded, such as policemen, persons in the naval and military services, profit-sharing fishermen, and non-manual workers

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\*The British Compensation Statistics for 1908, the first complete year in which industrial diseases were included, was reviewed in the LABOUR GAZETTE for November, 1909 (page 671).



whose remuneration exceeds £250 a year. Describing the operation of this Act in respect to diseases, Professor Thomas Oliver in his book, "Diseases of Occupation," (Methuen, London, 1908) says: "A workman is entitled to compensation if he is incapacitated by a disease contracted in his trade and due to his employment exactly in the same way as if

he had been thrown *hors de combat* by an accident." The Act contained a schedule enumerating the compensable diseases and the occupations causing them, other diseases being subsequently added to the list in 1907 by the Home Secretary on the recommendation of a Departmental Committee. The diseases scheduled in the Act of 1906 were as follows:

DESCRIPTION OF DISEASE.	DESCRIPTION OF PROCESS
Anthrax .....	Handling of wool, hair, bristles, hides and skins.
Lead poisoning or its sequelae.....	Any process involving the use of lead or its preparations or compounds.*
Mercury poisoning or its sequelae .....	Any process involving the use of mercury or its preparations or compounds.
Phosphorus poisoning or its sequelae.....	Any process involving the use of phosphorus or its preparations or compounds.
Arsenic poisoning or its sequelae .....	Any process involving the use of arsenic or its preparations or compounds.†
Ankylostomiasis .....	Mining.

\*Handling of lead, its preparations or compounds.—Added in 1907.

†Handling of arsenic, its preparations or compounds.—Added in 1907.

In considering suggested additions to this list the committee excluded all ailments resulting from accidents (these being already provided for), those which led to incapacity for work of less than one week, and those which could not be proved by individual cases as being specific to the employment. The last-named limitation is illustrated in its results by the fact that the committee was unable to recommend the inclusion of bronchitis in the schedule, for although workmen exposed to certain kinds of dust and to the fumes of certain gases are specially subject to this disease, yet in practice it is impossible in individual cases to distinguish bronchitis which is

industrial in its origin. A large part of the committee's inquiry was directed to the investigation of the diseases variously known as "miners' phthisis," "stonemasons' phthisis," "potters' rot," "grinders' rot," and the like. It was found that ordinary tubercular phthisis prevails excessively among workers in gritty dusts, yet it was very difficult to differentiate between industrial and normal cases, and the long preliminary period before the disease fully declares itself would make its inclusion in the schedule very doubtful in its effects. The schedule was finally extended by the following additions:

DESCRIPTION OF DISEASE.	DESCRIPTION OF PROCESS.
Poisoning by nitro- and amido-derivatives of benzene (dinitro-benzol anilin and others) or its sequelae .....	Any process involving the use of nitro- or amido-derivative of benzene, or its preparations or compounds.
Poisoning by carbon bisulphide or its sequelae.	Any process involving the use of carbon bisulphide or its preparations or compounds.
Poisoning by nitrous fumes or its sequelae....	Any process in which nitrous fumes are evolved.
Poisoning by nickel carbonyl or its sequelae....	Any process in which nickel carbonyl gas is evolved.
Poisoning by gonioma kamassi (African boxwood) or its sequelae .....	Any process in the manufacture of articles from gonioma kamassi (African boxwood).
Chrome ulceration or its sequelae .....	Any process involving the use of chromic acid or bichromate of ammonium, potassium, or sodium, or their preparations.
Eczematous ulceration of the skin produced by dust or caustic or corrosive liquids, or ulceration of the mucous membrane of the nose or mouth produced by dust .....	
Epitheliomatous cancer or ulceration of the skin or of the corneal surface of the eye, due to pitch, tar or tarry compounds.....	Handling or use of pitch, tar or tarry compounds.
Scrotal epithelioma (chimney-sweeps' cancer)...	Chimney sweeping.
Nystagmus .....	Mining.
Glanders .....	Care of any equine animal suffering from glanders; handling the carcase of such animal.
Compressed air illness or its sequelae .....	Any process carried on in compressed air.
Subcutaneous cellulitis of the hand (beat hand).	Mining.
Subcutaneous cellulitis over the patella (beat knee) .....	Mining.
Acute bursitis over the elbow (beat elbow)....	Mining.
Inflammation of the synovial lining of the wrist joint and tendon sheathes.....	Mining.
Cataract* .....	Glassworking.
Cramp* .....	Telegraphists.

\*Brought under the Act on December 2, 1908.

In order to claim compensation a workman must produce (1) a certificate from the local certifying factory surgeon, (2) or prove that he had been suspended from his usual employment on account of having contracted one of the diseases scheduled, and (3) in the event of death, proof will have to be given by friends or dependents that death was due to one of the diseases mentioned above.

Professor Oliver calls attention to a possible causal connection between injury and tuberculous lung disease on which medical men must give an opinion in view of the Workmen's Compensation Act. He says: "If an accident received at work is the cause of tuberculous disease of a subjacent organ, which disease, but for the accident, would not have arisen, the claims for compensation advanced by the injured person or his relatives are not without a reasonable foundation." The same authority points out that cancerous tumours often develop after an accident, close to the site of the injury, "and that one is the direct sequence of the other there is not the least doubt." The inference to be drawn is apparently that diseases thus connected with accidents come under the category of industrial diseases and are therefore subject to the provisions of the Workmen's Compensation Act. Cases of long latent lead poisoning in which the injuries or fatal effects may reveal themselves after lying dormant for many years are also discussed from the same point of view, though the warning is added that "the greatest care will have to be exercised both in pressing and opposing such a claim." In general, compensation for industrial diseases is granted under British law in all cases where a direct causal connection can be shown between the employment and the resulting injury.

#### Compensation in Canada

Ontario was the first Province in Canada to follow the precedent of the United Kingdom in providing compensation for workers who contract certain specified industrial diseases in the course

of their employment. The Ontario Workmen's Compensation Act of 1914 adopted from the British Act of 1906 the original schedule of six diseases as given above, viz., anthrax, lead poisoning, mercury poisoning, phosphorus poisoning, arsenic poisoning, and miner's ankylostomiasis. With respect to lead and arsenic poisoning, the amendment to the British Act covering the handling of lead and arsenic were not included in the Ontario Act, but an amendment was inserted in 1917 adding miners' phthisis to the list. The Act contains the following clause, which in the main is repeated in the subsequent acts of the other provinces adopting the principle of compensation for industrial diseases, that "Where a workman suffers from an industrial disease and is thereby disabled from earning full wages at the work at which he was employed, or his death is caused by an industrial disease and the disease is due to the nature of any employment in which he was engaged at any time within twelve months previous to the date of his disablement, whether under one or more employments, the workman or his dependents shall be entitled to compensation as if the disease were a personal injury by accident and the disablement were the happening of the accident, subject to the modifications hereinafter mentioned, unless at the time of entering into the employment he had wilfully and falsely represented himself in writing as not having previously suffered from the disease."

The Ontario Act lays the burden of payment of compensation (where it is payable individually) on the employer "who last employed the workman during such twelve months in the employment to the nature of which the disease was due." If, however, the disease is of such a nature as to be contracted by a gradual process, any other employers who during such twelve months employed the workman at the same occupation shall make a joint contribution as determined by the Board. By an amendment of 1917 compensation is not payable



where the disease has been contracted outside of Ontario, and unless the claimant has resided in the Province for three years prior to his first disablement.

Nova Scotia enacted a similar law in

1915, the section above quoted being adopted from the Ontario Act, the words "in writing," however, being omitted from the last clause. In 1919 the Nova Scotia Act was amended to include also the following diseases:

DESCRIPTION OF DISEASE.	DESCRIPTION OF PROCESS.
Subcutaneous cellulitis of the hand (beat hand).	Mining.
Subcutaneous cellulitis over the patella (beat knee) .....	Mining.
Acute bursitis over the elbow (beat elbow) ....	Mining.

Manitoba and British Columbia followed suit in 1916 by including in the scope of new Workmen's Compensation Acts the six occupational diseases listed in the British Act of 1906 and in the Ontario Act of 1914. In the Workmen's Compensation Act of Alberta, 1918, miners' phthisis is added to the other six diseases classed as industrial and subject to compensation, as though due to the happening of an accident. A similar act in New Brunswick in the same year also included industrial diseases as entitling workers to compensation "as if the disease were a personal injury by accident." No schedule of compensable diseases, however, is included in the act.

#### Compensation in United States

In the United States the scope of Workmen's Compensation for industrial accidents has been enlarged from time to time by the wider interpretation of Federal and State laws. Disabilities on the borderline between accidents and diseases, frost-bite, sunstroke, blood-poisoning, angina pectoris, hernia, etc., are often included, but occupational diseases as such are not generally, as in Great Britain, regarded as themselves of necessity entitling workers contracting them to compensation, unless such diseases can be connected with some definite injury received in the course of employment. There is, however, "something of

a tendency in favour of the inclusion of occupational diseases as entitled to consideration in a system undertaking to provide against the untoward consequences of industrial activities."\* Practice varies throughout the States. The Federal Act of 1908 provided compensation for employees "injured in the course of employment," without inserting the qualifying words "by accident." Interpreting this law, however, the Attorney-General of the United States said "the word 'injure,' as used in the statute, is in no sense suggestive of disease, nor has it ordinarily any such signification." On the other hand the Solicitor for the Department of Labour, construing the same statute, said the intention was clearly to provide compensation for loss of time caused by incapacity arising from employment, and the Commission administering the Act held that not only accidents but any bodily injury or disease causing unemployment, were covered by the Act.

In Connecticut the Supreme Court disallowed a claim under the laws of that state, for compensation for lead poisoning. But in this decision the court was not unanimous, one judge holding that the term "personal injury," as used in the Act, included all injuries whether arising from accident or from disease. The latter view was held also by a State

\*U.S. Bureau of Labour Bulletin No. 243, 1918.

district commissioner in allowing compensation to a plumber for the complaint known as "housemaid's knee," caused by working in a kneeling position for a considerable time. Lead poisoning, typically a disease of occupation, was held by the commissioner of industries of the State of Vermont to be non-compensable, and in Rhode Island a claim for compensation for neuritis contracted at work was over-ruled on the ground that this was an occupational disease and was not due to accident. In Massachusetts, on the other hand, the use of the term "personal injury" without the qualifying words "by accident" was held by the supreme judicial court so to broaden the law as to cover any bodily harm due to conditions of employment, compensation being no longer restricted to injuries caused by external violence or physical force. Thus lead poisoning, blindness due to the action of poisonous fumes, occupational neurosis due to the vibration of floors where a worker sat, neurosis sustained by a cigarmaker in the pursuit of his trade—such ailments have been regarded in this state as entitling workers to compensation. In some of these cases, however, judgment was reversed later by the Supreme Court. The Michigan law uses wording similar to that of Massachusetts, and the Industrial Accident Board of the state held that it should be so interpreted as to include occupational diseases such as lead poisoning. The Supreme Court of the State, however, took the opposite view, holding that "accidental injury" could not cover "occupational disease." The industrial commission of Ohio, interpreting the law of that state, restricted its application to injuries "other than those which can be classed as diseases," on the ground that the word "injury" in its ordinary and popular sense is understood to mean bodily harm and disability resulting from "some sudden and unexpected event." This adverse opinion was reversed by a trial court but was subsequently confirmed by the Supreme Court of the State. A similar view was taken by the courts in Texas, though the com-

pensation law there makes no mention of "accident" in its definitions. The state industrial commission of Colorado have held that industrial disease is not compensable, but in Illinois an undoubted case of industrial disease (numbness from constant vibration) was granted compensation. New Jersey refused compensation to a claim for an eczema due to acid used in a bleachery on the ground that this injury was "not due to an accident." A similar ruling was given in Wisconsin, where compensation was refused in lead poisoning cases, on the ground that this disease did not "follow so quickly and proximately from some specific condition in the employer's business that it could be included within the meaning of the word 'accident.'" Pennsylvania courts took an identical view of the claims of a worker for compensation for anthrax without evidence of any wound or cut, and of another worker for palsied wrist caused by inhaling acid fumes. In California compensation is not confined to injuries due to external, violent or accidental means. For example, the Industrial Commission has awarded benefits in the case of a traffic policeman who developed flat feet or broken arches from constant standing on the hard pavement. In those states where the compensation laws are interpreted as applying only to injury through accident considerable difficulty is evident in fixing the point at which a disease may be said to be due to an accident as its proximate cause. On this point it is said (U.S. Bulletin: Bureau of Labour Statistics, No. 203):

"It is a common rule that where, on account of pre-existing conditions, as of varicose veins, hardening of arteries, or incipient or latent tubercular, cancerous, etc., conditions, the employee is peculiarly liable to serious results from comparatively slight injuries, the employer takes his employee subject to the physical conditions he is in at the time he enters the employment; and even though the injury was in reality but an aggravation of existing conditions compensation must be paid where the injury actually caused

the disability of a person otherwise able to continue in employment."

#### France

By an amendment of October 25, 1919, certain specified occupational diseases were included in the accident insurance law of France. The employer is made responsible for such sickness occurring within a period of one year from the date on which the employee quits work; but that responsibility lessens in proportion to the length of time intervening

between that date and the date when incapacity starts. If during that interval the incapacitated worker has other employment in the same class of work, the last employer becomes jointly responsible. Employers becoming liable for compensation may relieve themselves of their liability by depositing the capitalized value of the pensions awarded with the National retirement fund. The diseases covered include all those due to poisoning by lead and its compounds and by mercury.

### THE "BUILDING TRADES PARLIAMENT" OF THE UNITED KINGDOM

#### Interim Report on Organized Public Service in the Building Industry

IN November, 1916, before the formation of the Whitley Committee, the twelve principal trade unions of the building industry in the United Kingdom laid before the building trades employers a constructive proposal for the general improvement of the industry, and for the advancement of industrial democracy. This proposal was approved on its merits, and in May, 1918, there was established in the United Kingdom an "Industrial Council for the Building Industry (Building Trades Parliament)". The Council, as described in the preface to its constitution,\* is "the outcome and expression of a desire on the part of organized employers and operatives in the Building Industry to render their full share of service towards the creation of a new and better social order." The building trades in the United Kingdom employ nearly one million men.

Shortly after its formation, the Council received official recognition by the British Ministry of Labour, and was entered in the official records as a Whitley

industrial council. It is claimed for it, however, that it has a wider purpose than that underlying the Whitley scheme, for while the latter seeks "a permanent improvement in the relations between employers and workmen," the Building Trades Parliament seeks "a new and better social order." The Council—or Parliament, as it is popularly called—consists of 132 members; sixty-six elected by the twenty-two trade unions of the building industry, approximately in proportion to their numerical strength, and sixty-six elected by the seventeen associations of building trades employers, roughly in proportion to the number of operatives normally employed by their members. It is claimed to be the only industrial council that has omitted the word "joint" from its title; that has set out to "realize the organic unity of the industry as a great national service"; and that takes decisions by a majority vote of the whole council, instead of requiring a majority of the council on both sides, which is the ordinary Whitley Council practice. This, according to Malcolm Sparkes, one of the originators of the plan, is a fundamental matter. "The Whitley councils," he

\*For Constitution and Rules, see "*Management and Men*," by Meyer Blomfield (The Century Co., New York, 1919).



says in *The Nation*, January 24, 1920, "as at present constituted, have recognized as permanent the very barrier between the two existing 'sides' in industry that the industrial parliament scheme was designed to break and that the Building Trades Council has already broken, at any rate to some extent."

Another unique feature of the Council is its absolute exclusion of labour disputes. Its functions are purely constructive. Disputes are dealt with, as heretofore, by the Building Trades Conciliation and Demarcation Boards, or by any other method deemed advisable, not excluding strikes. Neither does the Council arbitrate; but "although it cannot touch disputes," says Mr. Sparkes, "it can always bring forward constructive measures to remove their underlying cause."

Various committees have been appointed by the Council to consider and report upon various phases of the building industry. A synopsis of one of these reports follows.

#### **Report of Committee on Scientific Management and Reduction of Costs**

In August last, the Committee on Scientific Management and Reduction of Costs, composed of eight employers and eight operatives, presented an interim report on Organized Public Service in the Building Industry.\* The report is signed by all the operatives and three of the employers, the remaining five employers, while agreeing with some of the proposals, not seeing their way to sign it without reservations.

Early in their enquiry the committee became impressed with the immense possibilities lying latent in the self-governing idea of their Industrial Council, and at their first meeting they resolved unanimously to review the whole structure of the industry and endeavour to make recommendations of real service.

\*Organized Public Service in the Building Industry; being the Interim Report of the Committee on Scientific Management and Reduction of Costs appointed by the Industrial Council for the Building Industry. (Industrial Council for the Building Industry, 48 Bedford Square London, W.C.)

They saw the building industry as a great self-governing democracy welded together for organized public service, "uniting a full measure of free initiative and enterprise with all the best that applied science and research can render." They considered the whole trend of modern industrial development as already setting in this direction, the defects of other methods of control having been demonstrated by actual experience of control by the State and the "benumbing hand of bureaucracy," control by the municipality, by co-operative joint stock companies, and by individual private enterprise. "The great task of our Industrial Council," states the report, "is to develop an entirely new system of industrial control by the members of the industry itself—the actual producers, whether by hand or brain—and to bring them into co-operation with the State as the central representative of the community whom they are organized to serve. Nothing short of this will produce the full development of the 'team spirit' in industry, which is the key to the whole problem of production. . . . Real social organization must be founded on the truths of human nature: our hope for the future lies in the liberation and right direction of man's true generous qualities of good-will, enthusiasm and adventure."

**THE PROBLEM STATED:** The Committee admits the present restriction of output, and ascribes this to the following four main reasons: (1) the fear of unemployment; (2) the unwillingness of workers to make unrestricted profit for private employers; (3) lack of interest in the industry owing to non-participation in control; (4) inefficiency, both managerial and operative.

**UNEMPLOYMENT:** To ensure continuous employment it is proposed to supersede the old haphazard alternation of congestion and stagnation by regularizing the demand for building. This is to be done by accelerating or postponing new building work. The "decasualization" of labour during wet or bad sea-

sons might be furthered by arrangements with public authorities and other industries for "dovetailing" or seasonal exchanges of labour, such work as afforestation, road making, preparation of building sites, or demolition of condemned areas, being suggested as alternative work at periods of slackness. Failing other employment, it is claimed that both humanity and efficiency demand that the industry itself adequately maintain the operative and his family, thus removing the fear of unemployment due to causes outside his control. A great and vitalizing change and increased efficiency is looked for from such measures. The revenue for maintaining unemployed members would be raised by means of a fixed percentage on the wages bill, and paid weekly to the Employment Committee by each employer, with joint certificate of himself and a shop steward or other accredited Trade Union representative. The same fund would provide one week's summer holiday pay each year, to each registered member, at the same scale and from the same fund as the unemployment pay. All members of the industry, including the clerical, technical and managerial staffs, are included in this scheme. The question of remuneration for work done in other industries under the reciprocal arrangement referred to above, is recommended for further consideration. It is hoped that this scheme would ultimately relieve employers of their liability under the Workmen's Compensation and other such Acts, that it would supersede all Trade Union sickness and unemployment benefits, and that the industry would also obtain powers to contract out of the State insurance scheme.

**EMPLOYERS' PROFITS:** The committee found that existing schemes of profit-

sharing or co-partnership found little favour with the workers as being opposed to the principles of trade unionism and the solidarity of labour, but they anticipated that the opposition of labour would disappear when the surplus earnings of the industry go, not to individuals, but to some common service controlled by the industry as a whole. In this connection attention is called to the distinction often overlooked in the business of small building concerns, between the wages of management and the rate of interest on their capital. The committee recommends that managements should have adequate salaries based in the first instance upon existing rates of salary, subject to periodical revision by the Employment Committee in order to develop a recognized standard of remuneration.

**THE HIRING OF CAPITAL:** Following up the distinction between the remuneration of management, and interest on invested capital, the committee next deals with the treatment of capital under the Industrial Council. Besides regular and adequate pay or salaries both for operatives and management, they require as a condition of increased industrial efficiency that there should be a regular rate of interest for the hire of capital. Supervision, limitation of interest, and guarantees of security, form the "triple keystone" of the plan proposed. This is, that "approved capital, invested in the building industry, and registered annually after audit, shall receive a limited but guaranteed rate of interest, bearing a definite relation to the average annual yield of the most remunerative government stock." The guarantee would apply to all firms in the industry, except where failure to earn the required rate is declared by the com-

mittee, on the advice of the auditors, to be due to incompetent management. The committee recommends the regular employment of qualified accountants as regular assessors as between the builder, the whole body of producers, and the community as a whole.

**SURPLUS EARNINGS OF THE INDUSTRY:** These should be publicly declared every year, with a statement of the services to which the money was voted, and be held in trust by a National Joint Committee of the Industrial Council, and applied to the following common services:

- (a) Guarantee of interest;
- (b) Loans to firms in the industry;
- (c) Education and research for improvement of the industry, both independently and in co-operation with other industries;
- (d) Superannuation schemes for the whole registered personnel of the industry;
- (e) Replacement of approved capital lost through no fault of the management;
- (f) Any other purposes thought desirable.

Great importance is assigned to complete publicity as a means towards public confidence, and also ultimately to pave the way to the scientific adjustment of prices. "Industries are so intimately interdependent," the report says, "that any increasing well-being in one must ultimately lead to the benefit of the other and to the consumer in particular."

**CONDITIONS OF ENTRY INTO THE INDUSTRY:** Indiscriminate enrolment must be prevented by careful regulation, especially under the new attractive conditions. The industry must be kept under constant review by the Employment Committees, who will periodically notify Trade Unions as to the number of new members eligible after a suitable trade

test has been made, or evidence furnished of previous service. Applicants while on the waiting list should be afforded technical training. In connection with the admission of new employers, the Committee recommends that no loans be made from the Development Funds to new firms conducted by private enterprise. These must provide their own initial capital.

**SCIENTIFIC MANAGEMENT:** Under this head the committee treats of technical matters, such as correct systems of costing and accountancy (which to be generally applicable should be simple, elastic and accurate), the improvement of workshops, organization of operations with a view to the steady employment of operatives, and other points.

It is stated that there should be much more inducement to the most talented operatives to increase their efficiency and to undertake positions of greater responsibility. Finally, the extension of Works Committees is recommended as a medium for the exchange of specialist knowledge between the workers and the management.

In concluding their report the Committee again lay stress on the development of a "team spirit" in industry, "the fundamental basis of loyalty, enthusiasm and efficiency for a common aim," and anticipate that "the spectacle of organized management and labour, uniting their constructive energies upon a bold scheme of reorganization and advance, will transform the whole atmosphere of our industrial life."

The report was referred back to the Committee by the Council, with the recommendation that the committee "examine further the possible effects of the application of the principles it sets forth in the light of the criticisms which the present discussion has evoked."



## ECONOMIC EFFECT OF SHORTER HOURS OF EMPLOYMENT

THE December, 1919, issue of *Industrial Management* contains an interesting article on Fatigue and Industrial Efficiency, by Walter N. Polakov, consulting industrial engineer, New York. At various times Mr. Polakov has been employed in a consultative capacity by the Board of Estimate and Apportionment of the City of New York, by the United States Emergency Fleet Corporation, and by various railway companies, power companies, and industrial plants. The article in question deals particularly with the relations between the length of the working day, fatigue and the efficiency of operation in power houses. With respect to the economic effect of shortening hours, Mr. Polakov writes in part as follows:

"The six-hour workday advocated by Lord Leverhulme, in his opinion, 'can be applied forthwith with enormous gains in cost of production, provided the supply of raw material and of labour is available and the demand for products exists.' There could be no question of desirability and advantages of shorter hours in any industry where the overhead charges are equal or larger than the cost of wages. While in the case of a central power station the applicability

of this criterion alone may appear obscure, suffice it to remember, that a public utility or factory plant serves industry to a large extent. With shorter hours, shift work will become indispensable and consequently the idle time of expensive equipment provided for part time only will be greatly reduced.

"Again, in the power industry, may be shown clearer than in some others that shorter hours have other strong arguments for their adoption. A typical comment is to be found in a letter which the author received from an American engineer of note, manager of an industrial plant, written after the writer's suggestion to reduce two 12-hour shifts to three 8-hour shifts of firemen, with the same weekly pay to each man was on trial for some time:

We did carry out your recommendation on the reduction of hours of work for firemen and certainly have found this highly satisfactory.

We believe that the 8-hour shift pays us, for the following:

1. We have been able to get and hold good firemen.
2. While we have not the accurate data to support this, we feel satisfied that there is a saving in coal.
3. Our variations in steam pressure have been practically eliminated."

## NATIONAL CONFERENCE OF EMPLOYERS AND EMPLOYEES OF SOUTH AFRICA\*

A NATIONAL Conference of Employers and Employees, which was called by the Government of the Union of South Africa, was held at Pretoria on November 3-7, and a second session was held on December 8-11. Delegates were present from all parts of the country representing every class of employers, manufacturing, mining, state, municipal, commercial, etc., and various labour or-

ganizations and other associations of employees.

The following resolutions among others were unanimously carried by the Conference:

This Conference is of opinion that free recog-

\*Reports of similar national conferences appeared in the following issues of the LABOUR GAZETTE: United Kingdom, May, 1919, p. 568; Canada, October, 1919, p. 1172; United States, November, 1919, p. 1306.

dition of Employees' Organizations by employers of labour would tend to allay industrial unrest, and is further of opinion that legislation should be introduced giving effect to this principle.

That in the opinion of this Conference the Government should immediately introduce legislation providing for the registration of voluntary Industrial Agreements entered into between representative bodies of employers and employees in any industry, and the application of the terms of such agreements to the whole of the persons engaged in that industry, either locally or throughout the Union as required.

This Conference is of opinion that the establishment of Joint Boards provides the best means for the regulation and constant exchange of views between employers and employees, and considers that in each industry, commercial undertaking, and public institution, there should be formed Local Joint Boards, subject to the control of District or Provincial Boards, which in turn must be responsible to a National Joint Board.

This Conference is further of opinion that the method of selection of representatives on the various joint boards, conferences, etc., representing both employers and employees, should (except in the case of employers' representatives in Government Departments) be entirely in the hands of the unions or organizations concerned, where such exist, and should be free from Government direction or ratification direct or indirect.

This Conference desires that legislation be introduced to establish the principle of a minimum wage based on a minimum standard of living.

This Conference endorses the principle of equal payment for equal work, irrespective of the sex of the person performing such work.

In the opinion of this Conference the adequate and comfortable housing of the workers has an important bearing on production and national efficiency, and where housing is inferior or inadequate, steps should be taken by the Government to provide the necessary houses by means of a National Housing Scheme.

This Conference approves the principle of a half-holiday on one afternoon per week in all trades, industries and occupations where such is feasible, and recommends that where practicable the holiday should be on Saturday afternoon.

This Conference is of the opinion that the present high cost of living is detrimental to the State in that it places a very heavy burden on all wage-earners and others with limited incomes, thereby causing anxiety to many members of the community and aggravating unrest. This Conference therefore urges upon the Government the need for legislation to limit profits on the necessities of life.

That this Conference affirms the necessity for an Act for the regulation of apprenticeship;† it accepts generally the principles laid down in the draft Apprenticeship Bill prepared by the Sub-Committee, and recommends that the Government be requested to call a meeting composed of the members of the Conference Apprenticeship Committee together with such other members as may be necessary to carry this resolution into effect. Any addition to the existing Committee to be made with due regard to the preservation of the proportions of representatives at present existing.

A number of other resolutions were carried on division. These included ones in favour of nationalization of industries; a forty-eight hour week as a maximum for any industry, with a forty-four hour week wherever practicable, and a forty-hour week for workers in underground or hazardous occupations, for the application of minimum wage legislation on national lines, with stringent penalties for any infringement of the law; for the abolition of systematic overtime in any industry, and the payment for any necessary overtime at enhanced rates; in favour of legislation to provide a complete scheme of registration for all unemployed persons.

†An article on the regulation of apprenticeship in South Africa appeared in the LABOUR GAZETTE, March, 1919, pp 315-6.

## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE FOUR WEEKS' PERIOD, JANUARY 4-JANUARY 31, 1920

**R**EPORTS for Employment Offices to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, show a substantial increase in the number of placements during the four weeks from January 4 to January 31, the number of placements recorded being 21,753 as compared with 15,923 during the preceding four weeks.

The following table presents in summary form by Provinces, a revised record of placements from the beginning of March, 1919, to January 3, 1920, covering the operations of the Service for the ten months of the year 1919, during which it was in existence. As has been indicated in previous issues of the *LABOUR GAZETTE*, regular placements refer only to those applicants for whom the employment found was likely to be of more than one week's duration, while casual placements refer to those applicants where the employment found was likely to be of less than one week's duration. It will be observed that the number of regular placements from the beginning of the record until January 3, was 267,968, or at the rate of 6,090 per week, while the number of casual placements for the same period was 37,905, or a weekly average of 861. From March 1, 1919, to January 3, 1920, the number of vacancies notified to the Service was 373,866, the number of applications for employment during the same period totalled 370,782.

During the period under review, January 4 to January 31, the regular placements were distributed as follows:

Week ending January 10—5,808

Week ending January 17—5,262

Week ending January 24—5,450

Week ending January 31—5,204

The following table shows in detail the work of the various offices during the four weeks from January 4 to January 31. At the beginning of the period there were 18,895 unplaced applicants as compared with 8,362 unplaced applicants at the beginning of the preceding four weeks, while at the same time there were 12,036 unfilled vacancies as compared with 13,107 unfilled vacancies at the beginning of the preceding period. This would indicate that there was a substantial increase in the number of unplaced applicants, and that these applicants were in a less favourable position regarding opportunities for employment than at the beginning of the preceding period, the number of vacancies having decreased. During the four weeks, 46,866 new applications and re-applications, were registered, while during the same time 26,858 vacancies were notified, an excess of applications over vacancies of 19,978. Corresponding figures for the preceding four weeks' period were 36,899 and 22,194, an excess of applications over vacancies of 14,705. The large excess of applications over vacancies as reflected in the present returns, while partly seasonal in character, is also the result of increased registration under the Federal Emergency Appropriation.

The accompanying chart shows graphically the number of applications and vacancies registered, as well as the number of placements made over the period of the record. The chart indi-



## CHRONOLOGICAL SUMMARY OF PLACEMENTS

Week ended		REGULAR PLACEMENTS											Casual Place- ments — Canada		
		MARITIME PROVINCES			Que- bec	Ont- ario	Mani- toba	Sas- kat- che- wan	Al- berta	Bri- tish Co- lum- bia	CANADA				
		P.E.I.	Nova Scotia	New Brun- swick							Men	Women		Total	
1 March	8			15	94	670	88	242	274	265	1,374	272	1,646	210	
2 "	15			25	101	647	96	285	198	303	1,384	281	1,665	249	
3 "	22			24	106	1,016	85	259	327	361	1,916	294	2,210	242	
4 "	29			60	46	79	1,169	297	448	532	2,674	405	3,079	357	
5 April	5			56	90	128	1,332	371	569	493	627	3,332	334	3,666	277
6 "	12	10	115	125	101	1,467	464	587	719	792	3,965	415	4,380	370	
7 "	19	11	94	195	108	1,290	440	543	620	711	3,675	337	4,012	322	
8 "	26	22	65	161	164	1,477	456	530	596	667	3,835	303	4,138	447	
9 May	3	21	97	165	319	1,669	406	479	715	641	4,196	316	4,512	546	
10 "	10	41	129	192	410	1,977	360	505	776	550	4,559	381	4,940	591	
11 "	17	80	168	211	436	1,859	326	506	813	550	4,600	349	4,949	407	
12 "	24	36	123	207	407	1,601	235	536	793	437	4,100	275	4,375	409	
13 "	31	56	113	211	386	2,160	245	416	463	502	4,251	301	4,552	463	
14 June	7	52	138	222	321	1,753	214	575	507	359	3,871	280	4,151	374	
15 "	14	30	156	200	499	1,880	385	694	570	495	4,587	322	4,909	406	
16 "	21	37	205	272	477	2,315	425	637	547	636	5,067	484	5,551	473	
17 "	28	31	220	248	401	2,077	789	739	566	663	5,197	537	5,734	539	
18 July	5	27	194	336	388	1,691	844	673	579	646	4,894	484	5,378	551	
19 "	12	24	136	339	437	2,272	1,126	699	682	1,097	6,308	504	6,812	959	
20 "	19	37	146	315	459	2,262	1,139	670	613	797	5,806	632	6,438	515	
21 "	26	33	146	385	554	2,508	1,195	824	638	336	6,618	501	7,119	863	
22 August	2	34	126	301	632	2,422	1,719	944	808	784	7,352	418	7,770	897	
23 "	9	32	125	227	660	2,103	3,087	1,522	1,015	1,005	9,344	432	9,776	771	
24 "	16	26	99	288	712	2,597	4,036	1,889	1,008	1,202	11,147	510	11,657	1,124	
25 "	23	18	128	290	802	2,394	4,049	2,157	1,052	1,149	11,504	535	12,039	1,322	
26 "	30	32	177	289	811	2,661	2,454	1,418	1,222	940	9,522	482	10,004	1,261	
27 Sept.	6	30	115	250	578	2,201	1,967	1,761	775	732	8,055	354	8,409	1,141	
28 "	13	26	157	248	654	2,187	1,807	1,297	777	1,007	7,828	332	8,160	1,274	
29 "	20	31	164	250	686	2,398	1,995	1,093	921	1,152	8,225	465	8,690	1,238	
30 "	27	13	152	247	668	2,602	2,605	1,123	919	818	8,773	374	9,147	1,246	
31 Oct.	4	33	163	292	700	2,228	1,812	1,009	948	913	7,753	345	8,098	1,216	
32 "	11	32	176	275	665	2,158	1,637	788	863	814	7,039	369	7,408	1,294	
33 "	18	19	100	293	604	1,994	1,066	731	871	761	6,102	337	6,439	1,248	
34 "	25	21	135	244	665	2,175	1,811	740	1,036	709	7,187	349	7,536	1,634	
35 Nov.	1	45	144	352	531	2,195	1,098	823	1,019	636	6,457	386	6,843	1,485	
36 "	8	85	155	306	603	2,306	1,296	909	792	793	6,849	396	7,245	1,425	
37 "	15	58	152	293	698	2,144	1,880	860	690	846	7,186	435	7,621	1,247	
38 "	22	44	119	311	723	2,308	1,022	768	816	838	6,511	438	6,949	1,450	
39 "	29	61	173	283	621	2,106	821	738	680	880	5,936	427	6,363	1,510	
40 Dec.	6	23	155	240	585	2,148	825	635	586	955	5,745	407	6,152	1,308	
41 "	13	29	97	252	466	1,927	589	480	538	758	4,803	333	5,136	1,250	
42 "	20	32	156	249	429	1,695	495	481	566	975	4,671	407	5,073	1,191	
43 "	27	2	72	122	241	1,046	417	318	416	469	2,940	163	3,103	1,029	
44 January 3, 1920		13	115	147	328	1,454	502	377	493	700	3,852	277	4,129	954	
Total		1,287	5,565	10,034	20,437	84,341	48,976	34,277	30,832	32,219	250,990	16,978	267,968	37,905	

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JANUARY 31, 1920.

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Charlottetown.....	43	1	189	3	6	1	32	5	51	3	36	1
Prince Edward Island.....	43	1	189	3	6	1	32	5	51	3	36	1
	44		192		7		37		54		37	
Amherst.....	72	5	137	0	47	0	53	0	43	0	27	0
Halifax.....	202	15	671	49	23	70	153	69	133	40	149	25
New Glasgow.....	32	2	161	13	50	27	63	32	114	8	63	3
Sydney.....	35	0	189	1	454	0	83	2	115	1	102	1
Yarmouth.....	15	0	248	0	4	5	36	0	34	0	35	0
Nova Scotia.....	368	22	1,406	63	578	102	388	103	438	49	375	29
	378		1,469		580		491		488		405	
Bathurst.....	40	1	91	0	49	1	57	1	51	1	61	1
Campbellton.....	12	0	97	0	32	12	174	1	90	0	75	0
Fredericton.....	37	0	131	5	91	18	153	3	112	4	96	3
Moncton.....	111	5	387	16	102	3	309	27	331	12	341	10
Newcastle.....	8	0	76	0	18	0	59	0	54	0	37	0
St. John.....	199	14	496	25	13	41	237	45	243	19	138	19
New Brunswick....	407	20	1,278	46	305	75	985	77	881	36	748	33
	427		1,324		380		1,063		917		781	
Hull.....	84	0	430	0	282	0	178	2	372	0	203	0
LaSalle.....	43	0	73	0	0	0	0	0	58	0	55	0
Montreal, St. James St.	146	14	706	46	8	7	630	455	560	36	439	22
Montreal, Sect. P. & B.	89	0	157	0	4	0	52	0	94	0	32	0
Montreal, Windsor St.	5,385	0	4,001	0	0	0	0	0	1,625	0	1,202	0
Quebec.....	123	0	331	0	6	0	54	0	207	0	194	0
Quebec, Merger Bldg.	349	0	509	0	0	0	0	0	143	0	112	0
Sherbrooke.....	39	1	182	20	65	4	96	21	128	20	126	20
Three Rivers.....	85	4	129	21	10	26	1,291	19	81	27	53	13
Quebec.....	6,348	19	6,518	87	375	37	2,301	497	3,268	83	2,417	55
	6,362		6,505		412		2,798		3,351		2,472	
Bellefleur.....	4	0	42	0	5	0	31	0	35	0	31	0
Brantford.....	35	0	183	9	4	0	153	10	214	9	153	9
Brockville.....	19	0	95	0	0	0	59	0	87	0	61	0
Chatham.....	0	0	144	0	0	0	139	0	135	0	135	0
Cobalt.....	8	0	158	1	65	0	172	1	140	1	118	1
Cornwall.....	9	2	60	0	2	0	35	0	30	1	43	1
Fort William.....	38	2	288	5	459	7	376	3	221	3	207	1
Galt.....	1	0	57	0	51	10	45	0	55	0	55	0
Guelp.....	139	0	227	11	106	8	204	11	207	11	136	8
Hamilton.....	623	26	645	179	93	186	469	172	645	138	527	97
Kingston.....	184	0	298	0	16	0	145	0	154	0	131	0
Kitchener.....	0	0	120	0	0	0	133	0	120	0	120	0
Lindsay.....	17	0	50	0	1	0	32	5	38	5	31	5
London.....	115	21	317	104	121	269	197	73	275	65	173	47
Niagara Falls.....	0	0	58	0	31	41	27	0	56	0	57	0
North Bay.....	0	0	315	0	180	0	153	0	315	0	290	0
N. E. Ontario, P. & B.	34	0	51	0	0	0	52	0	59	0	52	0
Orillia.....	38	0	174	0	0	0	61	0	61	0	61	0
Oshawa.....	4	0	54	1	25	0	38	1	39	1	39	1
Ottawa, Dalhousie St.	15	0	403	0	1,025	0	66	0	401	0	478	0
Ottawa, Queen St.	558	34	1,078	62	683	214	245	80	601	28	456	22
Owen Sound.....	42	0	130	5	0	0	108	6	110	6	106	5
Pembroke.....	6	4	149	1	10	0	113	1	141	1	137	0
Peterborough.....	35	0	223	17	121	59	171	10	182	19	170	9
Port Arthur.....	13	0	440	2	489	2	382	4	404	2	355	2
St. Catharines.....	57	0	247	18	1	0	133	13	214	13	183	13
St. Thomas.....	12	0	151	2	9	0	156	2	134	2	123	2
Sarnia.....	9	0	61	1	8	0	57	1	63	1	57	1
Sault Ste. Marie.....	0	0	648	4	85	0	656	4	455	4	452	4
Stratford.....	31	0	124	1	23	6	218	0	98	0	86	0
Sudbury.....	4	1	1,009	3	886	3	653	1	753	2	770	2
Timmins.....	0	0	339	0	0	0	332	0	340	0	213	0

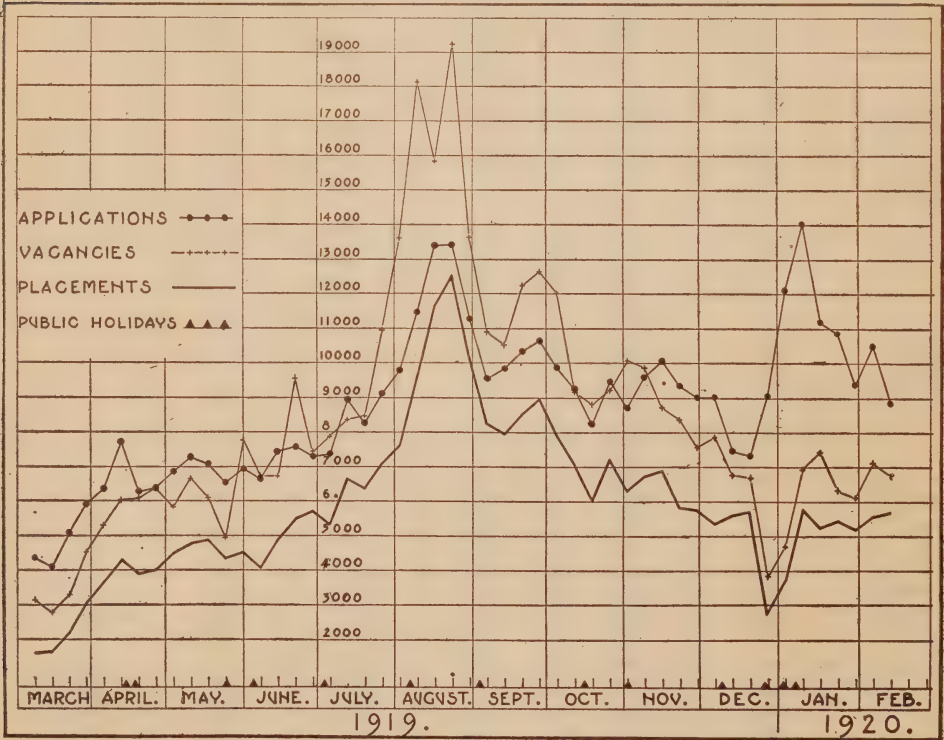
## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JANUARY 31, 1920—Continued

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Toronto:—</b>												
45 King Street W...	4,050	219	9,272	647	229	1,650	1,849	1,259	1,064	460	545	342
" " P. & B. Sect	187	0	173	0	69	0	97	0	174	0	74	0
1254 Bloor St. W...	380	0	183	0	2	0	127	0	128	0	106	0
172 Front St. W...	34	0	700	0	0	0	500	0	520	0	535	0
287 Queen St. E. (Handicap Sect.)	38	0	47	0	0	0	42	0	43	0	26	0
Welland.....	17	1	121	1	17	0	62	1	79	1	55	1
Windsor.....	53	0	540	8	28	13	393	9	392	6	365	6
	<b>8,789</b>	<b>310</b>	<b>19,374</b>	<b>1,087</b>	<b>4,843</b>	<b>2,462</b>	<b>8,931</b>	<b>1,672</b>	<b>9,180</b>	<b>784</b>	<b>7,722</b>	<b>584</b>
<b>Ontario.....</b>	<b>7,099</b>		<b>20,461</b>		<b>7,395</b>		<b>10,503</b>		<b>9,964</b>		<b>8,306</b>	
<b>Brandon.....</b>	74	4	205	19	102	22	153	28	122	20	117	19
Dauphin.....	0	0	38	1	41	0	71	1	33	1	38	1
Portage La Prairie...	28	1	131	29	15	40	137	22	162	38	97	23
Transcona.....			70	0	0	0	30	0	20	0	19	0
<b>Winnipeg:—</b>												
311 Tribune B. P. & B. (Handicap Section).	213	0	274	0	32	0	170	0	153	0	81	0
Other Offices.....		0	202	0		0	37	0	49	0	39	0
	445	500	1,747	347	1,148	682	2,232	679	1,853	370	1,678	238
	<b>760</b>	<b>505</b>	<b>2,657</b>	<b>396</b>	<b>1,338</b>	<b>744</b>	<b>2,830</b>	<b>740</b>	<b>2,392</b>	<b>429</b>	<b>2,059</b>	<b>281</b>
<b>Manitoba.....</b>	<b>1,265</b>		<b>3,063</b>		<b>2,082</b>		<b>3,570</b>		<b>2,821</b>		<b>2,340</b>	
<b>Estevan.....</b>	10	1	66	7	3	6	16	5	17	8	16	8
Moose Jaw.....	39	4	388	48	30	12	193	37	173	38	246	22
North Battleford.....	9	0	72	0	24	2	22	1	23	0	18	0
Prince Albert.....	5	1	564	4	47	5	540	2	217	2	192	2
Regina.....	204	19	722	115	19	45	276	136	381	94	377	81
Saskatoon.....	170	3	695	49	100	10	269	84	394	46	445	45
Swift Current.....	17	2	97	11	6	4	44	14	80	16	66	5
Weyburn.....	3	0	53	1	9	1	44	1	41	1	39	1
Yorkton.....	4	1	88	5	7	1	74	7	65	6	62	6
	<b>461</b>	<b>31</b>	<b>2,745</b>	<b>240</b>	<b>245</b>	<b>86</b>	<b>1,478</b>	<b>287</b>	<b>1,391</b>	<b>211</b>	<b>1,491</b>	<b>170</b>
<b>Saskatchewan...</b>	<b>492</b>		<b>2,985</b>		<b>331</b>		<b>1,765</b>		<b>1,602</b>		<b>1,31</b>	
<b>Calgary.....</b>	521	8	1291	74	18	23	582	113	640	63	587	50
Drumheller.....	9	0	136	0	20	0	142	0	129	0	113	0
Edmonton.....	302	9	1,918	228	140	23	915	238	1,012	152	931	157
Lethbridge.....	6	0	166	6	0	0	97	5	96	5	96	5
Medicine Hat.....	77	0	161	23	2	0	109	23	105	23	105	23
Red Deer.....	5	0	76	1	50	0	111	1	40	1	37	1
	<b>920</b>	<b>17</b>	<b>3,748</b>	<b>332</b>	<b>230</b>	<b>46</b>	<b>1,956</b>	<b>370</b>	<b>2,022</b>	<b>244</b>	<b>1,859</b>	<b>236</b>
<b>Alberta.....</b>	<b>937</b>		<b>4,080</b>		<b>276</b>		<b>2,326</b>		<b>2,266</b>		<b>2,105</b>	
<b>Oranbrook.....</b>	68	1	274	0	84	0	282	3	157	0	138	0
Fernie.....	0	0	97	0	85	0	67	0	95	0	88	0
Kamloops.....	37	0	285	0	50	0	187	0	221	0	152	0
Kelowna.....	0	0	18	0	0	0	15	0	17	0	17	0
Nanaimo.....	33	0	81	1	0	0	41	1	40	1	40	1
Nelson.....	30	7	181	11	13	3	165	13	155	12	150	12
New Westminster.....	126	0	332	3	7	0	160	3	141	3	142	3
Penticton.....	0	0	67	0	0	0	58	0	59	0	58	0
Prince Rupert.....	68	0	169	0	4	0	121	0	102	0	99	0
Revelstoke.....	0	0	30	0	6	0	66	0	15	0	14	0
<b>Vancouver:—</b>												
" Homer & Dunsmuir " " P & B	473	27	1,573	426	0	15	600	250	811	274	609	216
Powell Ave.....	239	0	285	0	7	0	109	0	103	0	103	0
Vernon.....	66	0	1,753	0	218	0	1,598	0	1,620	0	1,516	0
Victoria.....	292	4	216	0	49	0	145	0	116	0	96	0
	<b>1,852</b>	<b>39</b>	<b>6,136</b>	<b>551</b>	<b>537</b>	<b>26</b>	<b>3,791</b>	<b>414</b>	<b>3,837</b>	<b>366</b>	<b>3,384</b>	<b>292</b>
<b>British Columbia</b>	<b>1,891</b>		<b>6,687</b>		<b>563</b>		<b>4,205</b>		<b>4,203</b>		<b>3,676</b>	
<b>Totals for Canada</b>	<b>17,931</b>	<b>964</b>	<b>44,061</b>	<b>2,805</b>	<b>8,457</b>	<b>3,579</b>	<b>22,693</b>	<b>4,165</b>	<b>23,461</b>	<b>2,205</b>	<b>20,072</b>	<b>1,681</b>
	<b>18,895</b>		<b>46,866</b>		<b>12,036</b>		<b>26,858</b>		<b>25,666</b>		<b>21,753</b>	



cates that for the period under review, (previous periods having been reviewed in corresponding issues of the LABOUR GAZETTE) there was a marked rise in the number of applications registered during the first week of the period, the number reported during the week ending January 10, being 14,020, which represents the largest number of applications so far registered with the Service, during any one week. Though succeeding weeks of the period showed a falling off from this peak, the number of applications for the period under review remained substantially higher than that registered during any preceding period.

The number of vacancies likewise showed a marked rise during the first week of the period, the peak for the period being reached during the second week after which time there was a decrease in the number of vacancies reported. The total number of vacancies was considerably higher, however, than during the preceding period. The number of placements is previously indicated, also showing a marked increase, the highest number reported being for the week ending January 10. The fluctuation of succeeding weeks represents largely the effect of the adverse weather conditions, particularly in the Maritime and Prairie Provinces.

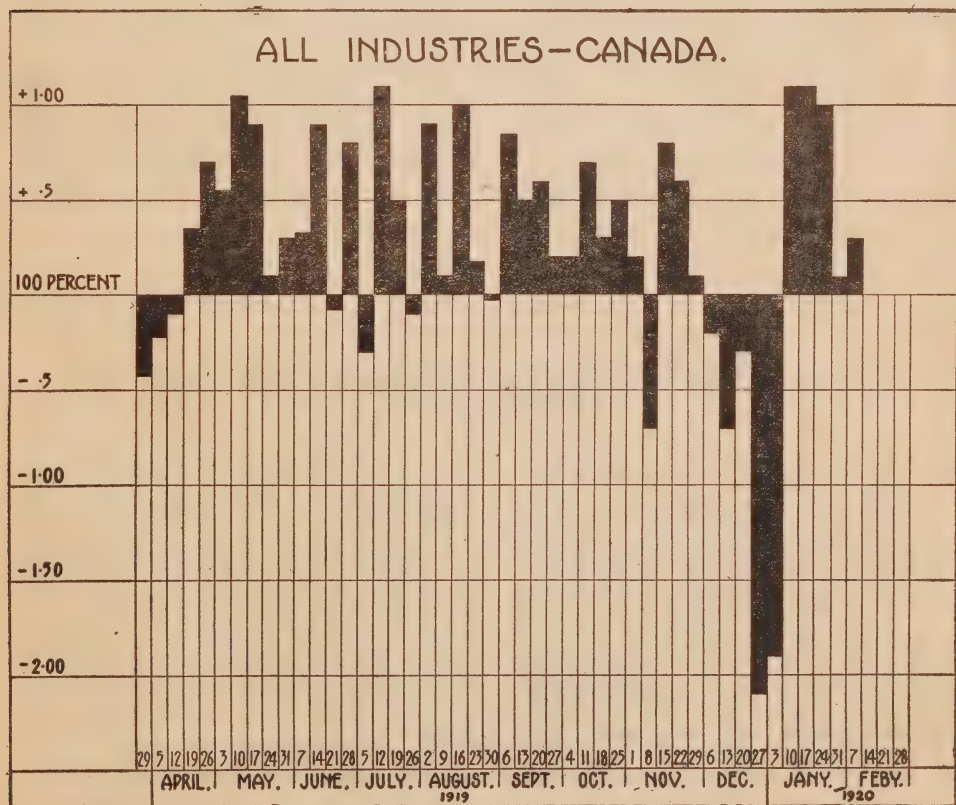


EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD  
JANUARY 11-FEBRUARY 7, AS REPORTED BY EMPLOYERS

**W**EEDLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from January 11 to February 7 show that increases in the volume of employment were registered during the period, especially noteworthy increases being registered during the first two weeks.

The following chart shows weekly the percentage increases or decreases in the volume of employment for the full period of the record of March 22

until February 7. As formerly, the chart presents a series of percentages each percentage recording the increase, or decrease in the volume of employment during the week as compared with the preceding week. As the number of firms reporting varies from week to week, no attempt should be made to read the chart as a cumulative record. The chart indicates that substantial recovery took place during the period under review from the losses registered during the preceding inventory and holiday period. The large increase



which characterized the closing week of the preceding period was also found during the first two weeks of the period under review. Increases, but of a smaller character, were likewise registered during the latter two weeks of the period. The changes recorded were:

Week ending January 17—an increase of 1.1 per cent.

Week ending January 24—an increase of 1.0 per cent.

Week ending January 31—an increase of .1 per cent.

Week ending February 7—an increase of .3 per cent.

Reports from the various districts indicate that, with the exception of the Maritime Provinces, conditions were substantially the same throughout Canada. The Maritime Provinces reported an increase in only one week, that of January 24, decreases being registered in the other three weeks, reflecting generally adverse weather conditions. Quebec registered increases during all four weeks, likewise Ontario. Increases, but of a less sub-

stantial character, were registered by the Prairie Provinces. British Columbia, with the exception of the week ending January 31, registered substantial increases.

Summarizing the returns by industrial groups, Clay, Glass and Stone Products, Chemicals, Metals and Wood-working registered increases during all four weeks, the most substantial increase being registered by the Metal group. Lumbering, Leather and Leather Goods, Textiles, Pulp, Paper and Printing, Vehicles, Quarrying and Mining, Railway Construction, Railway Operation and Miscellaneous Industries registered increases taking the period as a whole, while losses were registered during individual weeks.

Commercial and Mercantile, and Food and Drink and Tobacco, while registering increases during individual weeks, registered decreases, taking the period as a whole into consideration. Building and Construction, on the other hand, registered decreases during all four weeks.

### UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF JANUARY, 1920.

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of January, 1920, and is based on returns received from 1,428 labour organizations with a total membership of 173,161. For all occupations reporting, 4.28 per cent of the members were unemployed as compared with 4.98 per cent in December, 1919, and

with 3.94 per cent in January, 1919. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades or who are idle because of sickness or as the direct result of strikes and lock-outs, are not considered as unemployed.

That the percentage out of work at



the end of January was slightly smaller than at the end of the preceding month, was due to there having been more employment for transportation workers, particularly in the navigation subgroup, and also for workers in the building and construction group.

Tables I and II on page 325 summarize the returns by districts and provinces. Quebec and British Columbia showed less unemployment than in December, while the Maritime Provinces, Ontario, and the Prairie Provinces registered more idleness. The increases, however, in the Maritime and Prairie Provinces were nominal. Individual decreases in the percentage of unemployment were registered in New Brunswick, Manitoba and Saskatchewan, in addition to Quebec and British Columbia mentioned above. As compared with the returns for January, 1919, Ontario alone showed improvement in employment, less activity having been recorded in the other districts and also by the individual provinces.

Unemployment in the manufacturing and mechanical industries as reported by 378 unions having a combined membership of 50,778, was slightly more prevalent than at the end of December, 2.96 per cent of the members having been unemployed as compared with 2.79 per cent in the preceding month. In comparison with the figures for January, 1919, however, there was a slight improvement shown, 3.32 per cent of the members having been reported idle in that month. The percentage unemployed in the metals, machinery and conveyance group was somewhat larger than in either December, 1919, or January, 1919, largely due to continued and increased shortage

of steel. There was more activity for workers in the food, tobacco and liquors, textiles, carpets and cordage, pulp, paper and fibre, leather, boots and shoes and oil refinery groups than in either of the months used in this article for comparative purposes. The percentages unemployed among tradesmen in the clothing and laundering and woodworking and furniture groups were slightly larger than in the preceding month. They were, however, smaller than in January, 1919. Workers in printing, publishing and paper goods, glass bottle blowing and jewelry industries were less well employed than in either month here used for comparison. Considerable short time was reported by unions of boilermakers, machinists, iron, steel and tin workers, meat cutters, bakers and confectioners, pulp and paper makers, typographers, pressmen, tailors, boot and shoe workers, and glass bottle blowers.

Reports from 571 organizations of transportation workers, having a total membership of 65,170 indicated that 2.73 per cent of the members were unemployed, as compared with 5.03 per cent in December and 2.02 per cent in January, 1919. There was slightly more unemployment among steam railway employees (whose returns constituted nearly 75 per cent of the entire membership reporting) than in either the preceding month or in the corresponding month of 1919. This slackness was largely attributable to continued seasonal unemployment for maintenance of way employees. Some engineers, firemen, carmen, trainmen, and maintenance of way employees also reported considerable short time. Street and electric railway employees, and teamsters and chauffeurs, were more fully engaged than in both December and

January, 1919. There was considerably more employment for navigation workers than in the preceding month, but the percentage unemployed was larger than in January, 1919.

In the mining quarrying and refining of ores group, reports were received from 37 unions with an aggregate membership of 11,115 and show that .84 per cent of the members were unemployed as compared with 2.10 in December, 1919, and with 1.42 per cent in January, 1919. Employment for miners showed more activity than in the preceding month, and also than in January of last year. Quarry workers continued to be well employed. The percentage unemployed among mill and smelter men was slightly less than in December, while in January, 1919, no members of these unions were reported as unemployed.

The percentage out of work in the building and construction groups as reported by 238 organizations having a combined membership of 27,624 was 11.77 as compared with percentages of 12.06 in December and 16.29 in January, 1919. Tradesmen in this group continued to be affected by the severe weather prevailing throughout the country, particularly at the end of January, which made outside work practically impossible. Unemployment in the shipyards in British Columbia also added to the number out of work, especially among carpenters and joiners. Members of these unions, however, were better employed than in December or in January, 1919. The same is true of electrical workers, granite and stone cutters, tile layers, lathers and roofers. The percentage unemployed among bricklayers, masons and plas-

terers was slightly larger than in the preceding month. In comparison, however, with the returns for January, 1919, substantial improvement was shown, the percentage unemployed in that month having been considerably larger. Painters, decorators, and paperhangers, plumbers and steamfitters, hod carriers and building labourers showed more members idle than in December or January, 1919. Bridge and structural iron workers and steam shovel and dredgemen reported slightly less unemployment than at the end of the preceding month, but the percentages out of work in these unions were larger than in January, 1919. There was considerable short time reported by unions of bricklayers, masons, and plasterers, carpenters and joiners, painters and decorators and paperhangers, and plumbers and steamfitters.

In the public employment group, as reported by 72 unions having a total membership of 6,614 the percentage out of work was .68, as compared with unemployment percentages of .91 and .33 respectively, in December and January, 1919. Civic employees were slightly better employed than in the preceding month, but the percentage out of work was larger than in January of last year.

Unemployment in the group of miscellaneous trades, as indicated by returns received from 129 unions with 11,385 members, was more prevalent than in December or in January, 1919. Increases in the percentages of unemployed were reported by barbers, stationary engineers and firemen, and unclassified workers. Retail clerks and hotel and restaurant employees were

TABLE I—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY DISTRICTS

	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916	Dec., 1915
Maritime Provinces.....																									
Quebec.....	3.11	3.08	1.30	5.25	1.41	4.18	3.28	2.38	4.31	2.43	2.58	4.82	1.15	1.39	.09	.19	.07	2.85	.11	.22	2.24	.92	.30	.61	.52
Ontario.....	4.38	5.39	2.93	2.39	2.12	2.52	2.51	3.79	5.15	4.21	6.93	6.70	4.07	3.46	1.41	.44	3.90	2.96	4.66	2.23	2.95	3.62	2.43	2.13	9.99
Prairie Provinces.....	2.66	1.99	2.02	.81	1.41	1.25	1.52	1.87	2.60	4.25	6.65	5.48	4.64	2.95	.22	.37	1.75	2.44	.99	.94	1.53	1.55	.72	1.66	8.18
British Columbia.....	4.40	4.39	1.29	.97	.94	1.17	1.86	1.67	1.84	2.33	2.45	3.53	3.49	1.69	.56	.31	1.02	1.41	5.33	.59	2.02	1.39	1.11	2.24	4.50
Canada.....	12.17	18.62	16.18	7.21	8.03	5.81	5.63	3.32	6.52	9.65	8.05	7.97	5.11	3.81	1.95	1.70	1.59	3.05	2.05	2.51	3.03	3.86	3.37	5.37	14.38
	<b>4.28</b>	<b>4.98</b>	<b>3.58</b>	<b>2.71</b>	<b>2.19</b>	<b>2.33</b>	<b>2.40</b>	<b>2.57</b>	<b>3.83</b>	<b>4.38</b>	<b>5.62</b>	<b>5.61</b>	<b>3.94</b>	<b>2.76</b>	<b>.72</b>	<b>.50</b>	<b>1.68</b>	<b>2.42</b>	<b>1.71</b>	<b>1.25</b>	<b>2.16</b>	<b>2.17</b>	<b>1.47</b>	<b>2.1</b>	<b>8.01</b>

TABLE II—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Province.	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916	Dec., 1915
Nova Scotia and Prince Edward Island.....	2.72	1.47	1.21	3.19	1.53	5.44	4.11	2.68	4.66	2.41	2.41	5.68	1.25	2.01	.03	.16	.03	2.64	.11	.25	2.72	.74	.47	.49	.36
New Brunswick.....	3.97	5.80	1.53	11.06	1.22	1.69	1.15	2.43	3.38	2.46	2.93	2.58	.84	.42	.32	.27	.24	3.07	.11	.20	1.78	1.66	.09	.8	.7
Quebec.....	4.38	5.39	2.93	2.39	2.12	2.52	2.51	3.79	5.15	4.21	6.93	6.70	4.07	3.46	1.41	.44	3.90	2.96	4.66	2.23	2.95	3.62	2.43	1.8	9.9
Ontario.....	2.66	1.99	2.02	.81	1.41	1.25	1.52	1.87	2.60	4.25	6.65	5.48	4.64	2.95	.22	.37	1.75	2.44	.99	.94	1.53	1.55	.72	1.7	8.1
Manitoba.....	4.50	4.97	2.07	1.28	.73	.81	.92	1.19	1.47	1.65	1.20	2.82	3.62	1.31	.45	.29	.78	1.07	.86	.58	2.81	1.01	.83	1.2	3.2
Saskatchewan.....	4.92	6.01	1.20	.59	1.29	1.95	2.77	2.51	2.86	3.95	5.31	4.47	5.73	2.15	.28	.18	1.72	2.41	.46	.25	1.77	1.63	2.19	2.6	7.0
Alberta.....	4.01	2.79	.52	.93	.94	1.09	1.90	1.68	1.43	2.26	3.56	4.16	1.97	2.07	.89	.39	1.08	1.55	.17	.84	1.09	1.70	.92	3.03	4.3
British Columbia.....	12.17	18.62	16.18	11.58	8.03	5.81	5.82	3.32	6.52	9.65	8.05	7.97	5.20	3.81	1.95	1.70	1.59	3.05	2.05	2.50	3.00	3.86	3.37	5.3	14.3
Canada.....	<b>4.28</b>	<b>4.98</b>	<b>3.58</b>	<b>2.71</b>	<b>2.19</b>	<b>2.33</b>	<b>2.40</b>	<b>2.57</b>	<b>3.83</b>	<b>4.38</b>	<b>5.62</b>	<b>5.61</b>	<b>3.94</b>	<b>2.76</b>	<b>.72</b>	<b>.50</b>	<b>1.68</b>	<b>2.42</b>	<b>1.71</b>	<b>1.25</b>	<b>2.16</b>	<b>2.17</b>	<b>1.47</b>	<b>2.1</b>	<b>8.01</b>



TABLE III.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES

Occupation.	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	June, 1917	Sept., 1917	Dec., 1916	June, 1916	Dec., 1915		
<b>Manufacturing and Mechanical Industries</b>	2.96	2.79	3.16	2.27	2.57	3.33	2.95	3.16	4.05	3.17	4.18	4.29	3.32	2.89	.96	.42	.91	2.77	4.05	1.79	2.22	2.3	1.3	1.1	3.1
Metals, machinery and conveyances.....	4.11	3.72	5.73	4.60	4.60	5.39	4.84	4.69	7.27	4.26	5.51	5.54	3.21	3.63	1.24	.14	.28	.76	.15	.11	.29	.71	0	0	0
Food, tobacco and liquors.....	7.90	11.32	1.58	1.29	.80	5.42	1.83	1.90	3.82	4.06	6.79	8.90	8.24	8.63	1.47	1.78	.85	3.29	2.12	1.50	1.75	1.2	.5	4.9	.8
Textiles, carpets and cordage.....	.18	.36	.05	.05	1.08	.87	.60	1.54	.32	2.04	3.99	12.99	11.50	1.41	0	.05	.05	0	0	0	0	.5	0	0	0
Clothing.....	1.34	.12	.44	.85	.05	.55	0	.32	.73	0	2.27	.26	3.22	3.42	0	.18	3.40	11.21	11.13	4.95	5.46	6.48	1.0	.6	3.3
Pulp, paper and fibre.....	.54	.62	2.23	.21	.30	1.07	.34	1.61	1.17	.76	3.29	.96	2.23	.43	.75	0	0	.34	0	0	0	0	0	0	0
Printing, publishing and paper goods.....	1.31	1.08	1.05	1.13	1.71	1.45	1.86	1.64	.46	.59	.59	.70	.69	.86	.83	.72	.78	.67	2.05	.79	.52	.34	1.2	.8	3.7
Woodwork and furniture.....	.44	.15	.50	.14	.13	.59	0	4.08	0	1.07	2.21	2.78	10.57	0	.63	2.20	4.60	3.00	.89	.62	.69	.6	0	5.9	3.7
Leather, boots, shoes and rubbers.....	.39	.44	.47	.20	.15	.37	.06	.19	.13	8.63	4.22	4.00	1.19	1.33	0	0	7.83	2.92	30.70	6.28	4.18	4.33	1.0	0	0
Glass bottle blowing.....	8.92	6.22	2.71	1.61	1.18	64.33	0	9.89	5.96	7.93	10.03	9.44	0	.32	1.49	0	2.23	4.48	13.84	3.56	1.92	0	12.17	0	0
Jewelry workers.....	.44	0	0	0	0	0	0	0	0	0	.48	.74	.27	0	0	0	0	0	0	0	0	0	0	0	0
Oil refiners.....	2.29	5.60	0	0	0	0	0	0	0	0	0	0	4.61	5.88	0	0	0	0	0	0	0	0	0	0	0
<b>Transportation</b>	2.73	5.03	3.87	2.61	2.06	2.02	2.05	1.84	2.21	3.48	4.75	4.56	2.02	1.48	.88	.42	1.22	.70	.55	.51	1.28	1.62	.6	.5	3.00
Steam railways.....	1.90	1.59	1.17	.76	.99	1.42	1.83	1.98	1.62	2.40	2.87	2.74	1.73	.35	.16	.21	.29	.76	.25	.35	1.12	.62	.6	.5	2.4
Street and electric railways.....	.18	.62	.24	2.19	.13	1.39	.14	.53	.15	.20	.38	3.42	.35	.06	0	0	.38	.17	.44	.18	.09	.20	0	.3	2.3
Navigation.....	13.13	29.37	17.49	10.88	8.62	5.05	3.99	2.93	10.29	9.60	17.73	18.17	6.73	7.80	1.76	2.12	8.80	.64	2.38	1.79	3.79	10.57	1.2	2.3	12.2
Teaming and driving.....	.75	2.89	3.43	1.36	.36	2.26	1.25	2.28	.82	4.66	2.63	3.69	2.98	2.57	.27	.05	.08	0	0	0	0	0	0	0	0
<b>Mining, quarrying and refining of ores</b>	84	2.10	1.14	.91	1.11	.45	.47	.58	2.84	2.69	1.87	3.79	1.43	1.24	.35	.18	.40	2.09	.22	.32	.80	.65	.7	1.2	5.9
<b>Building and construction</b>	11.77	12.06	5.82	5.42	2.81	2.86	3.88	4.71	8.68	12.05	16.45	16.44	16.29	8.68	1.31	1.57	7.63	9.58	2.26	3.21	7.47	5.24	6.3	8.6	23.3
<b>Public employment</b>	.68	.91	.47	.06	.11	.17	0	0	0	0	.01	.07	.48	.35	.47	1.54	.02	.17	.04	.04	.47	.11	.1	0	0
<b>Fishing</b>	24.21	72.16	20.75	0	0	0	0	0	4.10	0	0	17.54	50.50	0	0	0	0	0	0	0	0	0	0	0	23.3
<b>Miscellaneous</b>	5.45	4.23	3.24	2.95	2.07	1.58	2.79	3.99	7.26	4.80	4.74	4.07	2.84	2.29	1.40	.49	1.25	1.56	.90	.99	2.11	1.3	1.9	3.1	8.4
<b>All occupations</b>	4.28	4.98	3.58	2.71	2.19	2.33	2.40	2.57	3.83	4.38	5.62	5.61	3.94	2.76	.72	.50	1.68	2.42	1.71	1.25	2.16	2.17	1.4	2.1	8.01

more fully engaged than in the preceding month and also than in January, 1919. Musicians and theatre employees reported a slight decrease in unemployment as compared with December, but the percentage was larger than in January of last year. Some unions of barbers, musicians, and theatre employees and stationary engineers, in addition to the members entirely unemployed, reported some short time.

The percentages reported idle in the different groups of occupations are indicated in Table III on page 326.

The percentages reported idle in some larger industrial centres are indicated in Table IV.

The tabular statement on pages 328-9 presents the returns in some detail.

TABLE IV—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY CITIES

City.	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919
Halifax.....	5.65	3.77	2.74	2.14	1.65	1.12	6.13	3.56	1.90	2.69	7.36	4.10	4.40
St. John.....	3.07	10.45	2.29	24.29	1.27	2.14	.80	4.95	6.48	2.01	2.04	2.62	1.94
Montreal.....	5.14	6.94	3.11	2.88	2.35	1.93	2.97	3.10	6.30	4.95	6.77	10.31	6.21
Toronto.....	2.26	1.14	2.90	.87	2.55	.84	1.78	1.61	1.88	6.34	8.96	6.74	6.36
Winnipeg.....	4.46	4.63	.82	.91	.76	1.09	.17	1.35	.95	1.75	1.08	2.32	3.55
Regina.....	10.88	6.04	2.36	.19	1.63	2.76	2.79	.93	3.17	5.28	11.13	5.41	8.66
Edmonton.....	2.92	1.29	1.19	1.10	.86	.56	.97	1.90	2.80	3.20	4.99	5.20	2.57
Vancouver.....	8.51	8.12	7.81	11.13	3.48	5.30	5.54	3.35	4.65	6.01	8.73	6.31	5.59

TABLE IV (Cont'd.)—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY CITIES

City.	Dec., 1918	Sept., 918	June., 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916	Dec., 1915
Halifax.....	1.31	.12	.27	.14	.34	.42	1.03	.98	.24	0	4.03	0
St. John.....	.64	.70	1.18	.57	5.69	.16	.43	2.94	.47	.18	.09	2.92
Montreal.....	2.77	.58	.60	6.35	3.73	4.48	2.95	4.17	4.61	.50	2.6	10.6
Toronto.....	4.61	.11	.13	.81	3.81	1.68	1.74	1.06	1.32	.63	1.8	10.6
Winnipeg.....	.88	.53	.25	.76	1.07	1.02	.72	2.53	.98	.58	1.9	2.6
Regina.....	4.10	0	.10	2.64	5.63	0	0	3.73	1.75	.65	1.38	14.31
Edmonton.....	1.54	.67	.23	.51	2.41	.55	1.68	1.11	3.32	4.27	1.78	8.43
Vancouver.....	3.65	1.42	1.05	1.94	3.28	2.99	2.67	4.75	4.95	4.56	8.1	18.0

UNEMPLOYMENT ON JANUARY 31, 1920

OCCUPATIONS	Nova Scotia & Prince Ed. Island.				New Brunswick				Quebec				Ontario			
	No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed	
	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.</b>	11	989	0	0	12	1272	3	.24	63	16235	489	3.01	191	21239	349	1.64
2-(a) METALS, MACHINERY & CONVEYANCES	7	636	0	0	8	989	0	0	20	5188	354	6.82	95	8977	187	2.08
3- Moulders.	2	102	0		1	17	0		1	735	80		20	1774	10	
4- Blacksmiths.					2	166	0		2	67	1		11	700	22	
5- Boilermakers and iron shipbuilders					2	178	0		5	2312	250		12	1358	3	
6- Patternmakers.									1	192	4		7	265	1	
7- Metal polishers, buffers and platers													7	231	3	
8- Machinists.	3	158	0		2	602	0		9	1605	19		32	3862	139	
9- Sheet metal workers and tinsmiths	2	376	0		1	26	0		2	277	0		6	819	9	
10-(b) FOOD, TOBACCO AND LIQUORS.					1	15	0	0	5	771	24	3.11	16	1733	10	.58
11- Flour and cereal mill employees.													2	345	0	
12- Meat cutters and butchers.									3	670	21		7	765	10	
13- Bakers and confectioners.					1	15	0		2	101	3		4	515	0	
14- Cigar and tobacco makers.													2	108	0	
15- Brewery workers.									1	1610	4	.25	3	396	0	0
16-(c) TEXTILES, CARPETS AND CORDAGE.	1	215	0	0					1	48	0	0	18	1308	24	1.83
17-(d) CLOTHING AND LAUNDERING.																
18- Tailors.													8	282	24	
19- Garment workers.									1	48	0		6	393	0	
20- Hat, glove and fur workers.													4	633	0	
21-(e) PULP, PAPER AND FIBRE.					1	146	0	0	15	2629	25	1.23	8	1887	0	0
22-(f) PRINTING, PUBLISHING & PAPER GOODS	3	138	0	0	2	122	3	2.46	10	1942	10	.51	33	4609	90	1.95
23- Compositors.	3	138	0		1	91	3		4	994	4		16	2270	72	
24- Pressmen and assistants.					1	31	0		2	450	0		6	1195	4	
25- Bookbinders.									1	314	2		2	533	10	
26- Stereotypers and electrotypers									1	45	2		3	109	0	
27- Engravers and lithographers.									2	139	2		6	502	3	
28- Others.																
29-(g) WOODWORK AND FURNITURE.									3	374	0		7	467	2	.43
30-(h) LEATHER, BOOTS, SHOES & RUBBERS.									9	3214	16	.50	9	1282	2	.19
31-(i) GLASS BOTTLE BLOWING.									3	759	69	7.38	2	180	30	16.87
32-(j) JEWELRY WORKERS.									1	300	0		1	400	4	1.00
33-(k) OIL REFINING.																
<b>34-Transportation.</b>	39	3588	67	1.88	28	3579	181	5.06	84	14177	648	4.56	243	25729	425	1.65
35-(a) STEAM RAILWAYS.	35	2777	48	1.73	24	2834	175	6.18	71	8957	89	.98	214	20929	380	1.72
36- Conductors.					2	123	0		4	279	0		28	1121	1	
37- Locomotive engineers.	6	205	0		3	263	2		12	810	2		32	2247	2	
38- Locomotive firemen.	5	363	0		1	72	0		8	724	7		30	3100	84	
39- Carmen.	3	164	0		2	592	0		8	2411	0		29	2800	26	
40- Trainmen.	6	738	10		4	452	0		8	1606	15		28	4805	51	
41- Telegraphers (local unions).	2	94	0						1	21	0		1	42	0	
42- Telegraphers.																
43- Road maintenance men	6	634	10		6	429	0		17	1998	51		34	4222	194	
44- Shop employees.																
45- Railway employees (N.E.S.).	7	579	28		6	903	173		13	1108	13		36	2487	2	
46-(b) STREET & ELECTRIC RY. EMPLOYEES.					1	215	0	0	2	443	0		12	3881	0	0
47-(c) NAVIGATION.	2	123	4	3.25	2	205	2	.90	6	3757	568	14.85	7	532	64	12.03
48- Marine engineers.	2	123	4		1	75	2		4	307	58		2	104	48	
49- Longshoremen.									2	3450	500		5	428	16	
50- Others.					1	130	0									
51-(d) TEAMSTERS AND CHAUFFEURS.	2	688	15	2.25	1	325	4	1.23	6	1020	0	0	7	387	1	.26
<b>52-Mining, Quarrying &amp; Refining of Ores.</b>	14	6688	12	.18	1	397	0	0	2	353	5	1.42	2	312	11	3.53
53- Miners.	15	6198	12		1	397	0		2	353	5		1	210	5	
54- Quarry workers.	1	310	0													
55- Mill and smeltermen.													1	102	6	
<b>56-Building and Construction.</b>	10	1140	116	10.18	8	280	41	14.64	28	3780	428	11.27	133	17570	951	5.41
57- Bricklayers, masons and plasterers.	3	313	34		1	81	35		2	520	0		30	2704	211	
58- Carpenters and joiners.	1	166	14		1	58	0		21	2747	411		44	7384	395	
59- Electrical workers.	2	208	0		1	19	0		1	30	0		11	2195	25	
60- Granite and stone cutters.	1	7	3						1	108	15		6	351	13	
61- Painters, decorators & paperhangers.	1	180	35		2	55	5		1	30	0		15	1313	71	
62- Plumbers and steam fitters.	2	266	30		3	67	1		1	287	0		18	1036	32	
63- Tile layers, lathers and roofers.													4	132	10	
64- Bridge and structural iron workers.													2	222	40	
65- Steam shovel and dredgemen.													1	192	4	
66- Hod carriers and building labourers.													2	2040	150	
<b>67-Public Employment.</b>	2	72	0	0	3	143	0	0	10	1749	0	0	27	2315	30	1.30
68- Civic employees.					2	93	0		6	184	0		8	1795	30	
69- Letter carriers and postal employees.	2	72	0		1	50	0		4	465	0		19	520	0	
<b>70-Fishing.</b>													1	40	15	37.50
<b>71-Miscellaneous.</b>	1	400	150	37.50					14	3252	159	5.10	77	4174	121	2.90
72- Retail clerks.									2	820	0		1	135	0	
73- Hotel and restaurant employees.													3	257	0	
74- Barbers.									1	375	0		20	740	9	
75- Musicians and theatre employees.									3	788	84		23	1448	28	
76- Stationary engineers and firemen.									3	522	80		20	1200	68	
77- Others.	1	400	150						5	747	2		10	394	16	
<b>All occupations.</b>	77	12677	345	2.72	52	5671	225	3.97	206	39546	1732	4.38	671	71379	1902	2.68

\*Commercial and railroad—organized in Interprovincial System Divisions.



AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada						
No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unemployed				
Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent			
																			Dec., 1919	Jan., 1920	Jan., 1919	
15	3914	264	6.75	14	762	0	0	23	1433	12	.84	44	4944	386	7.81	378	50778	1593	2.79	2.96	3.32	
4	2131	7	.33	5	253	0	0	7	957	7	1.07	14	2642	327	12.38	160	21473	882	3.72	4.11	3.21	
1	75	0										1	97	2		26	2770	92	5.13	3.32	7.82	
2	1809	0		2	115	0		1	120	0		3	1743	254		16	939	23	2.13	2.45	3.73	
												1	40	0		27	7635	507	3.43	6.64	2.09	
																9	495	5	3.33	1.01	4.98	
1	247	7		3	138	0		4	472	0		7	726	49		7	231	3	1.83	1.30	14.65	
								2	65	7		1	30	22		61	7810	214	3.76	2.74	2.93	
3	860	253	29.42	1	214	0	0	4	151	2	1.32	19	496	46	9.27	14	1593	38	3.58	2.39	1.93	
1	315	3										1				39	4240	335	11.32	7.90	8.24	
1	520	250		1	214	0						4				1	315	3	.48	.95	1.49	
	25	0						1	35	0		3	228	43		4	1079	250	30.21	23.17	12.17	
								1	11	0		3	142	3		15	1723	74	5.13	4.29	6.13	
								2	105	2		4	126	0		11	784	6	.26	.77	8.76	
																8	339	2	0	.59	7.45	
								1	198	0	0					5	2221	4	.36	.18	11.50	
												4	237	0	0	24	1791	24	1.2	1.34	3.22	
								1	198	0		2	174	0		10	456	24	.38	5.26	1.89	
												2	63	0		9	654	0	0	0	3.37	
																5	681	0	.08	0	.20	
												2	538	0	0	25	4690	25	.62	.54	2.23	
6	770	4	.52	8	285	0	0	9	391	2	.51	10	660	8	1.21	81	8917	117	1.88	1.31	.70	
2	524	1		5	220	0		4	273	2		5	412	3		40	4922	86	1.26	1.75	.53	
2	176	3		2	53	0		3	106	0		2	140	5		18	2151	12	.42	.56	.89	
												2	88	0		5	935	12	1.61	1.28	.29	
1	30	0		1	12	0		2	12	0		1	20	0		9	228	2	1.49	.88	.99	
1	40	0														9	681	5	1.13	.73	1.94	
																					.28	
1	28	0	0									1	36	2	5.56	12	905	4	.15	.44	10.57	
								2	36	1	2.78	1	118	0	0	19	4614	19	.44	.39	1.19	
																7	975	87	6.22	8.92	.31	
1	125	0	0									1	86	0	0	4	575	4	5.69	.44	.27	
												1	131	3	2.29	1	131	3	5.69	2.29	5.88	
45	5807	142	2.45	59	3751	88	2.35	36	3815	28	.73	49	4744	203	4.28	571	65170	1789	6.03	2.73	2.02	
42	4384	142	3.24	45	3476	85	2.45	33	3401	24	.82	39	2513	11	.44	504	49277	937	1.59	1.90	1.78	
5	288	1		6	302	2		4	313	0		5	288	0		52	2714	4	.25	.15	.72	
6	402	0		7	355	0		5	351	0		6	286	2		77	4919	8	.18	.16	1.12	
7	646	0		10	603	0		4	368	0		5	380	0		70	6256	91	.72	1.45	2.75	
3	132	0		5	127	0		3	271	0		5	153	0		58	6755	26	.22	.38	2.22	
3	472	6		6	732	1		3	456	0		4	455	3		60	9716	86	1.02	.89	3.74	
																4	157	0	.32	0	.41	
																5	7083	6	.08	.08	.42	
15	2147	125		7	909	68		9	1295	0		11	857	6		105	12491	454	4.61	3.63	1.05	
																					.09	
3	297	10		5	448	14		5	347	28		3	100	0		78	6269	268	1.22	4.28	1.55	
1	1200	0	0	2	281	0	0	1	220	0	0	2	534	12	2.25	21	6694	12	.62	.18	.33	
												5	1535	180	11.73	22	6152	808	29.37	13.13	6.73	
												1	340	38		10	949	150	18.86	15.81	8.00	
												2	245	92		9	4123	608	28.92	14.75	9.13	
												2	950	50		3	1080	50	34.85	4.63	0.50	
2	223	0	0	2	74	3	4.05	2	194	0	0	3	156	0	0	24	3047	23	2.89	.75	2.98	
																					.51	
								11	2552	15	.59	7	993	50	5.04	37	11115	93	2.19	.84	1.42	
								11	2552	15		5	397	15		33	10107	.52	1.46	.51	1.45	
																1	310	0	0	0	.54	
												2	596	35		3	698	41	6.50	5.87	0.55	
6	650	89	13.69	14	593	193	38.37	21	1345	339	25.20	18	2358	1895	46.52	238	27624	3251	12.88	11.77	16.29	
1	250	50		2	74	40		6	142	77		4	169	73		49	4253	520	11.25	12.23	34.49	
2	245	5		5	242	123		3	607	201		7	1639	866		84	13088	2015	16.19	15.40	16.88	
				1	75	0		1	279	7						20	2806	32	1.84	1.14	6.46	
1	95	4		1	6	0		1	5	0		1	44	3		12	616	38	10.03	6.17	16.52	
				2	50	28		1	35	18		1	64	50		23	1727	207	9.06	11.99	9.84	
1	20	10		3	56	2		4	107	10		2	365	92		34	2204	177	3.85	8.03	.55	
												2	25	0		6	157	10	22.86	6.37	25.61	
								1	24	12						4	286	72	31.12	25.17	17.87	
1	40	20						1	146	14		1	50	12		3	389	30	7.75	7.71	3.33	
																3	2098	150	2.94	7.15	.93	
1	31	0	0	9	488	0	0	10	730	15	2.05	10	1108	0	0	72	6614	45	.91	.68	.33	
				4	224	0		6	598	15		7	789	0		33	4783	45	1.25	.94	.44	
1	31	0		5	244	0		4	132	0		3	317	0		39	1831	0	0	0	.05	
												2	435	100	22.99	3	475	115	72.16	24.21	.70	
5	516	1	.16	11	419	9	2.15	8	730	16	2.19	13	1794	157	8.75	129	11385	620	4.23	6.45	2.84	
												2	123	0		5	1078	0	.61	0	2.38	
								2	305	12		2	469	37		7	1031	49	7.85	4.75	8.75	
1	10	0		2	72	0		4	191	4		4	263	6		32	1651	19	.50	1.15	.23	
3	578	1		7	270	2		2	234	0		2	80	3		40	3398	118	3.79	3.47	1.45	
1	28	0		1	52	7						1	169	95		26	1971	250	9.00	12.68	7.57	
				1	25	0						2	690	16		19	2256	84	2.14	8.16	1.05	
72	11018	496	4.50	98	5893	290	4.92	109	10695	425	4.01	143	16372	1992	12.17	1428	173161	7407	4			

## EMPLOYMENT FOR CIVIC EMPLOYEES IN FIFTEEN CITIES, JANUARY, 1920

THE table given below shows the number of workers temporarily engaged by fifteen city corporations, and the wages paid these persons during the month of January. These statements were formerly published on a fortnightly basis, but commencing with the returns for January, it is planned to show the returns for the entire month. The reports indicate that increases of nearly 13 per cent in the number of workers, and of over 15 per cent in the wages paid, were registered during January as compared with December. In January, 8,776 persons were temporarily employed, and the wages amounted to \$675,698.56 as compared with 7,789 employees, and an ag-

gregate payroll of \$586,890.60 during December. In comparison with the figures for January, 1919, increases of nearly 20 per cent in the number of workers, and over 31 per cent in the wages paid are shown, there having been 7,341 employees with a total payroll of \$513,986.91 in January of last year.

Montreal, London, Brandon, Moose Jaw and Victoria reported increases in the number of employees both as compared with the preceding month and with the same month in 1919. St. John and Saskatoon registered increases as compared with December, and declines in comparison with January, 1919. Ottawa, Toronto, Hamilton, Winnipeg, Regina,

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, JANUARY, 1920, COMPARED WITH DECEMBER, 1919, AND WITH JANUARY, 1919.

CITY	Number of employees temporarily employed during the month of:			Amount of wages paid employees temporarily employed during the month of:		
	December, 1919	January, 1920	January, 1919	December, 1919	January, 1920	January, 1919
				\$	\$	\$
St. John.....	222	281	283	11,256.13	16,701.23	15,769.03
Montreal.....	2,084	3,379	2,805	137,947.49	216,974.72	183,241.37
Ottawa.....	641	634	544	42,796.27	51,194.67	37,605.43
Toronto.....	1,582	1,503	1,381	117,901.17	118,745.38	83,404.72
Hamilton.....	458	408	312	34,939.41	41,891.22	27,797.65
London.....	345	352	158	27,646.68	32,239.87	12,403.67
Winnipeg.....	613	607	449	63,429.31	52,486.75	38,770.87
Brandon.....	31	37	34	2,951.36	2,724.60	2,392.73
Regina.....	136	120	102	10,391.84	10,042.58	8,032.03
Moose Jaw.....	108	116	81	10,884.10	12,196.88	7,288.85
Saskatoon.....	82	85	89	7,830.09	8,024.35	8,155.93
Edmonton.....	206	151	105	15,681.47	11,283.70	8,179.74
Galgary.....	326	299	468	30,807.35	32,779.15	31,605.05
Vancouver.....	778	613	380	56,229.09	51,352.72	34,192.19
Victoria.....	177	191	150	16,198.84	17,060.74	15,147.65
Total.....	7,789	8,776	7,341	\$ 586,890.60	\$ 675,698.56	\$ 513,986.91

Edmonton, Calgary, and Vancouver, on the other hand, showed declines in comparison with December, and increases as compared with January, 1919. Calgary recorded decreases in both comparisons.

As to wages, St. John, Montreal, Ottawa, Toronto, Hamilton, London, Moose Jaw, Calgary and Victoria, reported increases, both as compared with December

and with January, 1919. Saskatoon showed an increase as compared with the figures for the preceding month, and a decline in comparison with the returns for January of last year, while Winnipeg, Brandon, Regina, Edmonton, and Vancouver, recorded decreases in comparison with the returns for December, and increases as compared with the January reports.

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#### EMPLOYMENT IN THE BUILDING TRADES DURING JANUARY, 1920, AS INDICATED BY BUILDING PERMITS

THE table given below shows the volume of employment in the building trades during January as indicated by the value of building permits issued in 50 cities and towns. For some years the Department of Labour has received regular reports from 35 cities whose populations when the table was first prepared were 15,000 or over. Recently, however, it has been decided to enlarge the scope of this report, and commencing with the January figures, the Employment Service, with the co-operation of the city officials, is able to publish statements from 50 municipalities having a population of 10,000 and over. For the convenience of those who are following the record of the value of permits issued since 1910 the total and the comparisons for the original 35 cities are given at the foot of the table, the cities included in this total being marked with an asterisk. As compared with the figures for December, 1919, the total value of building permits issued during January in the 50 cities showed a decrease, the value falling from \$5,056,198 in December, 1919, to \$3,956,247 in January, 1920, a

decline of \$1,099,951, or 21.8 per cent. Alberta and British Columbia were the only provinces to show increases in this comparison.

As compared with the corresponding month in 1919 there was an increase of 239.2 per cent, the value for January, 1919, having been \$1,163,316. Increases in this comparison were shown in all the provinces except in Manitoba, where there was a slight decline, and in Prince Edward Island where no permits were issued in this month of either year.

Of the larger cities, Vancouver recorded substantial increases both as compared with the preceding month and also with January, 1919. Montreal and Toronto reported declines as compared with December, 1919, but large increases were registered as compared with January, 1919. Winnipeg and Edmonton recorded decreases in both comparisons. Of the smaller centres, Quebec, Three Rivers, Brantford, Sarnia, Windsor and Calgary recorded large increases both as compared with December and with January, 1919.



## ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS ISSUED IN FIFTY CITIES.

City	December, 1919	January, 1920	January, 1919	January, 1920, compared with December, 1919.		January, 1920, compared with January, 1919.	
				Increase (+)	Decrease (-)	Increase (+)	Decrease (-)
	Amount	Per cent	Amount	Per cent	Amount	Per cent	Per cent
<b>Prince Edward Island.</b>	<b>\$ 6,000</b>		<b>\$</b>	<b>\$</b>			
Charlottetown.....	6,000	Nil.	Nil.	—	6,000	—	—
<b>Nova Scotia.....</b>	<b>347,483</b>	<b>207,395</b>	<b>151,450</b>	<b>— 140,098</b>	<b>— 40.32</b>	<b>+ 55,935</b>	<b>+ 36.93</b>
*Halifax.....	314,340	196,865	137,295	— 117,475	— 37.37	+ 59,570	+ 43.39
New Glasgow.....	300	Nil.	Nil.	— 300	— 100.00	—	—
*Sydney.....	32,843	10,520	14,155	— 22,323	— 67.97	— 3,635	— 25.68
<b>New Brunswick.....</b>	<b>67,600</b>	<b>66,860</b>	<b>9,550</b>	<b>— 740</b>	<b>— 1.09</b>	<b>+ 57,310</b>	<b>+ 600.10</b>
Fredericton.....	67,600	Nil.	Nil.	— 12,740	— 18.85	+ 45,310	+ 474.45
*Moncton.....	67,600	54,860	9,550	— 12,000	—	+ 12,000	—
*St. John.....	Nil.	12,000	Nil.	—	—	—	—
<b>Quebec.....</b>	<b>828,151</b>	<b>537,105</b>	<b>84,599</b>	<b>— 291,046</b>	<b>— 35.14</b>	<b>+ 462,506</b>	<b>+ 534.88</b>
*Montreal - Maisonneuve.	658,401	227,655	60,154	— 430,746	— 65.42	+ 167,501	+ 278.45
*Quebec.....	91,150	110,650	20,095	+ 19,500	+ 21.39	+ 90,555	+ 450.63
Shawinigan Falls.....	Nil.	4,700	Nil.	+ 4,700	—	+ 4,700	—
*Sherbrooke.....	15,600	1,000	500	— 14,600	— 93.59	+ 500	+ 100.00
*Three Rivers.....	15,800	147,100	3,850	+ 131,300	+ 831.01	+ 143,250	+ 3,720.78
*Westmount.....	47,200	46,000	Nil.	— 1,200	— 2.54	+ 46,000	—
<b>Ontario.....</b>	<b>3,252,786</b>	<b>2,610,898</b>	<b>666,965</b>	<b>— 641,888</b>	<b>— 19.73</b>	<b>+ 1,943,933</b>	<b>+ 291.46</b>
Belleville.....	78,325	3,000	300	+ 3,000	—	+ 2,400	+ 400.00
*Brantford.....	45,610	172,820	2,650	+ 94,495	+ 120.64	+ 170,170	+ 3,421.51
Chatham.....	850	8,450	3,800	+ 37,160	+ 81.47	+ 4,650	+ 122.37
*Fort William.....	4,100	550	500	— 300	— 35.29	+ 50	+ 10.00
*Guelph.....	180,750	8,600	2,500	+ 4,500	+ 109.76	+ 6,100	+ 244.00
*Hamilton.....	143,885	116,650	174,250	— 64,100	— 35.46	+ 57,600	+ 33.06
*Kingston.....	17,380	6,655	2,267	— 137,230	— 95.37	+ 4,388	+ 193.56
*Kitchener.....	431,200	6,350	99,600	— 11,030	— 63.46	+ 93,250	+ 93.62
*London.....	75,250	29,685	17,530	— 401,515	— 93.12	+ 12,155	+ 69.34
Niagara Falls.....	112,400	Nil.	3,300	— 75,250	—	+ 3,300	—
Oshawa.....	118,575	2,100	400	— 110,300	— 98.13	+ 1,700	+ 425.00
*Ottawa.....	Nil.	79,010	51,050	— 39,565	— 33.37	+ 27,960	+ 54.77
Owen Sound.....	3,243	4,900	190	+ 1,657	+ 51.09	+ 4,710	+ 2,478.95
*Peterboro.....	1,714	1,170	3,588	— 544	— 31.74	+ 2,418	+ 67.39
*Port Arthur.....	1,455	4,198	180	+ 2,743	+ 188.52	+ 4,018	+ 2,232.22
*Stratford.....	29,125	11,060	17,780	— 18,065	— 62.03	+ 6,720	+ 37.80
*St. Catharines.....	64,050	2,800	3,200	— 61,250	— 95.63	+ 400	+ 12.50
*St. Thomas.....	30,439	35,720	9,500	+ 5,281	+ 17.35	+ 26,220	+ 276.00
Sarnia.....	575	8,200	6,900	+ 7,625	+ 1,326.09	+ 1,300	+ 13.84
Sault Ste. Marie.....	1,838,125	1,469,330	225,375	— 368,795	— 20.06	+ 1,243,955	+ 551.95
*Toronto.....	73,060	635,950	26,550	+ 562,890	+ 770.45	+ 609,400	+ 2,295.29
Welland.....	2,325	2,500	Nil.	+ 175	+ 7.53	+ 2,500	—
*Windsor.....	158,610	88,202	90,400	— 70,408	— 44.39	+ 11,198	+ 11.27
Woodstock.....	7,160	1,252	Nil.	— 5,908	— 82.51	+ 1,252	—
<b>Manitoba.....</b>	<b>2,000</b>	<b>500</b>	<b>Nil.</b>	<b>— 1,500</b>	<b>— 75.00</b>	<b>+ 500</b>	<b>—</b>
*Brandon.....	149,450	86,450	99,400	— 63,000	— 66.51	+ 12,950	+ 13.03
*St. Boniface.....							
*Winnipeg.....							
<b>Saskatchewan.....</b>	<b>90,855</b>	<b>55,075</b>	<b>6,820</b>	<b>— 35,780</b>	<b>— 39.38</b>	<b>+ 48,255</b>	<b>+ 707.55</b>
*Moose Jaw.....	48,900	12,250	800	— 36,650	— 74.95	+ 11,450	+ 1,431.25
*Regina.....	12,400	12,400	4,100	—	—	+ 8,300	+ 202.44
*Saskatoon.....	29,555	30,425	1,920	+ 870	+ 2.94	+ 28,505	+ 1,484.64
<b>Alberta.....</b>	<b>53,600</b>	<b>54,650</b>	<b>22,000</b>	<b>+ 1,050</b>	<b>+ 1.96</b>	<b>+ 32,650</b>	<b>+ 148.41</b>
*Calgary.....	34,000	52,000	18,000	+ 18,000	+ 52.94	+ 34,000	+ 190.56
*Edmonton.....	19,600	2,650	4,000	— 16,950	— 86.48	+ 1,350	+ 33.75
<b>British Columbia.....</b>	<b>251,113</b>	<b>336,072</b>	<b>125,532</b>	<b>+ 84,959</b>	<b>+ 33.83</b>	<b>+ 210,540</b>	<b>+ 167.72</b>
*New Westminster.....	9,500	9,950	5,500	+ 450	+ 4.74	+ 4,450	+ 80.81
*Vancouver.....	118,453	271,317	78,197	+ 152,864	+ 129.05	+ 193,120	+ 246.97
*Victoria.....	59,350	33,725	15,875	— 25,625	— 43.18	+ 17,850	+ 112.44
Prince Rupert.....	45,310	20,330	22,800	— 24,980	— 55.13	+ 2,470	+ 10.83
Nanaimo.....	18,500	750	3,160	— 17,750	— 95.95	+ 2,410	+ 76.27
<b>Total—50 cities.....</b>	<b>\$5,056,198</b>	<b>\$3,958,247</b>	<b>\$1,166,316</b>	<b>—\$1,099,951</b>	<b>— 21.75</b>	<b>+ \$2,789,931</b>	<b>+ 239.21</b>
<b>Total—35 cities.....</b>	<b>\$4,717,139</b>	<b>\$3,868,797</b>	<b>\$1,100,601</b>	<b>—\$ 848,342</b>	<b>— 17.99</b>	<b>+ \$2,768,196</b>	<b>+ 251.52</b>

## BUILDING CONSTRUCTION IN CANADA DURING 1918 AND 1919

THE statistics in the following tables supplied by the MacLean Daily Reports, Limited, show the value of buildings, bridges, and other engineering works in Canada, the construction of which was begun in each of the years 1918 and 1919. For purposes of com-

parison the Dominion is divided into four parts, Maritime Provinces, Quebec, Ontario and Western Provinces. In each of these localities there are shown the values of residential, commercial and industrial structures, bridges, and other engineering works.

## BUILDING CONSTRUCTION IN CANADA DURING 1918 AND 1919 BY DISTRICTS.

MARITIME PROVINCES.			QUEBEC.		
	1918	1919		1918	1919
Residential:			Residential:		
Frame.....	\$2,012,600	\$4,132,300	Frame.....	\$ 807,100	\$1,543,800
Brick.....	1,362,800	732,000	Brick.....	2,341,900	6,613,800
	\$3,375,400	\$4,864,300		\$3,149,000	\$8,157,600
Commercial:			Commercial:		
Frame.....	\$1,106,200	\$ 952,900	Frame.....	\$ 932,600	\$ 299,400
Brick.....	1,688,900	5,322,900	Brick.....	5,715,300	10,091,600
Concrete.....	416,500	1,419,000	Concrete.....	744,500	1,088,500
	\$3,211,600	\$7,694,800		\$7,392,400	\$11,479,500
Industrial:			Industrial:		
Frame.....	\$ 322,200	\$ 118,100	Frame.....	\$ 472,700	\$ 48,500
Brick.....	6,115,300	1,681,000	Brick.....	2,867,800	13,687,600
Concrete.....	4,258,500	2,488,000	Concrete.....	6,819,000	9,371,500
	\$10,696,000	\$4,287,100		\$10,159,500	\$23,107,600
Engineering:			Engineering:		
Steel bridges.....	\$ 72,500	\$ 81,000	Steel bridges.....	\$ 829,200	\$1,013,000
Concrete bridges.....	87,000	62,000	Concrete bridges.....	133,500	155,500
General.....	5,737,800	1,798,400	General.....	1,968,100	11,353,600
	\$5,897,300	\$1,941,400		\$2,930,800	\$12,522,100
Totals.....	\$23,180,300	\$18,787,600	Totals.....	\$23,631,700	\$55,266,800
ONTARIO			WESTERN PROVINCES		
	1918	1919		1918	1919
Residential:			Residential:		
Frame.....	\$ 830,600	\$3,413,100	Frame.....	\$ 437,200	\$2,623,400
Brick.....	6,485,200	27,363,200	Brick.....	384,400	582,500
	\$7,315,800	\$30,776,300		\$821,600	\$3,205,900
Commercial:			Commercial:		
Frame.....	\$2,004,700	\$ 851,900	Frame.....	\$1,457,500	\$2,060,300
Brick.....	7,992,600	20,943,200	Brick.....	3,488,500	11,916,200
Concrete.....	427,500	3,060,560	Concrete.....	222,000	1,589,000
	\$10,424,800	\$24,855,600		\$5,168,000	\$15,565,500
Industrial:			Industrial:		
Frame.....	\$ 706,000	\$ 197,400	Frame.....	\$ 539,800	\$ 412,700
Brick.....	7,751,600	11,083,700	Brick.....	4,124,800	3,861,900
Concrete.....	2,776,000	12,920,500	Concrete.....	2,221,500	1,246,400
	\$11,233,600	\$24,201,600		\$6,886,100	\$5,521,000
Engineering:			Engineering:		
Steel bridges.....	\$ 117,900	\$ 458,200	Steel bridges.....	\$ 41,000	\$ 306,100
Concrete bridges.....	123,400	332,800	Concrete bridges.....	119,000	16,000
General.....	4,169,700	6,732,300	General.....	6,599,200	3,706,600
	\$4,411,000	\$7,523,300		\$6,759,200	\$4,028,700
Totals.....	\$33,385,200	\$87,356,800	Totals.....	\$19,634,900	\$28,321,100

From the above tables it may be seen that in the Maritime Provinces there was a decline in building construction of \$4,392,700 in 1919, compared with the preceding year, while in all other parts of Canada there was a great increase in construction, Ontario leading with an advance of \$53,971,600 (from \$33,385,200 to \$87,356,800, followed by Quebec with an increase of \$31,635,100 (from \$23,631,700 to \$55,266,800), and the Western Provinces which showed an increase of \$8,686,200 (from \$19,634,900 to \$28,321,100). There was a marked increase in the building of residences and commercial structures in all four districts, but there was a decline in the value of industrial plants and engineering works built in the Maritime and Western Provinces. The following table gives a general summary of building construction for the whole of Canada in each of the past two years:

SUMMARY OF BUILDING CONSTRUCTION IN CANADA DURING 1918 AND 1919.

	1918	1919
<b>Residential:</b>		
Frame.....	\$4,376,750	\$11,721,600
Brick.....	12,133,450	35,291,500
	\$16,510,200	\$47,013,100
<b>Commercial:</b>		
Frame.....	\$5,641,150	\$4,165,500
Brick.....	22,409,550	48,183,900
Concrete.....	2,283,500	7,157,000
	\$30,334,200	\$59,506,400
<b>Industrial:</b>		
Frame.....	\$ 2,076,700	\$ 750,700
Brick.....	27,047,200	30,314,200
Concrete.....	21,086,500	26,026,400
	\$50,210,400	\$57,091,300
<b>Engineering:</b>		
Steel bridges.....	\$1,090,075	\$1,384,700
Concrete bridges.....	567,800	566,300
General.....	19,022,530	23,590,400
	\$20,680,405	\$25,541,400
<b>Totals.....</b>	<b>\$117,735,205</b>	<b>\$189,152,200</b>

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Fishing and Hunting

PORT STANLEY, ONT. — CANADIAN GREAT LAKES FISHERIES PROTECTIVE ASSOCIATION AND VARIOUS FISHERMEN IN THEIR EMPLOYMENT. Agreement made for the fishing season of 1919.

Wage Scale: Per day—Beginning the first day of March, 1919, men to receive \$3.50 and 5 cents per hundredweight commission on all fish caught until the 15th day of July, when men shall receive \$4 and 5 cents per hundredweight commission until the first day of November, when men shall receive \$5 and 5 cents per hundredweight commission until the end of the season. There is no overtime in this agreement, the five-cent commission having taken its place.

### Building and Construction

WINDSOR, ONT.—INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, NOS. 58 AND 773, AND ELECTRICAL CONTRACTORS OF WAYNE COUNTY, MICH., AND ESSEX



COUNTY, ONT. Agreement in effect from May 1, 1919, to April 30, 1920.

Forty-four hours shall constitute a week's work, to be put in as follows: 8 hours each work day between the hours of 7.30 a.m. and 4.30 p.m. All over 8 hours per working day, Sunday, Decoration Day, 4th of July, Labour Day, Thanksgiving Day, Christmas Day and New Year's Day, and Saturday afternoon shall be considered as overtime, and shall be paid for at the rate of double time, with the exception of Saturday afternoon, and that to be paid for at the rate of time and one-half.

Wages for journeymen shall be: Per hour—93¾ cents to September 30, 1919, and from October 1, 1919, \$1; helpers, 50 cents.

Those working in jurisdiction of Local Union No. 773, shall observe holidays mentioned above, except Decoration Day and July 4th, which are substituted by May 24th and July 1st.

#### Metals and Machinery

TORONTO, ONT. — IRON MOULDERS' UNION, No. 362, AND THE ASSOCIATED STOVE MANUFACTURERS. Agreement signed January 6, 1920, provides that there must be no more changing of board prices in any manner, except by mutual agreement, but in the case of the Empire Stove Company of Owen Sound this resolution applies only to such patterns on which the prices were revised in March, 1919, and to such of their patterns as have been priced since that date.

When members of the Associated Stove Manufacturers shall desire a general reduction in the rate of wages, or the moulders' union an advance, they shall each give the other at least thirty days' notice before the end of each year which shall commence on January 1. If such notice be not given, the rate of wages current during the year shall be the rate in force for the succeeding year. Notice to be given in writing to the business agent of the I.M.U. and to the chairman of the Associated Stove Manufacturers.

The established minimum day wage for all day work moulders shall be \$6.10.

KINGSTON, ONT.—CANADIAN LOCOMOTIVE COMPANY, LIMITED, AND FEDERAL LABOUR UNION, No. 15959, A. F. OF L. Agreement in effect from October 26, 1919, to June 15, 1920.

The company agrees to establish a 45-hour week to be worked in five shifts of nine hours on first five days of the week. Any work performed on Saturdays shall be at overtime rates. All employees represented by the American Federation of Labour, Union No. 15959, shall receive the same amount per 45 hours as they have in the past for 50 hours. Subject to the above conditions all terms and arrangements covered by former agreements with the Federal Labour Union No. 15959 shall continue during the life of this agreement.

#### Pulp and Paper

THOROLD, ONT.—THE ONTARIO PAPER COMPANY, LIMITED, AND THE INTERNATIONAL BROTHERHOOD OF STATIONARY FIREMEN AND OILERS. Agreement in effect from May 11, 1919 to May 11, 1920. This agreement to cover men employed in steam plant.

Operation of paper mill shall be six days per week from 7 a.m. on Monday to 7 a.m. Sunday, except when required to keep up steam for heat on Sundays and holidays.

The schedule for hours for tour workers shall be Monday from 7 a.m. to 4 p.m., 4 p.m. to midnight, midnight to 8 a.m.; Tuesday, Wednesday, Thursday and Friday from 8 a.m. to 4 p.m., 4 p.m. to midnight, midnight to 4 a.m.; Saturday from 8 a.m. to 4 p.m., 4 p.m. to midnight, midnight to 7 a.m. Any hour workers required to work between 7 a.m. on Sunday and 7 a.m. on Monday shall receive time aid one-half for all such work.

Dominion Day (32) hours, Labour Day (24) hours, and Christmas (40) hours, shall be holidays, on which no unnecessary work shall be performed. For all necessary work done upon these holidays, time and one-half shall be paid. When the business of the Company will allow of it, there shall be a fourth holi-

day, same to be determined by the local and the management\*

Wage Scale: Per hour—head firemen, 50 cents, second firemen, 52 cents; labourers, 46 cents. Each fireman shall tend three furnaces.

Any grievance or complaint shall be reported by the organization to the superintendent.

### Printing and Publishing

VANCOUVER, B.C.—THE VANCOUVER BOOKBINDERS' UNION, No. 105, AND THE EMPLOYING PRINTERS. Agreement to take effect January 1, 1920, and to remain in force to December 31, 1920.

The minimum rate of wages for journeymen: Per week—\$19.50 from January 1, 1920, to August 31, 1920, and \$20.25 from September 1, 1920, to December 31, 1920. Forty-eight hours shall constitute a week's work and shall be performed between the hours of 7.45 a.m. and 5.45 p.m. Monday to Friday inclusive, and from 7.45 and 12.15 p.m. on Saturday.

Overtime up till 10 p.m. and Saturday afternoons shall be charged at the rate of time and one-half. After 10 p.m., and on Sundays, New Year's Day, Good Friday, Empire Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day, shall be charged double time.

Girls entering the trade must serve six months in the shop before becoming registered apprentices. Apprentices shall serve three years at the trade and shall not commence their apprenticeship under the age of sixteen years.

Scale of Wages of apprentices: Per week—\$10.00 to commence, with an increase every six months as follows: end of first six months, \$11.00; end of first year, \$12.00; end of 1½ years, \$13.00; end of two years, \$15.00; end of 2½ years, \$17.50 end of three years—scale per week.

Apprentices shall not be allowed to work overtime except when journeymen are working.

CALGARY, ALTA.—INTERNATIONAL TYPOGRAPHICAL UNION, No. 449, AND THE

PRINTERS OF CALGARY. Agreement in effect from May 1, 1919 to April 30, 1920.

Hours and wages: (day work)—(1) Day work shall consist of work done between the hours of 6 a.m. and 6 p.m. (2) A day's work shall consist as per agreement now in operation. Forty-five hours to constitute a week's work. Lunch time to be not more than 1 hour, nor less than 45 minutes. (3) The foreman of an office or his representative shall fix the hour for work to begin. Notice of change of time shall be posted in the office at least 24 hours before becoming effective, except in case of emergency.

Wage scale: Per week—Machinemen and machinists, except as herein and otherwise provided, shall receive not less than \$35. Foremen, make-ups, bankmen, head men, proofreaders, ad men and employees engaged in hand composition and distribution, except as herein otherwise provided, shall receive not less than \$35.

Overtime shall be paid for at the rate of price and one-half for the first three hours, double time thereafter. Sunday double time. All statutory holidays shall be paid for at the rate of double price.

Hours and wages: (night work)—Night work shall consist of work done between the hours of 6 p.m. and 6 a.m. A shift, part day and part night, shall be paid for as night work. A night's work shall consist of 7½ continuous hours, exclusive of lunch time, such time to be not more than one (1) hour, nor less than 45 minutes. Forty-four hours to constitute a week's work.

Wage Scale: Per week—Machinemen and machinists, except as herein otherwise provided, shall receive not less than \$37. Foremen, make-ups, bankmen, head men, proofreaders, ad men and employees engaged in hand composition and distribution, except as herein otherwise provided, shall receive not less than \$37. Overtime shall be paid for at the rate of price and one-half for the first three hours, thereafter double time, Saturday night, double time. All statutory holidays shall be paid for at the rate of double price. Beginners on machines (night or day work) shall receive the following rate of wages: Per week—For

the first five weeks, \$15; for the next five weeks, \$20; and for the next five weeks, \$28; and thereafter the scale as provided for above. An apprentice shall receive for the second year of his apprenticeship, one-third of the journeyman's scale; for the third year, one-half of the journeyman's scale; and for the balance of his term, two-thirds of the journeyman's scale. He shall work no more than the daily time specified in this scale in any one shift, nor more than six (6) days a week.

VICTORIA, B.C.—PRINTING PRESSMEN AND ASSISTANTS' UNION, No. 79, AND LOCAL EMPLOYERS. Agreement in effect from January 1, 1920, to December 31, 1920, and so far as working conditions are concerned for three years, and thereafter until terminated by either party by a previous two months' notice in writing. If sixty days' notice is not given contract to run another year.

Forty-eight (48) hours shall constitute a week's work on morning and evening newspapers. One day shall be the shortest period for which a member of this union shall accept pay. Foreman of morning and evening papers shall receive not less than 75 cents per day over the scale of journeymen. The hours of labour shall be not more than forty-eight (48) in any one week. All members of this union employed on newspapers (except apprentices and those provided for above) shall be paid at the following rates: Per week—day work shall be paid for at the rate of \$40.50; night work shall be paid for at the rate of \$44.10.

Overtime shall be paid for at the rate of time and one-half. Work done on Labour Day, Christmas Day and Sundays after the regular edition, shall be charged double price. Work on New Year's Day, May 24, Dominion Day, Thanksgiving Day, shall be charged price and one-half; provided, newspapers may work a 5-hour day for a full day's pay on the holidays stated as price and one-half. When a holiday falls on a Sunday, Monday shall be considered the holiday, but the chapel may arrange with the management to take another day. The

scale of wages for apprentices shall be as follows: First year, \$12; 2nd year, \$14; 3rd year, \$18.80; 4th year, \$24; 5th year, \$30. Nothing in this section shall prevent an apprentice from receiving an increase every six months based on the above rate.

SAULT STE. MARIE, ONT. — TYPOGRAPHICAL UNION, No. 702, AND LOCAL EMPLOYING PRINTERS. Agreement in effect from December 1, 1919, to April 30, 1921.

Eight hours shall constitute a day's work, and 7½ hours a night's work. Six days or six nights shall constitute a week's work.

Scale of wages: Per week—Hand compositors, make-ups, and journeymen not otherwise specified in this scale shall receive not less than \$26 for day work and not less than \$28 for night work. Machine operators shall receive not less than \$26 for day work and not less than \$28 for night work. The scale for apprentices: Per week—First year, \$6; second year, \$8; third year, \$10; fourth year, first 6 months, \$12; second 6 months, \$14; fifth year, first 6 months, \$16; second 6 months, \$18. All work performed by day or night shifts beginning on Sundays or holidays shall be paid for at double price. Employees given less than half a day's work shall be paid for a half day, over a half day and not a full day, a full day's pay.

Scale for learners, members of the union: Per week -- First month, \$24; second month, \$24; third month, \$25.

STRATFORD, ONT. — TYPOGRAPHICAL UNION, No. 139, AND THE EMPLOYING PRINTERS OF STRATFORD. Agreement in effect from August 1, 1917 to August 1, 1920.

Scale of wages: Per week—Foremen, \$19; hand compositors, stone hand, etc., \$17; operators, machinists, and machinist-operators, \$18. Apprentices—First year, \$4; second year, \$5; third year, \$6; fourth year, \$7.50; fifth year, \$9. The working week to consist of forty-eight hours, or eight hours per day, to be between 7 a.m. and 6 p.m. Provided that



should it be mutually agreed between any employer and his employees that the working hours on Saturday or any other day shall be less than eight hours, the number of hours less may be distributed among other days of the week. All work over eight hours in any one day (except as provided above) and all work on Sundays and public holidays shall be paid at the rate of time and one-half.

Apprentices are not to be eligible as learners on linotype or other composing machines until they have served three years of their apprenticeship and then without displacing regular operators.

It is agreed between the parties to this agreement that any difference arising which they cannot settle shall be submitted to a board of arbitration consisting of one representative each of the union and of the employer or employers, and a third person who is satisfactory to both parties, or who in event of difference may be chosen by the two representatives already chosen, and both parties shall abide by the decision of the said Board of Arbitration.

ST. JOHN, N.B.—THE BOOK AND JOB PRINTERS AND THE ST. JOHN PRESSMEN'S UNION. Agreement in effect from January 1, 1920, for one year.

Scale of wages: Cylinder pressmen, \$30; cylinder feeders, \$20; platen pressmen on four presses, \$30; on three presses, \$28; on two presses, \$26. Apprentices shall serve four years. The first six months an apprentice shall receive \$8, the second six months, \$9, the first six months of the second year, \$11, the second six months of the second year, \$13, the third year, \$15, and the fourth year \$18. He shall then be entitled to a journeyman's place in the office in which he is employed, provided there is a journeyman's place vacant.

Time and one-half shall be paid for work on Christmas Day, July 1, and Labour Day. Double time for work on Sundays. All other overtime to be charged at time and one-half. Eight hours to constitute a day.

Should any misunderstanding arise as to the meaning of this agreement the

question at issue must be settled by a Board of Arbitration, such Board to consist of one man nominated by the Union, and one by the employer, these two to choose a third. An award by this Board of Arbitrators shall be binding on all parties concerned.

SHERBROOKE, QUE.—LA TRIBUNE PUBLISHING COMPANY, LIMITED, AND THE SHERBROOKE DAILY RECORD COMPANY, AND THE TYPOGRAPHICAL UNION, No. 672. Effective from September 1, 1919, to August 31, 1920.

The minimum rates of wages for floor men and make-up men, linotype operators, monotype operators, linotype machinists, monotype machinists and monotype combination operators and caster men shall be as follows: Per week of 48 hours, the hours of work to be between 7 a.m. and 6 p.m. except Saturday when work shall cease not later than 1 p.m.:—September 1, 1919, to August 31, 1920, \$23; September 1, 1920, to August 1, 1921, \$24. September 1, 1921, to August 31, 1922, \$25. All overtime will be paid for on the basis of time and one-half until midnight and double time after midnight. Double time for Sundays and all statutory holidays

Apprentices may be employed in the ratio of one to every four journeymen, members regularly employed, provided that no office shall be entitled to an apprentice unless at least one journeyman aside from the proprietor, shall be regularly employed in the composing room.

The scale for apprentices is as follows: First year, \$5; second year, \$7; third year, \$10; fourth year, \$14; fifth year, \$18. Learners on machines shall receive three-fourths of the prevailing journeyman's scale.

#### **Food, Liquors and Tobacco**

PETERBOROUGH, ONT.—THE MASTER BAKERS AND BAKERY AND CONFECTIONERY WORKERS' INTERNATIONAL UNION, No. 281. Agreement in effect from June 20, 1919, to June 30, 1920. Terms to consist of eight hours per night with exception of Friday night which shall consist of ten hours for all employees working night

work, and nine hours per day for all employees working day work, each day and night to consist of eight and nine hours respectively with exception of Friday night.

Wage scale : Per week — Bread and confectionery foremen, \$30 ; ovenmen and doughmakers in bread shops, \$28 ; bread and confectionery table or bench hands, \$25 ; bread and confectionery helpers, \$22 ; candy workers, \$25. First two hours overtime for night workers straight time, time and one-half for overtime with exception of above stated two hours ; 75 cents per hour for all bread and confectionery jobbers.

All apprentices on bread and confectionery to work union hours with time and one-half for overtime. No contracting shop shall employ non-union labour at any of the above mentioned branches of the trade.

#### **Vehicles for Land and Water Transportation**

THREE RIVERS, QUE. — THE TIDE-WATER SHIPYARD COMPANY AND THE MARINE TRADES AND LABOUR FEDERATION. This agreement to become effective on April 1, 1919, for one year and from year to year subject to thirty days' notice prior to April 1 by either party to this agreement.

Forty-eight hours shall constitute a week's work to be worked as follows : eight hours per day for the first six days of the week, to be worked between the hours of 8 a.m. to noon and 1 p.m. to 5 p.m. Time and one-half shall be paid to midnight, and double time after this and for all Sundays and the following holidays : New Year's Day, Circumcision Day, Good Friday, Ascension Day, Empire Day, St. John Baptist Day, Dominion Day, Labour Day, All Saint's Day, Conception Day and Christmas Day. Nightmen's hours.—Night shifts shall be as mutually agreed between the management and the local Marine Federation Committee, 48 hours to constitute a week's work and regular time shall apply. For all time worked over the time as agreed, overtime rates shall apply.

If any grievance arises between the parties of this agreement the company agrees to receive a committee of their employees, and, if possible, adjust such grievance.

The number of apprentices shall be one for the shop and one for every five mechanics employed, apprentices to serve an apprenticeship of four years and to receive the mechanic's rate of pay at the end of their apprenticeship.

The minimum rates of pay shall be as follows : Per Hour — Blacksmiths, 60 cents and 50 cents ; blacksmith's helpers, 45 cents ; bolters, 40 cents ; bolter's apprentices, first six months, 45 cents and 55 cents ; burners, 60 cents ; chippers and caulkers, 65 cents ; carpenters and joiners, 55 cents ; drillers, 55 cents and 50 cents ; driller's helpers, 40 cents ; cranemen, 50 cents ; electricians, 60 cents ; electrician's helpers, 45 cents ; fitters first class, 80 cents ; fitters second class, 65 cents ; fitters third class, 50 cents ; furnacemen, 65 cents ; firemen on furnace, 45 cents ; hammer runners, 45 cents ; holder-on, 55 cents ; heaters, 50 cents ; labourers, 35 cents ; machinists, 75, 65 and 50 cents ; machinist's helpers, 40 cents ; millwrights, 60 cents ; painters, 50 and 40 cents ; patternmakers, 65 cents ; pipefitters, 65 and 55 cents ; pipefitter's helpers, 45 cents ; punch and shears man, 60 cents ; punch and shears man's helper, 40 cents ; packers, 55 cents ; packer's helper, 40 cents ; rivetter, 75 cents ; (hand) shell or inside helpers, 40 cents ; reamers, 45 cents ; riggers head, 50 cents ; helpers, 45 cents ; riggers' helpers in the yard, 40 cents ; common checkers, 45 cents ; caulkers in wood, 55 cents ; rivet passers, 25 cents.

#### **Shipping and 'Longshore Work**

TORONTO, ONT.—THE NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA AND THE SHIPOWNERS OF THE GREAT LAKES. Agreement to be effective during the season of 1920, or until revised or amended by the Great Lakes Executive Committee.

Overtime at the rate of 75 cents per hour for all time over twelve hours shall

be paid engineers in boats carrying only one engineer.

Scale of wages—References to tonnage to be construed as gross tons:

#### PASSENGER STEAMERS.

*Class No. 1*—All Passenger Steamers of 3,000 tons or over:

Chief Engineer ..... \$2,400 per season.  
Second Engineer ..... 180 per month.

*Class No. 2A*—All Passenger Steamers of 1,250 tons and under 3,000 tons running six months or over:

Chief Engineer ..... \$2,100 per season.  
Second Engineer ..... 150 per month.

*Class No. 2B*—All Passenger Steamers of 1,250 tons and under 3,000 running less than six months:

Chief Engineer ..... \$1,900 per season.  
Second Engineer ..... 150 per month.

*Class No. 3*—All Lake Passenger Steamers under 1,250 tons and all Passenger Steamers confined to River Service requiring Second Class Engineer:

Chief Engineer ..... \$1,650 per season.  
Second Engineer ..... 125 per month.

*Class No. 4*—All Passenger Steamers from 45 N.H.P. to 25 N.H.P.:

Chief Engineer ..... \$ 150 per month.  
Second Engineer ..... 110 per month.

*Class No. 5*—All Passenger Steamers under 25 N.H.P.:

Chief Engineer ..... \$ 125 per month.

#### FREIGHT STEAMERS.

*Class No. 1*—All Freight Steamers of 5,000 tons or over:

Chief Engineer ..... \$2,400 per season.  
Second Engineer ..... 180 per month.

*Class No. 2*—All Freight Steamers of 3,000 tons and under 5,000 tons:

Chief Engineer ..... \$2,200 per season.  
Second Engineer ..... 160 per month.

*Class No. 3*—All Water Bottom Freight Steamers under 3,000 tons requiring Second-Class Engineer:

Chief Engineer ..... \$2,000 per season.  
Second Engineer ..... 140 per month.

*Class No. 4*—All Freight Steamers not included in Classes Nos. 1, 2 and 3 requiring Second-Class Engineer:

Chief Engineer ..... \$1,800 per season.  
Second Engineer ..... 130 per month.

*Class No. 5*—All Freight Steamers not otherwise classified and requiring Third Class Engineer:

Chief Engineer ..... \$ 165 per month.  
Second Engineer ..... 120 per month.

#### TUG STEAMERS.

*Class No. 1*—All Tug Steamers requiring Second-Class Engineer:

Chief Engineer ..... \$ 185 per month.  
Second Engineer ..... 145 per month.

*Class No. 2*—All Tug Steamers from 75 N.H.P. to 50 N.H.P.:

Chief Engineer ..... \$ 170 per month.  
Second Engineer ..... 140 per month.

*Class No. 3*—All Tug Steamers from 50 N.H.P. to 25 N.H.P. and all H.P. Tugs over 15 N.H.P.:

Chief Engineer ..... \$ 165 per month.  
Second Engineer ..... 130 per month.

*Class No. 4*—All Tug Steamers under 25 N.H.P. and not embraced in Class No. 3:

Chief Engineer ..... \$ 150 per month.  
Second Engineer ..... 120 per month.

*Special Class*—Harbour Tugs (other than Dredge Tugs) operating exclusively in the Welland Canal and carrying only one Engineer:

Engineer ..... \$ 160 per month.  
Overtime clause not to apply to this class.

#### FERRY STEAMERS.

All Passenger Ferry Steamers operating from Sault Ste. Marie, Ont., and requiring Second-Class Engineer:

Chief Engineer ..... \$ 185 per month.  
Second Engineer ..... 175 per month.

For season of not less than 10 months.

All other Passenger Ferry Steamers requiring Second-Class Engineer:

Chief Engineer ..... \$ 175 per month.  
For season of not less than 6 months.

All Passenger Ferry Steamers requiring Third-Class Engineer:

Chief Engineer ..... \$ 150 per month.  
For season of not less than 6 months.

THE MARINE ENGINEERS' BENEFICIAL ASSOCIATION AND THE STEAMSHIP OWNERS. Agreement effective from July 28, 1919, to August 1, 1920.

Wage scale for licensed engineers:



Classes.	Single Screws.	Twin Screws.
A .....	Over 20,001	Over 15,001
B .....	12,001 to 20,000	9,001 to 15,000
C .....	7,501 to 12,000	5,501 to 9,000
D .....	5,001 to 7,500	3,501 to 5,500
E .....	Below 5,001	Below 3,501

	A	B	C	D	E
Chief Engineers .....	\$387.50	\$346.25	\$232.50	\$318.75	\$305.00
1st Assistant .....	241.25	235.00	228.75	222.50	216.25
2nd Assistant .....	212.50	206.25	200.00	193.75	187.50
3rd Assistant .....	188.75	182.50	176.25	170.00	163.75
4th Assistant .....	165.00	158.75	.....	.....	.....
Junior .....	135.00	.....	.....	.....	.....

A working day at any port where watches are broken shall be from 8 a.m. to 5 p.m., during which time one hour shall be allowed for dinner. All work done at sea by assistant engineers in excess of eight hours except that necessary for the safety of the vessel or her equipment, shall be paid for at the rate of eighty cents per hour.

ST. JOHN, N.B.—THE INTERNATIONAL 'LONGSHOREMEN'S ASSOCIATION, No. 272, AND VARIOUS EMPLOYERS. Agreement to become effective on December 1, 1919, and to continue in force until December 1, 1920, and thereafter from year to year unless or until either party serve notice on the other party to the contrary at least thirty (30) days prior to the date above mentioned, or prior to the first of December of any subsequent year.

The rate of wages shall be \$5.50 per day of nine hours. Double time to be paid to the men required to work on Sundays and all statutory and proclaimed holidays. Double time to be paid for all overtime when required to work after 5 p.m., except in cases when men are culling, stamping or handling for surveyors alongside of ships, in which cases the ordinary rate shall prevail. If men or gangs are ordered out to work at 7 a.m. or 1 p.m. and not set to work they shall be paid for the time while they are waiting or until the time that they are sent home.

#### Municipal Employment

VANCOUVER, B.C.—THE CIVIC FEDERATION OF VANCOUVER, No. 59, AND THE CITY OF VANCOUVER. Agreement made December 22, 1919.

The Council agrees that it will form a special committee, which shall consist of four members of the Council, and such committee shall meet jointly with a committee of equal number to be selected by the Civic Federation for the purpose of dealing with questions concerning hours, salaries, working conditions or any other matters which from time to time arise, affecting relations between the City and the Federation, which the officials in charge of the various departments have been unable to settle satisfactorily with the employees. It being understood, however, that all matters under dispute and all concessions being asked for shall first be referred to the official or officials in charge of the department affected. The chairman of said committee shall be selected by the joint committee.

CALGARY, ALTA. — INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, No. 348, AND CITY OF CALGARY. Agreement in effect from January 1, 1920, to December 31, 1920.

Eight hours' work from 8 a.m. to noon and from 1 p.m. to 5 p.m. shall constitute a day's work, except on Saturdays when the hours shall be from 8 a.m. to noon, but where the requirements of the service demands shift work, 8 consecutive hours shall constitute a day and such shift hours will be those that the service requires to be filled constantly. This applies to automobile mechanics and operators. Gangs working away from garage or customary meeting place shall report at said meeting place ready for work at 8 a.m. and shall be back not later than 5 p.m. or the schedule rate of overtime shall be paid. After the noon hour they shall report on the job at 1 p.m.

Troublemens working in excess of eight hours out of twenty-four shall be paid at the schedule rate of overtime. The first five hours after the ordinary working hours viz.:—between 5 p.m. and 10 p.m. shall be considered as being equivalent to one and one-half time the corresponding period of the ordinary working hours and payment therefore shall be computed on that proportion on the basis of the wage schedule mentioned hereinafter. All overtime shall be computed on the basis of eight hours per day for daily men and twenty-five and one-half days per month for monthly men. Overtime other than that mentioned in the preceding clause, viz., work commencing on or at any time after 10 p.m. up to 8 a.m. or until relieved shall be considered as double time of the ordinary working hours and payment therefor shall be computed in that proportion on the basis of the wage schedule mentioned below, with the omission of the time necessary for meals. In no case shall men receive payment for less than two hours' overtime whatever be the actual period of work. All the time worked on Sundays and Dominion holidays shall be considered as equivalent to double time of ordinary working hours and payment therefor shall be made accordingly. All time worked on Saturday afternoons shall be considered as equivalent to one and one-half time the ordinary working hours, after 5 p.m. shall be considered as double time and payment therefor shall be made accordingly. The following shall be considered holidays: New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, and Christmas Day, and such other days as are proclaimed Dominion holidays. When a Civic Holiday is proclaimed all employees shall receive such time off with pay, and if working shall be paid double time.

#### Wage schedule:

LINEMEN:	Per day.
Foreman .....	\$ 7.75
Line Inspector .....	7.50
Man in charge of Meter Rig .....	7.50
Journeyman Lineman .....	7.00
Apprentice, 1st year .....	4.85

"	2nd year .....	5.35
"	3rd year .....	5.85
"	4th year .....	6.35
Groundman in gangs .....		5.40

#### CABLEMEN:

Foreman .....	\$ 8.30
Journeyman .....	7.80
Underground Conduit Foreman .....	7.75

#### STATION AND INSIDE WIREMEN:

Foreman .....	\$ 7.75
Journeyman .....	7.00
Apprentice, 1st year .....	4.60
“ 2nd year .....	5.00
“ 3rd year .....	5.40
“ 4th year .....	6.20

#### REPAIR AND TESTING DEPARTMENT:

Foreman .....	\$ 7.75
Journeyman .....	7.00
Apprentice, 1st year .....	4.60
"    2nd year .....	5.00
"    3rd year .....	5.40
"    4th year .....	6.20

#### MAINTENANCE MEN:

Foreman .....	\$ 7.75
Journeyman .....	7.00
Are Trimmers, 1st year .....	5.00
"    2nd year .....	5.40
"    3rd year .....	5.80

#### OPERATIONS:

	Per month.
Chief operator and plant electrician.....	\$184.00
Central Station .....	164.00
Class A Station .....	154.00
Class B Station .....	144.00
Senior Operator, No. 2 pumping station .....	149.00
Class C Station .....	139.00
Class D Station .....	134.00
Apprentice, 1st year .....	104.00
“ 2nd year .....	114.00
“ 3rd year .....	124.00

#### METER READERS:

Foreman .....	\$144.00
Checker .....	139.00
Meter Reader, 1st year .....	129.00
“ 2nd year .....	134.00

#### AUTOMOBILE ELECTRICIANS AND MECHANICS:

Garage Foreman .....	\$169.00
Night Battery Man .....	149.00
Truck Driver and Trimmer .....	134.00

#### MISCELLANEOUS:

Chief Wiring Inspector .....	\$174.00
Wiring Inspector .....	164.00
Man in charge of Police Signalling System .....	174.00
Fire Alarm Maintenance .....	\$ 7.00
Armature Winders .....	7.00

**Domestic and Personal (including amusements)**

ST. CATHARINES, ONT.—THE INTERNATIONAL ALLIANCE OF THEATRICAL STAGE EMPLOYEES, No. 461, AND LOCAL EMPLOYERS. Agreement dated August 9, 1919, and to remain in force until September 8, 1920.

Wage Scale based on six working days per week: Machine operators (afternoon and evening) \$20, machine operators (evenings only) \$20, stage electricians, \$27, stage propertyman, \$23, stage carpenter, \$20, stage second hand, \$25, stage flyman, \$23. Per performance: extra help to carry in performance, 75 cents, extra help to work performance, grips, \$1.50, clearers \$1.00, lamp operators, \$2.00.

HAMILTON, ONT. — MOTION PICTURE MACHINE OPERATORS' PROTECTIVE UNION, No. 303, AND LOCAL THEATRE MANAGERS. Agreement in effect from September 1, 1919, to September 1, 1920.

Members of the union cannot be compelled to work in any theatre or place of amusement when any organized labour trouble exists.

It is understood that no member of the union shall be held responsible for an unsteady picture, poor definition or light (as the case may be) after he has notified the manager of the necessary repairs.

Any difference between manager and operator must be reported to the business agent of the local for adjustment, and the operator must continue to work until such matter has been adjusted by the business agent or executive board of Local 303, I.A.T.S.E.

Any theatre playing afternoons and evenings and running a continuous show daily (Sunday excepted) shall employ two men on separate runs, both of whom must be members of Local 303, International Alliance of Theatrical Stage Employees and Motion Picture Machine Operators of the United States and Canada. Day's work to count from time

operator reports for afternoon performance on all theatres playing afternoon and evening. Six days to constitute one working week (Sunday excluded). If any member of the union is required to do the work of operating moving picture machine, stereopticon or spot light, in excess of eight hours, the same shall be paid for as overtime at the rate of one dollar (\$1.00). Members of the union employed in theatres giving afternoon and evening performances shall be allowed an hour and one-half (1½) for supper, and when required to work during supper time shall be paid for such time at the rate of one dollar (\$1.00) per hour.

Any member required to do the work of operating moving picture machine, stereopticon or spot light in the mornings for rehearsals or special performances, shall be paid two dollars and fifty cents (\$2.50), time not to exceed three hours.

Wage Scale: Per week—Evening performances only (not to exceed four hours) not less than \$18. Matinees extra at \$2.50 a performance. Theatres seating under seven hundred, afternoons and evenings (not to exceed 8 hours) not less than \$25. Theatres seating over one thousand, afternoons and evenings (not to exceed 8 hours) not less than \$28. Theatres playing motion pictures at irregular intervals or not guaranteeing a continuous run of six weeks or more, afternoons and evenings (not to exceed 8 hours) not less than \$30. Per hour: Sunday work of operating motion picture machine, stereopticon or spot light, \$1.25 or any fraction thereof, the minimum time accepted not less than four hours. Time to count from time operator is called to report. (a) Operating stereopticon or motion picture machine for special performances not in theatres (Sunday excluded) afternoon or evening (three hours or fraction thereof) from \$3.00 to \$5.00. (b) "Setting up" and "clearing" of apparatus, \$1.00 per hour. (c) Cartage and transportation charges.



## FURTHER REGULATIONS AFFECTING WESTERN COAL MINES

**S**EVEN new orders have been received from the Director of Coal Operations for Alberta and Eastern British Columbia.\* Order No. 135 relates to a reduction in the number of firemen employed in the boiler house of the Canmore Coal Company, at Canmore, Alta. Order No. 136 has reference to the rate of wages paid to a rope rider employed by the Canmore Coal Company. Order No. 138 contains regulations governing the export of coal to the United States. By Orders Nos. 142B, 142C, 142D and 142E respectively certain other mines are added to the list of those where the agreement of December 18, between the Western Coal Operators' Association and District 18 of the United Mine Workers of America, is effective.

**ORDER No. 135.**—A dispute arose at the mine of the Canmore Coal Company at Canmore, Alta., with regard to a reduction in the number of firemen employed by the Company in their boiler house. The Company stated that an extra man was employed while the boiler capacity was taxed to its utmost, necessitating a considerable amount of work. When this condition of affairs was relieved the man was laid off, but the other men requested that the previous staff be maintained. The Director of Coal Operations declared his opinion that this dispute was covered by the clause in the agreement entitled "Management of the Mine and Direction of the Working Forces." This clause reads in part: "The right to hire and discharge, the management of the mine, and the direction of the working forces, are vested exclusively in the Company, and the United Mine Workers of America shall not abridge this right."

**ORDER No. 136.**—A dispute arose at the mines of the Canmore Coal Company regarding the rate of wages to a rope rider. The Company claimed that this employee was under age and therefore

was only entitled to a boy's wages. The men claimed that he was over eighteen years of age and had been performing this work for a considerable period, and they claimed further that there was no boy's rate in the agreement for this classification. It was ruled by the Director that as this employee was evidently performing the duties of a man, he should be paid at the rate specified in the agreement for a rope rider.

**ORDER No. 138.**—This Order has reference to the export of coal to the United States and reads as follows:

"Notice is hereby given that all coal operators in the provinces of Alberta and South Eastern British Columbia who desire to export coal to the United States should make application to the Canadian Trade Commission at Ottawa. The application should state the class of coal and be sent to this office for approval. If approved of, it will then be forwarded to the Canadian Trade Commission at Ottawa, who will issue a licence provided the conditions under which the export is made are satisfactory."

**ORDERS NOS. 142B, 142C, 142D, and 142E.**—In accordance with the agreement between the United Mine Workers of America and the Western Coal Operators' Association, (a copy of which was given in the January issue of the *LABOUR GAZETTE*, on page 72) which was confirmed by Order No. 141, it is directed by these orders that the terms and conditions as set out in the agreement shall be in force at all the mines of the Blue Diamond Coal Company, Limited, Brule, Alberta, at the Star Mine of the Canada West Coal Company, Limited, at Aerial, Alberta, at the mines of the Federal Coals, Limited, Lethbridge, Alberta, and at the mines of the Midland Collieries, Limited, at Midlandvale, Alberta. Other mines to which the agreement also applies were specified in Order 142, mentioned in the February issue of the *LABOUR GAZETTE*.

\*For details of previous orders see *LABOUR GAZETTE*, February, 1920, p. 177, and various preceding issues.

## FAIR WAGE CONTRACTS, FEBRUARY, 1920

**D**URING February the Department of Labour received for insertion in the LABOUR GAZETTE the following information relative to five fair wage contracts awarded by the Department of Public Works, all of which contained the usual fair wage clause providing for the payment of such wages as are current in the district in which the work is to be performed, the observance on the works under contract of the prevailing hours of labour, and otherwise to prevent abuses and to secure the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

## DEPARTMENT OF PUBLIC WORKS.

Construction of lavatory (toilet room) at Lorne Dry Dock, Lauzon, Que. Name of contractor, Jos. Gosselin Ltée, Lévis, Que. Date of contract, January 30, 1920. Amount of contract, \$3,150.

Supply of eleven pontoon discharge pipes for Dredge P.W.D. No. 3, Northumberland. Name of contractors, The Maritime Bridge Co., Ltd., New Glasgow, N.S. Date of contract, January 24, 1920. Amount of contract, \$4,485.

Grading and roadwork at Westminster Hospital, London, Ont. Name of contractor, Wm. H. Harvey, Deseronto, Ont.

Date of contract, February 7, 1920. Amount of contract: schedule of prices.

Construction of addition to wharf, Powell River, B.C. Name of contractors, Fraser River Pile Driving Co., Ltd., New Westminster, B.C. Date of contract, February 7, 1920. Amount of contract: schedule of prices.

Overhauling and repairing of Dredge "Fruhling" D.P.W. No. 303. Name of contractors, Wallace Shipyards, Ltd., North Vancouver, B.C. Date of contract, February 17, 1920. Amount of contract: schedule of prices.

## POST OFFICE DEPARTMENT.

The following is a statement of payments made in February for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of orders	Amount of Orders
Making metal dating stamps and type and making other hard stamps and brass crown seals.....	\$ 464.74
Making rubber stamps.....	158.01
Supplying stamping materials, pads and ink..	539.88
Supplying mail lag fittings.....	544.00
Repairing scales.....	7.20
Making up and supplying letter carriers' uniforms.....	21,124.95
Mail clerks' boxes and letter boxes repaired..	18.40
Repairing miscellaneous articles.....	14.50

## PRICES RETAIL AND WHOLESALE IN CANADA, FEBRUARY, 1920

PRICES continued to rise during the month, there being considerable increases in the retail prices of foods and in the index numbers of wholesale prices. There were seasonal changes in food with increases in potatoes, sugar, flour, bread, rice, and meats, but decreases in eggs and dairy products. In materials there were substantial increases in some lines of textiles, hides, metals, fuel and building materials.

In retail prices the average cost of a weekly budget of staple foods in some 60 cities was \$15.70 at the middle of February as compared with \$15.30 in January, \$13.41 in February, 1919, and \$7.75 in February, 1914. The chief increases were in potatoes, but meats, sugar and several other lines averaged higher, while eggs and dairy products showed some decreases. Coal averaged higher and wood lower while rents were upward.

In wholesale prices the index number rose to 343.5 for February as compared with 336.4 for January, 279.8 for February, 1919, and 136.6 for February, 1914. Grains and fodder were higher, but livestock and meats fluctuated and dairy products were down. Vegetables rose considerably while flour and sugar were higher. There were also increases in textiles, hides and leather, metals, fuel and building materials.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure

that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc.

Owing to varying local conditions and customs in cutting meats, in buying groceries in larger or smaller quantities, in buying wood four feet long or in stove lengths, etc., such comparisons will reflect general conditions better if averages over some time or for several cities are taken, and if the several articles are grouped together as in a family budget in order that the tendencies to be comparatively high or low in some cases may be offset by the opposite tendency in other cases. Owing to the difficulties in securing quotations for exactly the same quality of foods for each city, from month to month and year to year, or in obtaining and compiling figures from so large a number of dealers that the differences in quality would be largely eliminated in the averages for each city and province each month, it is preferable to make such comparisons by using index numbers calculated for each commodity from the prices reported by each dealer for each city, as is done in the Departmental index number of wholesale prices, and in the index numbers of retail food prices of various countries. The calculations of such index numbers involve the use of series of quotations over a considerable period of time, with somewhat elaborate statistics for proper weighting, and required considerable time for the calculation each month. The calculation of a family budget in terms of the average prices, for the Dominion, for each province or each city, is comparatively a simple and short process and affords approximately the same results in showing the comparative changes in prices levels from time to time.

The calculation and publication of such a budget each month in the LABOUR GAZETTE was therefore decided upon,



and commenced in August, 1915, as the index number of wholesale prices which had previously reflected approximately the changes in the cost of living no longer did so, owing to the violent changes in prices of metals, chemicals and other war materials included in the list. The budget adopted for this purpose and published in the LABOUR GAZETTE each month since August, 1915, appeared annually in an appendix to the reports on wholesale prices in Canada back to 1911, and also in the report of the Board of Inquiry into the Cost of Living, 1914-1915, including prices for December, 1900 and 1905. Only the commodities for which quotations were available back to 1910 were included, but arrangements were made to secure quotations for many more lines in the future with a view to the calculation eventually of a complete index number of the retail prices of all commodities of importance in family consumption.

This weekly budget for a family of five, including staple foods, laundry starch, coal, wood and coal oil, and rent, was based upon the estimated importance of the various commodities included, the quantities being slight modifications of those employed in similar calculations by the various official bodies. For some articles comparatively large quantities were included, owing to the omission of other important foods of the same class. For instance, the only fruits were evaporated apples and prunes and the only fresh vegetable was potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained. In fuel and lighting the quantities were estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance was made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of

the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

In the table of retail prices the list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun. The original list contained the thirty foods and groceries in the weekly family budget together with coal, wood, coal oil and rentals, and in 1916 it was extended to include forty-one foods and groceries, as well as seven other items covering fuel, light and rentals, so that quotations for this list of forty-eight items were published monthly from the beginning of 1916 until February, 1920. At this date quotations for wood in stove lengths and for mill wood, etc., were also included.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central without modern conveniences or with incomplete conveniences. From January, 1910, until September, 1911, rentals were quoted for simply "a typical workingman's

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		
	St loin steak, per lb.	Round Steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Stewing, per lb.				Fresh, roast ham, per lb.	Fresh chops, loin, per lb.	Salt, mess, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	Ham, boiled, sliced, per lb.
<b>Dominion Average</b> .....	cents 36.6	cents 32.8	cents 29.5	cents 23.8	cents 19.9	cents 25.9	cents 33.1	cents 36.2	cents 37.0	cents 40.7	cents 35.3	cents 52.2	cents 55.9	cent 67.2
<b>Nova Scotia (Average)</b> .....	33	34.4	31.0	26.4	22.6	23.1	29.3	37.3	36.5	37.0	34.5	48.2	52.5	67.5
1-Sydney.....	40	35	35	28-32	25-28	20-30	24-32	40	40	40	40	55	60	80
2-New Glasgow(a).....	30-35	30-33	22-25	20-22	18	25	24-32	28-30	25-30	30-35	30-35	50	55	65
3-Amherst.....	30-35	30-35	22-28	20-25	15-25	20-23	25	35	30	30-35	25-35	40-52	40-55	65
4-Halifax.....	45	32-40	35-38	32	22-25	22	35	45	42	45	35	45	50	60
5-Truro.....	40	37	35	32	25	22	.....	.....	33	35	35	45	50	60
<b>6-P.E.I.-Charlottetown</b> .....	25-30	25-30	25-30	20-25	16-20	12-14	20-25	25-30	32-35	32-35	35	46	48	55
<b>New Brunswick (Average)</b> .....	36.9	31.9	27.8	22.5	18.8	22.5	24.4	33.8	33.8	35.0	34.8	45.8	50.0	65.0
7-Moncton.....	35-40	30-35	28	24	18	20	30-35	35	35	35	35	43	50	70
8-St. John.....	45	35	35	25	22	25	35	40	35	40	35	50	55	70
9-Fredericton.....	35	30	28	23	20	20	30	35	35	35	34	40	45	60
10-Bathurst (b).....	30	30	20	18	15	.....	.....	25	30	30	35	45	50	.....
<b>Quebec (Average)</b> .....	30.7	30.3	28.5	21.3	18.1	24.2	30.7	30.9	33.8	34.1	32.4	52.6	53.8	66.4
11-Quebec.....	29-30	28-30	23-24	16-19	14	20-25	25-28	25-28	30-32	29-30	30-32	48	48	70
12-Three Rivers.....	38	35	30	25	22	20	30	35	35	35	35	55	60	75
13-Sherbrooke.....	25	25	25	20	18	18	.....	25	35	35	32	52	55	80
14-Sorel.....	30	30	25	20	15	25	30	25	32	35	32	55	55	65
15-St. Hyacinthe.....	28	28	20	20	.....	25	25	30	30	30	32	60	.....	40
16-St. John's.....	33	33	35	23	20	25	35	38	30	30	35	60	60	80
17-Theftford Mines.....	35	35	33	30	25	28	40	30	35	38	35	45	50	60
18-Montreal.....	25-30	25-30	22-28	15-18	14-18	18-25	30-38	38-40	38	40	35	45-48	48-52	60-65
19-Hull.....	30	30	20	20	15	33	25	30	35	35	25	52	52	65
<b>Ontario (Average)</b> .....	39.3	33.9	30.5	25.7	21.4	29.2	35.7	38.2	38.2	42.1	35.8	51.0	54.7	65.7
20-Ottawa.....	35	30	25	20-22	15-20	25	35-38	35	30-35	35	35	45	50	60
21-Brockville.....	32-35	28-30	25-27	20-25	20	.....	30	.....	33	34	35	53-58	56-60	65-68
22-Kingston.....	40-45	38-42	35-40	28-30	25	22	35	38	38-42	40-45	35	50	55	60-75
23-Belleville.....	35	30	35	25	20	30	40	40	35	35	.....	48	50	65
24-Peterborough.....	40	35	25	23	20	30	35	40	40	45	30	50	55	70
25-Orillia.....	35-38	30-32	25-30	23-25	17-18	32-33	25	30	30-32	38	.....	58	60	70
26-Toronto.....	27-40	25-30	25-35	20-25	15-20	20-30	25-30	40-45	32-35	40-45	35-40	45-50	50-55	60-65
27-Niagara Falls.....	45	40	32	28	25	30	40	45	40	45	35	50	52	60
28-St. Catharines.....	36-38	32-35	30-33	25-28	18-25	25-30	35-37	38	37	40-42	35	45	50	60
29-Hamilton.....	33	28	26	23	12.5-18	25	27	32	35	33	35	50	50-55	65
30-Brantford.....	40	35	32	28	25	35	30	35	45	45	40	50	55	65
31-Galt.....	45	38	35	30	28	28	35	45	40	45	40	48	50	65
32-Guelph.....	40	35	31-33	28-30	25-30	30-32	35	.....	35	42	33	46	50	65
33-Kitchener.....	35	30	30	28	23	35	.....	40	38	40	35	45	50	65
34-Woodstock.....	38-40	32-35	30	25	23	30	25	35-40	40-45	48	.....	50	55	65
35-Stratford.....	36	35	34	30	28	28	35	38	44	44	32	60	.....	65-80
36-London.....	35-40	30-35	32	25	20	25-30	.....	38	38	45	.....	50	52	55
37-St. Thomas.....	32-38	33	27	25	22	33	35	35	38	42	35	55	60	65
38-Chatham.....	42	38	29	25	20	32	34	40	38	45	35	60	65	80
39-Windsor.....	40	38	30-38	30	28	35	38	40	42	54	.....	50	55	60
40-Owen Sound.....	38	35	30	25-28	20-25	28-30	35	35	35-38	38	.....	50	55	60
41-Cobalt.....	40	35	35	22-30	13-23	40	40	40	40	40	.....	50-58	60	65
42-Sault Ste. Marie.....	40	35	30	25	15	35	30	35	35	35	.....	52	54	65
43-Port Arthur.....	40	35	30	25-28	18	25	42	45	45	50	45	55	60	75
44-Fort William.....	40	35	28	20	15-18	18-22	35	35	40	45-50	.....	55-60	60-75	.....
<b>Manitoba (Average)</b> .....	36.0	28.5	27.5	23.0	21.0	27.3	41.0	42.5	36.5	42.5	.....	50.0	55.0	72.5
45-Winnipeg.....	42	32	30	24	20	22	42	45	35	45	.....	55	60	80
46-Brandon.....	30	25	25	22	22	30-35	40	40	38	40	.....	45	50	65
<b>Saskatchewan (Average)</b> .....	36.7	30.0	26.7	22.7	20.0	21.3	36.0	36.7	35.3	41.7	32.0	56.7	61.7	70.0
47-Regina.....	35	30	28	25	25	25	38	40	38	40	32	60	65	80
48-Prince Albert.....	.....	25	25	18	12	15	35	35	33	45	.....	50	55	65
49-Saskatoon.....	35	25	27	25	23	27	35	35	35	40	.....	60	65	80
50-Moose Jaw.....	.....	35	27	25	23	27	35	35	35	40	.....	60	65	80
<b>Alberta (Average)</b> .....	33.8	19.3	18.8	21.3	17.0	18.8	33.3	37.5	38.3	43.8	37.5	58.3	62.5	70.0
51-Medicine Hat.....	35	30	30	22	15	20	35	40	38	40	35	65	70	70
52-Edmonton.....	25	22	25	18	15	15	25	35	40	45	40	50	55	65
53-Calgary.....	40	35	35	25	20	20	38	40	40	50	40	53	55	75
54-Lethbridge.....	35	30	25	20	18	20	35	35	35	40	35	65	70	70
<b>British Columbia (Average)</b> .....	40.1	34.0	29.6	22.0	20.2	27.1	39.0	41.7	41.4	48.3	39.5	58.1	63.4	71.1
55-Fernie.....	40	35	30	25	15	25	42	.....	42	50	35	55	60	70
56-Nelson.....	38	32	25	16	.....	20	40	40	40	45	.....	65	70	75
57-Trail.....	38	32	25	16	15	20	40	40	40	45	.....	62	64	70
58-New Westminster.....	40	30	25	25	18-22	30	40	40	40	45	45-60	50	60	70
59-Vancouver.....	42	35	45	22	22	30	35	48	40-45	45-60	45	50	55	65
60-Victoria.....	38	34	27	25	24	30	36	42	35	45	38	50	55	65
61-Nanaimo.....	45	40	30	25	25	35	40	40	45	45-60	.....	55-65	60-70	70-75

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Other varieties commonly sold.



## AND RENTALS IN CANADA AT MIDDLE OF FEBRUARY, 1920.

FISH																							
Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, fresh, per doz.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	(c) Other, fresh, per lb.	Other, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod, boneless, per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. can.	Canned salmon, med. red, lb. can.	Canned salmon, pinks, lb. can.	Lard, pure leaf, best, per lb.		
cts. 17.3	cts. 17.1	cts. 14.7	cts. 16.4	cts. 30.4	cts. 29.4	cts. 13.1	cts. 11.0	cts. 51.9	cts. 42.2	cts. 18.8	cts. 18.3	cts. 24.0	cts. 21.5	cts. 12.7	cts. 63.8	cts. 24.6	cts. 20.6	cts. 46.6	cts. 39.8	cts. 32.0	cts. 39.2		
13.8	14.0	12.0	9.0	32.8	30.0	7.0	7.0	60.0	60.0	18.0	18.0	15.0	.....	7.5	69.5	23.9	19.9	37.5	36.3	35.8	41.9	1	
8	.....	15	.....	25-30	.....	.....	.....	.....	.....	.....	.....	15	.....	75	25	25	15-22	30-35	.....	45	2		
14	14	9	9	40	30	7	7	60	60	18	18	.....	.....	9	60-65	23-25	20-30	40	35-40	30-35	40-45	3	
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	50	22	18	40	35	35	40	4	
12	12	12	12	30-35	30-35	.....	.....	.....	.....	.....	.....	15	.....	.....	65	18-20	18	.....	45	.....	38	6	
16.0	15.0	15.0	13.0	35.0	32.5	10.0	10.0	.....	.....	.....	.....	17.5	.....	10.0	67.5	23.8	17.0	35.0	35.0	30.0	37.8	7	
12	12	12	12	35	35	10	10	.....	.....	.....	.....	.....	.....	10	60	24	20	35	.....	30	36	8	
20	18	18	18	35	35	10	10	.....	.....	.....	.....	20	.....	60	60	25	15	.....	35	30	40	9	
.....	18	.....	14	30	30	8	8	.....	.....	.....	.....	15	.....	70	25	16	17-25	.....	30	40	35	10	
21.0	14.6	13.3	14.5	31.5	32.0	12.7	12.7	77.5	75.0	21.7	19.0	.....	.....	9.9	7.4	23.4	23.9	45.5	37.9	31.7	37.1	11	
.....	15	.....	13	30	30	14	14	.....	.....	.....	15	.....	.....	7.5	75	25	25	35	35	30	38	12	
.....	20	.....	15	35	35	12	12	80	80	.....	30	.....	.....	12	80	25	25	50	40	30	40	13	
.....	13	13	13	35	35	12	12	.....	.....	.....	15	.....	.....	10	60	.....	.....	45	40	35	38	15	
35	15	15	12	28	28	.....	.....	.....	.....	.....	15	.....	.....	12	60	.....	.....	40	35	40	40	16	
15	10.5	12	11.5	35	32	12	12	75	70	25	10	.....	.....	8	70-90	18-25	15-18	35-50	40	35	30	17	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	40	30	36	18	
17.0	17.9	15.7	16.4	29.6	29.3	14.4	11.0	45.5	28.3	19.7	19.9	24.3	20.3	12.3	65.7	24.8	20.0	49.1	40.2	32.4	32.4	19	
.....	25	.....	.....	30	30	.....	.....	.....	15	.....	.....	.....	20	.....	50	25	18	50	45	35	45	20	
15	10	12.5	10	30	30	.....	10	.....	15	15-18	15-18	.....	.....	.....	50	17-25	18	45	38	25	38	22	
16	.....	16	.....	28	28	10	.....	.....	.....	17	.....	.....	.....	10	25	25	20	50	45	35	30	23	
.....	.....	.....	.....	30	27	10	.....	.....	.....	20	.....	22	.....	10	75	25	18-22	50	45	40	40	24	
15	18	13-15	.....	25	25	8	8	.....	.....	15	.....	.....	.....	10	65	25	18	50	40	25	38	25	
20	.....	15	.....	30	30	15	15	.....	.....	18	18-20	20-22	.....	15	60	20	18	50	40	30	38	26	
22	15-18	.....	.....	30	32	15	.....	.....	.....	18	18	.....	.....	15	100	30	48-50	45	35-45	40	36	27	
.....	18	15	.....	30-35	30	15	1.00	.....	20	20	20-25	25	.....	13	75	.....	18	20	50	45	34	29	
.....	.....	.....	.....	33	30	15	.....	.....	20	20	20	25	15	.....	60	25	20	50	40	35	38	30	
.....	.....	15	.....	25-30	30	15	10	.....	.....	22	30-35	.....	.....	12.5	75	25	20-23	50	40	30	35	33	
.....	15-18	.....	.....	30	30	12.5	12.5	45	45	30	30	.....	.....	60	60	30	25	50	45	38	35	35	
.....	.....	10	10	25-30	30	15	15	.....	12	18	18-20	.....	.....	10	50	25	20-25	15-50	30-40	25	40	37	
18	.....	15	.....	30	30	15	15	.....	17-20	16-17	.....	.....	20	12	.....	18	18	45	40	35	45	38	
12	.....	.....	.....	35	35	15	.....	.....	12	.....	.....	.....	.....	8	70	25	20	45	40	30	40	39	
.....	20	.....	.....	30	30	10	6.3	.....	.....	15	.....	.....	.....	10	.....	20	20	45	40	30	40	41	
16-18	20	.....	.....	30	30	10	10	.....	45	25	22	.....	25	20	25	25	20	45	40-45	35	40-45	43	
16-18	16-18	15	.....	30	30	10	.....	25	25	18	18	18-20	18-20	15-25	75	25	18-20	50	40-45	25	40-45	44	
.....	.....	.....	.....	32.5	25.0	.....	.....	.....	.....	17.0	16	.....	.....	.....	.....	.....	20.0	49.0	40.0	30.0	43.5	45	
.....	.....	.....	.....	30	25	.....	.....	.....	.....	18	18	.....	.....	.....	.....	.....	20	48	40	25	45	46	
17.5	17.5	.....	18.0	.....	25.0	.....	.....	.....	.....	15.0	13.0	.....	25.0	15.0	87.5	25.6	21.0	40.0	41.3	27.5	41.7	47	
.....	20	.....	.....	.....	30	.....	.....	.....	.....	15	15	.....	.....	100	100	30	25	40	40	30	45	48	
.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	.....	25	15	.....	18	25	50	45	35	40	44	
17.5	15	.....	.....	.....	.....	.....	.....	.....	.....	15	12	.....	.....	15	75	20	20	45	40	25	40	50	
22.0	17.5	.....	27.8	24.0	14.4	12.5	12.5	.....	.....	14.2	13.8	32.5	25.0	17.5	15.0	23.8	23.0	47.5	40.0	31.3	42.1	51	
25	.....	.....	30	30	.....	.....	.....	.....	.....	15	15	35	35	20	15	25	30	55	40	30	38.5	52	
20	17.5	.....	25	23	15	12.5	.....	.....	.....	12.5	12.5	30	25	15	15	25	20	45	40	35	40	53	
25	.....	.....	28	25	15	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	25	25	45	40	25	45	54	
18	.....	.....	28	12.5	.....	.....	.....	.....	.....	15	.....	.....	.....	20	.....	25	22	45	40	35	45	54	
16.3	22.0	.....	30.0	29.5	30.0	10.7	.....	25.0	.....	17.5	18	28.3	25.0	13.9	30.0	25.9	22.1	47.8	40.5	29.1	40.6	55	
.....	22	.....	.....	30	30	.....	.....	.....	.....	18	17	.....	.....	16	16	27.5	22	55	45	35-40	43.3	56	
16	22	.....	30	30	.....	15	.....	.....	.....	.....	.....	.....	.....	16	25	25	22	45	38	27	40	57	
18	.....	.....	.....	30	.....	10	.....	.....	.....	.....	.....	30	25	15	28	25	25	45	40	25	40	58	
15	.....	.....	.....	28	.....	6.3	.....	25	.....	.....	.....	30	.....	10	25	20	20	50	35	35	55	59	
16	.....	.....	.....	30	.....	7	.....	.....	.....	.....	.....	25	.....	10	30	25	20	44	25	40	60	60	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	22-25	45-50	30-40	.....	.....	.....	61	



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY.	Eggs.					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
	Fresh specials, per doz.	Fresh, extras, per doz.	Fresh, No. 1s, per doz.	Fresh, No. 2s, per doz.	Storage, per dozen.		Dairy, solid, per lb.	Creamery, prints, per lb.		Old, per lb.	New, per lb.
<b>Dominion Average</b> .....	<b>83.9</b>	<b>76.7</b>	<b>71.3</b>	<b>71.4</b>	<b>63.5</b>	<b>14.0</b>	<b>65.9</b>	<b>73.9</b>	<b>43.3</b>	<b>40.7</b>	<b>38.0</b>
<b>Nova Scotia (Average)</b> .....	<b>78.1</b>	<b>80.0</b>	<b>80.0</b>		<b>72.5</b>	<b>14.0</b>	<b>67.6</b>	<b>78.0</b>	<b>44.6</b>	<b>39.5</b>	<b>39.3</b>
1-Sydney.....	70-75	80				14-16	14	85	45	40	
2-New Glasgow (d).....	70-80				70-75	13	65-68	70	42-45	37-40	38
3-Amherst.....	85		80			14f	68	80	45	40	40
4-Halifax.....	80					14	70	80	45		40
5-Truro.....											
<b>6-P.E.I.-Charlottetown</b> .....	<b>65</b>	<b>60</b>	<b>55</b>			<b>11-12</b>	<b>59-60</b>	<b>70</b>		<b>35</b>	<b>35</b>
<b>New Brunswick (Average)</b> .....	<b>80.0</b>	<b>80.0</b>			<b>70.0</b>	<b>14.1</b>	<b>66.0</b>	<b>73.0</b>	<b>43.8</b>	<b>39.0</b>	<b>37.0</b>
7-Moncton.....	80	80				14-15	70b	72	45		35
8-St. John.....	80	80			70	15	68-70	75	40		38
9-Fredericton.....	85	80			70	15	70	75	45	40	38
10-Bathurst (e).....	75				70	12	55	70	45		
<b>Quebec (Average)</b> .....	<b>80.1</b>	<b>76.1</b>	<b>67.2</b>	<b>67.5</b>	<b>64.2</b>	<b>14.8</b>	<b>66.0</b>	<b>70.5</b>	<b>41.2</b>	<b>39.3</b>	<b>36.4</b>
11-Quebec.....	90				60	16	62-65	68-70	40	38-40	34-36
12-Three Rivers.....	100	90			70	16	70	73	40	45	40
13-Sherbrooke.....	85	70			14.3f	14	65	75	40	40	
14-Sorel.....	90	70				14	65	70	40	35	35
15-St. Hyacinthe.....		75			60	14	65	70			35
16-St. John's.....	80	75	70	65	65	14	68	72	40	45	35
17-Thetford Mines.....	90	85	75	70	65		70	68	45	38	
18-Montreal.....	75-85	65-70			16	16	62-67	65-70	40-42	38	35-38
19-Hull.....	90		55		65	14	62	70	49	38	38
<b>Ontario (Average)</b> .....	<b>84.5</b>	<b>78.0</b>	<b>74.5</b>	<b>73.3</b>	<b>69.7</b>	<b>14.6</b>	<b>67.7</b>	<b>72.3</b>	<b>42.0</b>	<b>41.5</b>	<b>38.3</b>
20-Ottawa.....		85			65	14	68	73	38-40	45	35
21-Brockville.....	80-85	75			65-70	14	64-67	68-70	40-42	39	
22-Kingston.....	90-95	85-90	80-85			14-16	65-68	68-70	37-40	42	40
23-Belleville.....	65	62			60	13f	65		45	38	
24-Peterborough.....	85	80			65	13.6f	68	73	42	44	40
25-Orillia.....	75				65	14	65	70	42	45	40
26-Toronto.....	85				70	15.4f		75	42	40	38
27-Niagara Falls.....	85	80	72		16		73	73	42	40	37
28-St. Catharines.....	75				65	15	70	70	42		35
29-Hamilton.....	80-85	75	65			15	70	73	36		34
30-Brantford.....		80			70	14-15	72	73	43	40	40
31-Galt.....	70-75	70-75			70	12.5f	70	75	38-47	40	30
32-Guelph.....	80	80			70	14	670	74	43	45	40
33-Kitchener.....		85			68	14.3f	668	70	40	40	
34-Woodstock.....	75				70	12	665	72	44	40	40
35-Stratford.....	70-75					12	65	70	45	44	42
36-London.....	100	85	67		60	14f	70	73	38-42	42	38
37-St. Thomas.....	75	75				13.3f	70	72	42	43	40
38-Chatham.....	100	70	70	70	70	16	65	68	42	40	35
39-Windsor.....	85	85	80	80	70	16-20	72	75	45	45	40
40-Owen Sound.....		70				14.3f	65	70	40		38
41-Cobalt.....	100	80	75	70		20		75	42	40	40
42-Sault Ste. Marie.....	90	75				20	65	72	48	40	
43-Port Arthur.....	80					20		75	45	40	
44-Fort William.....	75-85	70-75				20	65-70	75	40	40	40
<b>Manitoba (Average)</b> .....	<b>100.0</b>		<b>67.5</b>			<b>16.0</b>	<b>70.0</b>	<b>75.0</b>	<b>44.0</b>	<b>40.0</b>	<b>40.0</b>
45-Winnipeg.....	125		60			15		75	45	40	
46-Brandon.....	90		75			17	70	75	43	40	
<b>Saskatchewan (Average)</b> .....	<b>80.0</b>	<b>80.0</b>	<b>70.0</b>		<b>70.0</b>	<b>16.7</b>	<b>63.3</b>	<b>73.8</b>	<b>46.3</b>	<b>41.3</b>	
47-Regina.....	100		70			15	65	75	45	40	
48-Prince Albert.....	85							70	45	40	
49-Saskatoon.....	55					16	60	80	45	40	
50-Moose Jaw.....		80			70	19	65	70	50	45	
<b>Alberta (Average)</b> .....	<b>82.5</b>	<b>75.0</b>	<b>75.0</b>	<b>72.5</b>	<b>60.0</b>	<b>15.7</b>	<b>70.0</b>	<b>76.3</b>	<b>45.0</b>	<b>37.5</b>	<b>38.8</b>
51-Medicine Hat.....	85		75			17	670	80	45	40	40
52-Edmonton.....	100	80	75	70	60	15.4f		75	45	35	35
53-Calgary.....	90			75		16		70	45	40	40
54-Lethbridge.....	95	70				14.3f	70	80	45		40
<b>British Columbia (Average)</b> .....	<b>70.3</b>	<b>71.7</b>			<b>65.9</b>	<b>17.3</b>	<b>70.0</b>	<b>80.6</b>	<b>47.5</b>	<b>42.2</b>	<b>39.1</b>
55-Fernie.....	85				70	16.7f	75	80	50	45	40
56-Nelson.....		85			75	20		85		45	
57-Trail.....	85				75	20		85		45	
58-Vancouver.....	70				55	16.5	675	80	50	40	
59-New Westminster.....	75	60			60	15	70	74	42	38	35
60-Victoria.....	70				55	15.4f	75	80	43	45	39
61-Nanaimo.....	65-80	65-75					65	80	45-50	40	40-45

AND RENTALS IN CANADA AT MIDDLE OF FEBRUARY, 1920.—Continued.

Bread, plain white, per lb.	Soda Biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLE (a)			
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				“B”, per lb.	Patna, per lb.	Japan, per lb.	Siam, per lb.		Tomatoes, 2½'s, per can.	Peas, standard, 2's, per can.	Corn, 2's, per can.	
cents 9.1	cents 20.9	cents 7.8	cents 7.6	cents 8.1	cents 8.8	cents 11.0	cents 15.8	cents 17.9	cents 18.5	cents 16.9	cents. 19.1	cents. 21.4	cents. 20.5	cents. 21.6	
9.5	21.4	7.9	8.1	8.2	8.5	9.1	16.4	16.5	17.0	16.5	21.0	23.7	21.1	22.5	
10	24	8.3	.....	8	8	8	18	.....	.....	.....	22 25	25	25	25	
9.3	20	.....	8.3	8	8	7-8	.....	12-15	.....	.....	15-20	20-25	15-20	25	2
8.7-10	18-20	7.7-8.3	7.9	7-5.8	6-10	8-12	15-20	.....	17	18	18-20	22-25	17.5-23	20-25	3
9.3	20	7.3	7.7	9	9	10	15	18	.....	15	25	20-25	20-25	20	4
9.3	24	7.9	8.3	8	8	10	15	18	.....	.....	20	25	20	20	5
7.3	18	7.5	7.3	8	8	10	16	.....	13	.....	20	18-20	15-16	18-20	6
10.5	20.0	8.2	7.9	8.4	8.5	9.3	15.0	19.5	18.0	16.3	20.0	20.5	19.5	19.5	
9.3-10	20	8.3	7.9	8-9	9	9	.....	.....	.....	16	20	20-22	18-20	22-24	7
10-10.7	20	.....	8.1	8	5-9	10	15	18-20	.....	15	20	20	20	18	8
10	20	8.1	7.7	9	8	10	15	20	18	18	22	18-20	18-20	16-18	9
12	20	8.1	.....	8	10	8	15	.....	.....	.....	18	22	20	20	10
8.2	20.4	7.7	7.7	8.1	9.2	11.0	15.7	18.9	17.0	17.0	19.2	19.9	20.4	20.7	
8.5	18	8.5	8.5	8	.....	.....	15	14	15	.....	16	20	18	20	11
8.7	22	8	8	.....	12.5	12	15	20	.....	.....	20	20-25	19-20	23-25	12
9.3	.....	8	7.9	10	8	.....	18	20	.....	16	20	20	20	20	13
8	20	.....	7.7	10	10	12	15	18	.....	.....	20	17	25	20	14
6.7	.....	.....	7.9	8	.....	.....	15	18	.....	.....	20	20	20	20	15
8	20	7.3	7.3	8	8	13	15	20	20	.....	20	20-22	20	20-22	16
6.5	.....	7.7	7.3	5.9	.....	10	15	.....	.....	.....	20	19-20	23-25	23-25	17
9.3	22	6.7-7.3	6.7-7.9	7.5	8.3-10	10-12	15-18	22	18	18	18-20	18-20	18-20	16-18	18
8.7	.....	7.9	7.5	7.5	7.5	8	.....	.....	15	.....	18	20	18	20	19
8.7	20.8	7.9	7.5	8.0	8.6	11.4	16.0	17.7	19.0	17.6	19.1	20.1	19.3	20.8	
9.3	20	8.8	7.3	9	8	12	.....	.....	25	20	20	20	20	25	20
8.3	24	8.3	8.3	7	7	10	18	.....	.....	.....	20	20	20	22	21
8.7	18	7.5	7.5	7	6	15	12.5	15	.....	.....	18	18	14	20	22
8	20	7.3	7.9	9	9	12	.....	18	.....	25	20	20	20	20	23
8.7	18	7.5	7.1	8	8	.....	15	18	20	.....	18	19-20	17-20	20-22	24
8.7	20	6.7	7.9	7	7	20	15	18	18	15	20	20	20	20	25
8	22	8.8	7.3	7.5	10	10	17	15	23	.....	18	20	20	18-20	26
7.3	18	9.2	7.5	7.1	8.3	10	18	20	20	25	20	19-20	18-20	18-20	27
8	20	6	6.7	6.3	7	10	15	15	17	15	17	18	19	18	28
8.7	20	9	7.9	10	10	10	20	20	20	22	20	18-20	18-20	18-20	29
8.7	22	6.9	7.7	8.3	8.3	10	15	20	15	20	20	20	20	20	30
7.3	20	7.7	6.9	8.3	8.3	15	15	15	18	15	18	22	20	20	31
8.7	22	7.5	7.1	8	10	15	.....	20	20	.....	20	20	20	20	32
8.7	22	7.7	7.7	7.1	8.3	8.3	15	20	20	15	20	20	20	20	33
8.7	20	.....	6.9	10	10	10	12.5	.....	17	.....	18	20	20	20	34
8.7	25	7.9	7.7	.....	9	9	.....	18	.....	.....	20	19-20	19-20	19-20	36
8.7	22	7.7	7.7	.....	10	10	15-20	15-20	15-20	15-20	18	20	20	20	37
8.7	22	7.9	7.7	.....	8	10	17	18	20	.....	18	25	20	25	38
8.7	20	9.4	8.8	7	10	15	15	12	15	.....	18-20	22-25	22-25	22-25	39
7.3	22	6.3-6.7	8	8	9	17	20	18	.....	18	18	18-20	18-20	20	40
12	20	8.1	8.1	8	8	10	13	20	20	18	20	24-25	19-20	24-25	41
9.3	20	8.3	.....	8	8	10	18	20	20	18	20	18-20	18-20	18-20	42
10	22	.....	.....	10	8	12.5	12.5	15	20	13	20	16.7-20	19-20	24-25	43
10	18-20	7.5	7.5	7.5-8	8	12	15	15	12.5	15	20	16.7-20	19-20	20	44
8.4	22.0	7.4	.....	7.7	10.0	12.5	13.0	17.5	17.0	14.0	18.0	24.0	22.0	24.0	
8	22	7.7	.....	8.3	10	15	15	20	17	15	18	25	25	25	45
8.8	.....	7.1	.....	7	10	10	13	.....	.....	13	18	23	18-20	23	46
7.1	22.3	7.3	7.2	8.0	10.8	12.5	13.3	20.0	12.5	16.8	18.8	25.8	23.6	24.6	
8.9	20	.....	7.3	8.5	10	15	12.5	20	12.5	15	20	25	23	25	47
.....	.....	.....	7.3	15	.....	.....	.....	.....	.....	17.5	17.5	22-25	22-25	22-25	48
8.3	22	.....	7.3	7.5	8.3	12.5	15	.....	.....	18	17.5	22.5-25	23	25	49
10	25	7.3	6.9	8	10	10	12.5	.....	12.5	12.5	20	25	25	25	50
9.2	21.8	7.2	7.5	7.9	7.6	10.0	.....	16.0	19.4	17.7	19.0	22.6	23.1	24.5	
7.7	20	7.1	.....	7	7.5	8.3	.....	.....	17.5	17.5	22.5	20.5-25	21-25	21-25	51
9.6	22	7.3	7.7	8	7	10	.....	.....	20	20	17.5	22.5	22.5	25	52
9.6	25	.....	7.3	7.5	10	12.5	.....	20	20	18	18	22	25	25	53
10	20	.....	7.5	9.2	6	9	.....	12	20	17.5	18	23	22	25	54
9.9	20.9	7.6	7.5	8.4	9.1	11.9	18.5	.....	21.1	19.7	17.5	22.6	22.4	22.7	
10	22	7.7	7.7	8.1	9	12.5	.....	.....	20	20	17.5	20	22.5	22.5	55
10	20	8.1	.....	8.1	8.5	12.5	.....	.....	25	.....	20	25	25	25	56
10	20	.....	7.5	7.5	9	12.5	.....	.....	23	.....	20	25	23	25	57
9.8	20	7.7	7.7	8.5	10	10	20	.....	.....	15	17.5	22.5-25	20	22.5-25	58
9.8	18	7.7	7.5	8.5	10	12.5	.....	.....	20	18	15	20	20	20	59
9.8	28	7.3	7.3	8	8	12.5	17	.....	.....	17	17	23	23-25	20	60
9.8	17-20	6.9-7.1	.....	10	8-10	8.5-12.5	.....	17.5-20	.....	.....	14-16	18-25	20-25	20-25	61

(a) Per single can and in lots of less than six. (b) Dairy Prints. (c) White and yellow. (d) Including Westville, Stellarton, and Trenton. (e) Representing the former Newcastle district. (f) Price by single quart is higher.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING,

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow red, etc. per lb.	POTATOES		APPLES			Prunes, medium size, per lb.	Raisins, seeded, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (90 lb.)	Per peck, (15 lbs.)	Fresh, best or eating, per gall.	Fresh, cooking, per gallon.	Evaporated, bright, per lb.			
<b>Dominion Average</b> .....	cents. 11.6	cents. 10.0	\$ 3.91	cents. 69.8	cents. 53.0	cents. 39.7	cents. 27.9	cents. 26.0	cents. 23.5	cents. 31.9
<b>Nova Scotia (Average)</b> .....	12.8	9.5	3.96	64.4	39.2	29.5	27.3	24.1	23.9	30.8
1-Sydney .....	14	9	4.50	75		33	24	25-30	25-30	30
2-New Glasgow (b) .....	12	7-8	4.95		a50	a35		20	17-20	
3-Amherst .....	12 14	8-10	2.10-3.38	45-60	25-40	25	20-30	25	22-25	30-35
4-Halifax .....	13	12	4.00	70	35	25	30	25	25	30
5-Truro .....	12	10	3.60	60			30	23	25	
6-P.E.I.-Charlottetown .....	12	10	1.92	32				24	25	30
<b>New Brunswick (Average)</b> .....	11.8	9.3	3.75	66.3	32.5	24.3	25.3	24.5	21.9	33.6
7-Moncton .....	13	9	3.00	60	35	30	24	22	22	33
8-St. John .....	10	9	4.50	75	20-40	12-25	25	25	18	33
9-Fredericton .....	12	7	4.25	75			27	26	25	35
10-Bathurst (d) .....	12	12	3.25	55				25	22-23	33
<b>Quebec (Average)</b> .....	11.0	11.1	3.58	64.7	46.9	33.0	27.1	25.6	22.4	35.1
11-Quebec .....	9	12	2.50	60			20	25	20	
12-Three Rivers .....	12.5	12	c3.38	50			30	30	30	35
13-Sherbrooke .....	12.5	10	4.50	75				30	30	30
14-Sorel .....	13	10	2.25	45			30	25	20	30
15-St. Hyacinthe .....	10		3.22		25	25			18	
16-St. John's .....	8	10	4.00	70			30	25	20	20
17-Thetford Mines .....	12	10	3.60	60	a60			22		
18-Montreal .....	12-12.5	15	4.50-4.75	75-90	45-60	38-40	23-32	25-30	25-27	30-35
19-Hull .....	10	10	4.15	75	50	30-40	25	20	25	28
<b>Ontario (Average)</b> .....	11.5	11.0	4.15	74.9	41.4	38.1	27.3	25.3	25.0	30.2
20-Ottawa .....	15	10	4.00	70	50	40	30	30	25	30
21-Brookville .....	10-12.5	10-12.5	4.80	85-90			25	25	23	30-35
22-Kingston .....	7	12	4.00-4.50	80-90			25	20	20-22	28
23-Belleville .....	12.5	12.5	4.50	80	a50		30	30	27	30
24-Peterborough .....	12.5	10	4.50	80	a35	30	25	25	20	28
25-Orillia .....	10	16	4.00	70	25	20	28	25	25	30
26-Toronto .....	13	12.5	4.50	80				25	30	30
27-Niagara Falls .....	12.5	12	4.75	80	a52.5	a44.5		30	27	30
28-St. Catharines .....	12.5		4.80	80		a44.5	28	28	25	28-30
29-Hamilton .....	10	10	4.50	75	50	50		15	18	27
30-Brantford .....	10	15	4.00	75				25	25	30
31-Galt .....	10	12.5	4.00	75			25	20-30	25-30	30
32-Guelph .....	10	10	4.00	75				30	25	35
33-Kitchener .....	10	10	4.35	75	38	33	20	25	28	30
34-Woodstock .....	10	12.5	4.75	80	40	30	20	25	25	30
35-Stratford .....	12.5	15	3.75-4.25	75	50	50		25-30	25	28
36-London .....	12.5	10	4.50	80	50	40		28-30	25	30
37-St. Thomas .....	10	12.5	4.60	80	50	40		30-30	25	28
38-Chatham .....	12.5	8	3.50	70	40-50			28-30	25	32
39-Windsor .....			5.00	85			45	30	25	25
40-Owen Sound .....	10	8	4.00	70				25	30	35
41-Cobalt .....	15	10	3.00	60	45	40	25	25	25	32
42-Sault Ste. Marie .....	12	8	4.50	90	50	40	25	20	25-30	30
43-Port Arthur .....	12.5	8.3	2.75	50				20	20	35
44-Port William .....	10-15	6.3	2.25-2.75	40-50	80		30-35			
<b>Manitoba (Average)</b> .....	13.0	7.5	3.38	50.0	93.8	62.5	25.0	27.5	25.0	30.0
45-Winnipeg .....	13	10	c3.75		a93.8	a62.5	25	30	32	30
46-Brandon .....	13	5	3.00	50			25	25	18	30
<b>Saskatchewan (Average)</b> .....	11.9	9.1	3.59	77.5	83.6	56.5	30.0	27.5	21.3	36.3
47-Regina .....	12.5	8	3.60		a75	a46.9	25	35	15	35
48-Prince Albert .....	12.5	10	3.40	90			35	25	25	35
49-Saskatoon .....	12.5	8.3	3.60		87.9	a60	35	25	25	35
50-Moose Jaw .....	10	10	3.75	65	a87.9	a62.5	25	25	20	40
<b>Alberta (Average)</b> .....	10.9	7.9	3.55	57.5	67.8	53.7	32.5	27.5	25.0	35.0
51-Medicine Hat .....	12.5	8.3	4.00		a75	a60.5	30	30	20	35
52-Edmonton .....	10	7	3.00	50	a60.5	a46.9	35	25		30
53-Calgary .....	11	8.3	c3.60				35	30	30	40
54-Lethbridge .....	10	8	3.60	65			30	25	25	35
<b>British Columbia (Average)</b> .....	11.3	9.1	4.28	75.0	75.0	45.5	28.4	29.1	28.2	32.1
55-Fernie .....	10	8	4.50	65	a60		25	30	30	35
56-Nelson .....	12.5	8	4.75					30	30	35
57-Trail .....	12.5	8	4.25					25	30	35
58-New Westminster .....	12.5	8	c4.05	75	a75	a45		35	32	30
59-Vancouver .....	10	12.5	4.25	75				35	23	30
60-Victoria .....	10	8	c4.28	85	a90	a37.5		20-30	20-27.3	25-30
61-Nanaimo .....	10-12.5	10-12	3.65-c4.05		a75	a56				30



AND RENTALS IN CANADA AT MIDDLE OF FEBRUARY, 1920.—Continued.

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Corn, Syrup, per 5-lb. tin.	Honey, clover, strain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's, per can.	Pears, 2's, per can.	Plums, 2's, per can				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packages), per lb.	Green, medium (in bulk), per lb.	Green, medium, (packages, per lb.
\$ 1.34	1.29	cents. 38.6	cents. 37.3	cents. 25.7	1.050	cents. 61.0	\$ 1.740	cents. 18.1	cents. 15.2	cents. 64.2	cents. 65.4	cents. 67.3	cents. 67.4
1.20	1.04	39.2	38.8	26.3	1.12	78.8	1.80	16.3	15.4	61.0	64.5		60.0
.90	.90					60		17	16	60-75	70		
1.10-1.50	1.10-1.50	35-40	35-40	25-30	1.25	55-75		16-17	15-16	60-65	70		
1.35	1.25	40	40	25	1.00	1.25	1.80	15-8-16	14-13.2	50-60	60-65		60
1.25	1.25	40			1.10	65		16	16	60	60		
										60	60		
1.25	1.25	35	30	25	1.00	50	1.50	16	15	60	65		
1.30	1.23	40.8	41.8	40.0	1.13	58.3	2.00	15.9	14.8	55.0	60.0	62.5	60.0
1.30	1.25	40	40	40	1.00	65		15.4	14.3	55	55		
1.35	1.35					60	2.00	16.7	15.4	55	65	55	60
1.25	1.25				1.25	50		15.4	14.3	55	60	70	
		38-45	40-47	40				16	15		60		
1.38	1.37	30.8	40.5	28.0	1.18	61.1	1.65	16.1	15.1	67.8	64.4	67.7	61.1
							1.50	16	15	70	65	70	65
1.50	1.40	40	40	30	1.25	60	1.50	16	15	60	50	70	50
1.50	1.50	40	40	30	1.15	65	2.25	16	15	70	70	70	70
1.25	1.25	40	40	25		65		16.7	16.7	70	70	70	
								16	14.8		60		60
1.40	1.40				1.40	60	1.50	16	14.3	70	60	70	60
1.40	1.40	40				65		16		75	80	65	
1.25-1.50	1.25-1.50	40	40-45	30	.90-95	60-65	1.50	16	15	55-60	70	45-60	70-75
1.25	1.25	45	40	25		50		16	15	70	60	70	50
1.34	1.31	37.4	33.6	28.1	1.04	62.2	1.66	15.3	15.3	65.0	67.6	65.1	67.4
1.35	1.35	40	40	35	1.10	60	1.75	16	15	70	70	70	
1.25	1.20	40	40	35	.95	60-65	1.50	15.4	15.4	60	70	60	60
1.25	1.25				1.25	50		16	14.3	70	60	70	60
1.45	1.35			25	1.00		1.75	16	15.4	70	60		
1.40	1.35	30	30	25	1.25	60	1.60	16	15.4	70	70	75	70
1.25	1.25			20	1.10	65	1.75	16	14.8	50-60	70	50-60	70
1.25	1.15	40	30	30	1.00	28	1.65	16	16	60	70	60	70
1.45	1.25	40	40		1.00		1.75	16.7	15.4	75	70	70	70
1.40	1.40	30	28	22		65	1.75	16	15.4	60-70	70	55-65	70
1.15	1.00			85		55	1.45		11.5	60	70	60	70
1.40	1.40	35	35	30	1.00	65	1.50	16.7	15.4	70	70	85	
1.30	1.20	30	35-40	20	.90-1.00	65	1.75	16.7	16.7	60		60	
1.40	1.30			25	1.00	65	1.50	16.7	16.7	60	65	60	65
1.45	1.45	35	30	25	.95	60	1.25	16.7	16.7	65	70	65	70
1.25	1.25	45	40	35	1.00	60	1.50	16.7	16	60	70	70	70
1.50	1.50	30	30		1.00	85	1.75	16	15	65	70	65	70
1.25	1.25				1.00	60	1.60	16.7	15.4	65	65	70	65
1.40	1.40	35	30	25	1.25	55	1.50	16	14.8	60	70	60	70
1.25	1.25	30-35	20	30	1.00-1.25	65	1.75	16.7	16.7	60-80	70-80	60-80	70
1.60	1.60	45	45	45	1.20	95	2.00	16.7	14.3	50-80	50-80	50-80	50-80
1.35	1.35				.90	60	1.65	16.7	14.3	70	60	60	70
1.35	1.35	35	30	25	1.00	65	1.75	14	13.1	65	70	70	70
1.25	1.25	40	40	30	1.00	60	1.75	16.7	16.7	65	70	65	70
1.40	1.35	40-60	35	25-30	1.00	65	1.75	16.7	16.7	60-70	65	60-70	60
1.25	1.25	30-50	25	25	1.00	60	1.90	16.7	15.4	60-70	55	55-60	55
1.38	1.33	3.75	35.0	26.5	1.00	72.5	1.85	16.4	16.6	70.0	72.5	70.0	72.5
1.40	1.30	40	35	30	1.00	80	1.85	16	16.5	70	75	70	75
1.35	1.35	35	35	23	1.00	65	1.90	16.7	16.7	70	70	70	70
1.30	1.29	33.8	35.0	23.8	1.08	70	1.53	15.3	13.7	67.5	70	67.5	68.8
1.25	1.25	30	25	25	1.00	70	1.75	17.5	15	70	65-75	70	65-75
1.35	1.35	35	45	25	1.00	75				70	75		80
1.35	1.30	35	35	20	1.05	70	1.10	16	15	65			65
1.25	1.25	35	35	25	1.25	65	1.75	12.5	11.1	65	65	65	60
1.38	1.30	45.0	45.0	30.0	.99	73.3	2.08	16.0	14.7	60.0	72.5	75.0	73.8
1.35	1.35	40	40	25	1.00		1.85	16	15	55	65		65
1.35	1.25	40	40	25	.95	65	2.00	16.7	15.4	50	75	75	75
1.40	1.30	45	45	40	.95	75	2.20	16	16	70	75	80	80
1.40	1.30	55	55	30	1.05	80	2.25	15.4	12.5	65	75	70	75
1.38	1.35	39.3	41.1	26.3	1.05	70.6	1.95	15.7	15.2	63.2	62.9	72.5	77.5
1.35	1.25	30	45	30	1.35	65	2.25			70	70	55	
1.50	1.50	25	25		1.00	75	2.00	15	15	65	50	75	
1.30	1.30	30	48		1.05	70	1.70	15	15	65	50	60	
1.40	1.40	50	50		1.00	70	1.75	16	15	60	65	75	
1.40	1.30	35	35	25	.95	65	1.85	16	15	55	75	70	
1.29	1.29	60	50	20	.98	74	2.10	15.4	15.4	60	65	75	80
1.40-1.45	1.40-1.45	45	35	25-35	1.00-1.10	70-80	2.00	17	16	50-85	65	60-75	

a. Calculated price per gallon from rate.

b. Including Westville, Stellarton, and Trenton.

c. Calculated per bag from rate quoted.

d. Representing the former Newcastle district.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½ lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ¼ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans, roasted, Rio, etc., per lb.								Laundry standard, per bafr.	Toilet, castile, per lb.
<b>Dominion Average</b> .....	cents. 59.9	cents. 55.8	cents. 29.5	cents. 14.3	cents. 10.0	cents. 15.1	\$ 1.18	cents. 9.2	cents. 14.2	cents. 10.1	cents. 23.9
<b>Nova Scotia (Average)</b> .....	61.0	55.0	32.0	12.3	8.6	14.5	.950	7.9	14.9	11.4	25.0
1-Sydney .....	60		33	13	8	14	1.00	10	15	12	
2-New Glasgow (e) .....	60		30-35	10-12.5	7-10	10-14	1.00	6-7	14-15	10	
3-Amherst .....	60-70	60	30-35	10-12	6-15	15-18	90-1.00	6-8	15	10-12	25
4-Halifax .....	60	45	30	13	8	15	.80	6	15	12	
5-Truro .....	60	60		13	8	15	1.00	10	15	12	
<b>6-P.E.I.—Charlottetown</b> .....	60	60	25	15	7	15	1.00	7	14		24
<b>New Brunswick (Average)</b> .....	63.8	55.0	27.5	12.5	8.4	14.3	.90	6.0	15.0	10.3	25.0
7-Moncton .....	65	50	25	12	6	15	.90	6	15	10	25
8-St. John .....	65	60	30	13	10	12	.90	6	16	10	25
9-Fredericton .....	60		30	10	8	15	.80	7	14	11	25
10-Bathurst (e) .....	65		25	15	7-12	15	1.00	5	15	10	
<b>Quebec (Average)</b> .....	58.4	56.8	28.4	14.6	10.8	16.5	1.08	9.2	13.8	9.8	22.0
11-Quebec .....	55-60	55	25	18-22	8	10-12.5			12-14	10	
12-Three Rivers .....	60	50	30	15	10	15	1.20		15	10	20
13-Sherbrooke .....	65		30	15	10	15		6	15	10	25
14-Sorel .....	45	60	30	13	10	15	1.00	10	15	9	
15-St. Hyacinthe .....	70	70	25	16	16	20	.80	10	13		
16-St. John's .....	60-70	50-55	25-30	13-15	7-8	12.5-18	80-1.00	10	13-15	9-10	13
17-Theftford Mines .....	50	50	25	10	10	15	1.00	10	13	10	25
18-Montreal .....	50	50	25	10	10	15	1.00	10	13	10	25
19-Hull .....	50	50	25	10	10	15	1.00	10	13	10	25
<b>Ontario (Average)</b> .....	59.4	56.7	30.2	13.1	9.8	15.5	125.0	9.1	13.1	10.7	22.1
20-Ottawa .....	60	60	30	10	8	15	1.10	10	15	11	25
21-Brockville .....	55		30	15	10	20	1.00	8	12.5	10	
22-Kingston .....	60		25	12.5	6	15	1.30	8	13	10	25
23-Belleville .....	60	60	30	12	10	15	1.20	10	12.5	12	
24-Peterborough .....	65	60	40	15	8	15	1.20	8	14	11	18
25-Orillia .....	50	60	25	15	10	15	1.00	10	15	10	24
26-Toronto .....	60	60	30	13	10	20		10	13	10	25
27-Niagara Falls .....	65	55	30	14	10	17		10	13	11	
28-St. Catharines .....	60-70		30	13	10		1.20	8	13	12	
29-Hamilton .....	60	60	25	10	10			5	9	9	
30-Brantford .....	70	60	30	15	10	30		10	15	10	25
31-Galt .....	65	65	35	13	12	15	1.10	10	15	12.5	20
32-Guelph .....	55	45	30	15	14	15	1.00	12	13	11	
33-Kitchener .....	50	40	30	12	7	17	1.50	10	15	12	18
34-Woodstock .....	65	50	30	13	7	13	1.40	10	12.5	12.5	20
35-Stratford .....	60	60	25	14	15	10	1.60	10	12.5	10	
36-London .....	60	60	30	15	10	12.5		7	13	10	
37-St. Thomas .....	60	50	30	12.5	10	15	1.00	8	12.5	12	25
38-Chatham .....	55-60	55	30	13	10	15	1.25	8	14	12	18
39-Windsor .....	50-65	50-65	50	10	10	15	1.50		12.5	10	
40-Owen Sound .....	65	65	30	12.5	5	15	1.10	7	12.5	10	45
41-Cobalt .....	60	55	35	13	15	10	1.50	10	15	10	
42-Sault Ste. Marie .....	45	50	25	15	7	15	1.00	10	15	10	
43-Port Arthur .....	50-60	55-70	25	15	10	15	1.40	10	10	10	
44-Fort William .....			25	10	10	12.5	1.70	10	10	10	
<b>Manitoba (Average)</b> .....	60.0		30.0	15.0	10.0	15.0	1.25	10.0	15	9.0	29.0
45-Winnipeg .....	65		35	15	12	15	1.25	10	15	10	28
46-Brandon .....	55		25	15	8			10	15	8	30
<b>Saskatchewan (Average)</b> .....	60	50	30	16.7	12.5	15.0	1.40	10	19.3	10.8	25.0
47-Regina .....	65		30	20	15	15	1.40		20		
48-Prince Albert .....	60		30	15	10	15				12.5	25
49-Saskatoon .....	50	50	30		15	15	1.20	10	18	10	25
50-Moose Jaw .....	65		30	15	10	15	1.60	10	20	10	
<b>Alberta (Average)</b> .....	62.0	52.5	2.88	16.3	9.3	13.8	1.28	10.0	15.6	10.3	27.5
51-Medicine Hat .....	55	50	30	15	8	15	1.35	10	17.5	10	25
52-Edmonton .....	60	55	25	15	10	10	1.10	10	15	10	
53-Calgary .....	65	65	30	15	8	15	1.10	10	15	11	30
54-Lethbridge .....	68	50	30	20	10	15	1.55	10	15	10	
<b>British Columbia (Average)</b> .....	69.3	57.1	28.6	20.4	11.3	14.0	1.240	11.6	14.4	7.4	25.3
55-Fernie .....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson .....	60	60	30	25	15	15	1.30	15	15	9	
57-Trail .....	50	50	30	22	15	12.5	1.40	15	16	8	
58-New Westminster .....	65	65	30	20	10	15	1.20	10	12.5	6g	25
59-Vancouver .....	55	55	25		10	12.5	1.15	10	12.5	6g	21
60-Victoria .....	55	55	30		9	14	1.10	9	15	7g	
61-Nanaimo .....	50-80	55-65	25-35	20	5-10	12.5-15	1.10-1.20	10	15	5g	

(a) Calculated from price quoted. (b) Natural gas u.s.d. (c) Lignite. (d) Jackpine, poplar, etc. (e) Including Westville, Stellarton and Trenton. (f) Representing the former Newcastle district. (g) Small bar. (h) Lower prices than this to miners and for run of mines coal.

## AND RENTALS IN CANADA AT MIDDLE OF FEBRUARY, 1920.—Concluded.

COAL		WOOD						Coal oil, per gallon.	RENT			
Anthracite, per ton.	Bituminous, per ton.	Hard (long), per cord.	Hard (stove lengths), per cord.	Soft, best (long), per cord.	Soft (stove lengths), per cord.	Millwood cuttings, etc., per cord.			Matches, parlour per box.	Six-roomed house with modern conveniences, per month.	Six-roomed house without or with complete modern conveniences, per month.	
\$ 14.27	\$ 10.88	\$ 11.99	\$ 13.82	\$ 9.44	\$ 10.89	\$ 10.15	cents 32.4	c. 15.0	\$ 22.63	\$ 15.89		
15.630	8.77	9.00	9.75	6.50	7.00	10.00	33.2	14.2	17.88	12.83		1
.....	7.20	5.00	6.00	4.00	5.00	.....	35	15	14.00-18.00	8.00-12.00		2
.....	7.75-8.00	8.00	a8.00	8.00	a8.00	.....	35	15	18.00-25.00	12.00-18.00		3
17.00	10.50	14.00	15.00	9.00	9.00	10.00	33	15	15.00	.....	.....	4
14.25	9.50	9.00	10.00	5.00	6.00	.....	28	11	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	35	15	13.00-20.00	12.00-15.00	.....	6
17.00	10.50	10.00	12.00	8.00	10.00	a10.50	30.32	15	15.00	11.00	.....	7
16.50	10.69	11.75	13.25	7.33	8.50	6.19	2.98	12.5	20.75	16.25	.....	8
.....	10.50	10.00	12.00	7.00	8.00	.....	30	15	25.00-35.00	18.00-24.00	.....	9
16.50	11.00-13.25	15.00	16.00	8.00	9.00	a7.58	26-32	15	15.00	12.00	.....	10
.....	10.50	13.00	14.00	6.00	7.00	a4.80	28-32	15	18.00	14.00	.....	11
16.50	10.50	9.00	11.00	8.50	10.00	.....	30	15	20.00	18.00	.....	12
13.62	10.38	12.71	15.36	9.79	10.90	10.28	30.1	14.9	16.67	11.63	.....	13
13.50	11.75	a13.33-14.67	a13.33-14.67	a13.33-12.67	a13.33-12.67	a9.00-10.50	22	15	17.00-20.00	.....	.....	14
14.50	10.00	12.00	18.00	9.00	12.00	8.00	30-35	15	20.00	12.00	.....	15
13.50	11.50	12.00	14.00	10.00	12.00	.....	25	.....	16.00	14.00	.....	16
13.00	10.00	12.00	13.00	7.00-9.00	8.00-10.00	38.00	35-40	15	14.00	7.00	.....	17
13.00	.....	.....	a16.00	13.33	a9.33	.....	36-38	.....	15.00	10.00	.....	18
13.50	9.00	14.00	17.00	9.00	10.00	a12.00	25-30	15	10.00-12.00	6.00-10.00	.....	19
14.00	.....	11.00	.....	6.50	.....	.....	30	15	20.00	15.00	.....	20
13.00-13.50	10.00	13.00-15.00	15.00-16.00	10.00-11.00	12.00	12.00-14.50	28-32	14-15	14.00-18.00	12.00-13.00	.....	21
13.25-13.50	.....	.....	.....	.....	.....	.....	28-30	.....	17.00-22.00	12.00-17.00	.....	22
13.74	10.86	13.22	14.78	10.35	12.08	11.11	29.0	15.0	23.73	16.78	.....	23
13.25-13.50	.....	12.50	14.00	8.00	.....	10.00	28-30	15	20.00-28.00	15.00-20.00	.....	24
12.00	.....	.....	a19.39	.....	a17.54	a16.67	28-30	15	18.00	12.50	.....	25
12.50	10.00	.....	14.00	10.00	11.00	13.00a	28-30	15	18.00-25.00	15.00-20.00	.....	26
13.25	10.75	14.00	15.00	11.00	12.00	10.00	25	15	20.00-25.00	18.00-20.00	.....	27
13.50	10.50	10.50	11.00	6.50	7.00	4.50	28-30	15	18.00-25.00	14.00-18.00	.....	28
14.50	9.50	11.00	12.00	8.00	.....	a8.40	30	15	13.00-16.00	11.00-13.00	.....	29
12.75	b	16.00	17.00	14.00	15.00	12.00	.....	15	35.00	25.00	.....	30
13.00	b	b	b	b	b	b	30	15	18.00-25.00	15.00-20.00	.....	31
.....	12.90	14.00	14.00	12.00	12.00	.....	23	12	25.00-30.00	19.00-20.00	.....	32
13.50	9.50	16.00	16.00	12.00	12.00	a10.00	28	15	20.00-30.00	15.00	.....	33
14.00	14.00	.....	16.00	12.00	12.00	a12.00	30	15	18.00	14.00	.....	34
14.00	10.50	16.00	17.00	12.50	13.50	a13.50	25	15	20.00-22.00	10.00	.....	35
11.50-14.00	10.50	14.00	16.00	11.00	12.50	a12.50	32	15	30.00-35.00	20.00	.....	36
14.00	10.00	12.50	15.00	11.00	14.00	a13.33	32	15	15.00	10.00	.....	37
13.00	13.50	16.00	13.60	13.60	.....	.....	30	20	20.00-25.00	13.00-15.00	.....	38
14.00-14.50	13.00	.....	18.00	14.00	12.00	.....	30	14	20.00-35.00	16.00-25.00	.....	39
14.00	10.00	12.00-13.00	.....	.....	.....	.....	28	15	18.00-25.00	12.00-17.00	.....	40
14.50	10.00	.....	.....	.....	.....	.....	30	15	18.00-20.00	12.00-15.00	.....	41
14.50	19.50	.....	.....	.....	.....	a9.00-12.00	22-28	15	30.00	22.00	.....	42
13.50	9.00	12.50	12.50	10.00	10.00	.....	30	15	13.00-16.00	10.00-13.00	.....	43
16.50	.....	12.00	a15.00	10.00	a14.25	.....	30	15	22.00	14.00	.....	44
13.50	11.00	11.00	15.00	8.00	12.00	8.25	30-35	15	25.00	20.00	.....	45
14.75	11.50	.....	.....	10.00	11.00	.....	.....	13.3	25.00-35.00	15.00-25.00	.....	46
14.50	10.50	11.00	a9.14	9.00	a7.62	.....	30	15	25.00-35.00	15.00-25.00	.....	47
17.63	12.50	11.00	12.50	10.00	11.25	.....	28.5	15.0	26.25	18.88	.....	48
16.25	12.50	a11.00	16.25	10.00	11.50	.....	30	15	25.00-35.00	17.50-25.00	.....	49
19.00	12.50	a11.00	a12.50	10.00	11.00	.....	27	.....	20.00-25.00	15.00-18.00	.....	50
22.50	11.12	13.09	14.00	11.50	11.50	10.50	38.1	15	33.33	17.50	.....	51
.....	11.85	a13.00	a14.00	11.00	12.00	12.00	40-45	15	.....	15.00-20.00	.....	52
.....	.....	.....	.....	.....	.....	.....	35	15	.....	.....	.....	53
.....	9.00-11.00	.....	.....	11.00	10.50	9.00	40	15	30.00-40.00	15.00	.....	54
.....	11.50	.....	.....	12.00	.....	.....	35	15	30.00	20.00	.....	55
.....	7.46	b	b	b	13.00	10.00	36.7	16.3	28.75	17.26	.....	56
.....	b	.....	.....	.....	b	b	35	15	25.00	15.00	.....	57
.....	6.50	.....	.....	.....	.....	a9.00	35	15	35.00	20.00	.....	58
.....	8.75-9.75	.....	.....	.....	a13.00	a11.00	40	15	30.00	20.00	.....	59
.....	6.75	.....	.....	.....	.....	.....	40	20	25.00	14.00	.....	60
.....	11.41	.....	.....	8.63	11.66	6.28	4.39	18.3	21.83	18.00	.....	61
.....	a6.70	.....	.....	.....	.....	12.00	50	.....	20.00	.....	.....	62
.....	12.00	.....	.....	11.00	a13.50	.....	60	.....	17.00	.....	.....	63
.....	12.00	.....	.....	8.00	a12.75	.....	40	15	30.00	20.00	.....	64
.....	12.50	.....	.....	.....	.....	.....	35	15	8.00-20.00	12.00-14.00	.....	65
.....	13.00	.....	.....	8.00	10.00	7.00-8.00	35-40	15	20.00-30.00	18.00-24.00	.....	66
.....	12.00-12.50	.....	.....	7.50	a10.39	a5.05	50	25	18.00-22.00	.....	.....	67
.....	.....	.....	.....	.....	.....	.....	35	.....	.....	.....	.....	68



# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR FEBRUARY, 1920, JANUARY 1920, & FEBRUARY, 1919, 1918, 1917, 1916, 1915, 1914 & 1913.

(Average price 1890-1899=100.)

		INDEX NUMBERS								
Number of commodities		Feb.* 1920	Jan.* 1920	Feb.* 1919	Feb.* 1918	Feb. 1917	Feb. 1916	Feb. 1915	Feb. 1914	Feb. 1913
I.—GRAINS AND FODDERS—										
Grains, Ontario.....	6	400.1	382.8	273.9	420.1	284.1	184.8	235.8	141.7	145.5
Grains, Western.....	4	424.4	421.1	267.5	352.9	235.7	172.5	204.9	120.9	117.9
Fodder.....	5	313.6	308.8	276.3	210.7	202.0	177.6	186.1	161.8	149.1
All.....	15	377.7	368.4	273.0	332.4	243.8	179.1	210.9	142.8	139.3
II.—ANIMALS AND MEATS—										
Cattle and beef.....	6	341.5	366.6	362.2	324.9	267.7	201.6	210.6	225.8	181.1
Hogs and hog products.....	6	360.4	239.2	325.9	345.6	263.5	187.2	154.7	177.0	173.9
Sheep and mutton.....	3	277.5	277.0	273.2	277.5	233.3	193.9	150.0	168.1	147.7
Poultry.....	2	459.0	442.2	437.0	381.3	296.8	262.5	179.4	186.6	193.0
All.....	17	350.7	350.0	342.5	330.5	263.6	202.4	176.5	193.8	174.1
III.—DAIRY PRODUCTS.....	9	333.1	252.3	294.4	264.1	240.4	175.8	173.4	169.6	155.7
IV.—FISH—										
Prepared fish.....	6	235.5	235.5	264.9	241.6	186.4	151.8	160.6	151.7	160.5
Fresh fish.....	3	263.2	264.4	267.9	225.8	193.3	176.7	158.6	161.0	171.5
All.....	9	244.7	245.1	256.0	236.3	188.7	160.1	160.0	154.8	164.2
V.—OTHER FOODS—										
(a) Fruits and Vegetables—										
Fresh fruits, native.....	1	312.5	239.0	284.9	229.8	257.4	183.8	128.7	147.1	110.8
Fresh fruits, foreign.....	3	197.0	193.1	167.9	160.1	95.2	110.2	82.6	91.4	102.1
Dried fruits.....	4	282.4	276.9	249.0	269.5	199.4	146.1	125.2	116.8	112.2
Fresh vegetables.....	5	573.0	417.0	236.8	339.0	470.8	266.2	138.6	172.6	133.1
Canned vegetables.....	3	219.0	214.6	236.8	251.2	197.4	102.4	101.2	97.7	125.2
All.....	16	347.1	317.0	224.4	264.8	267.9	171.0	117.1	127.8	119.4
(b) Miscellaneous groceries—										
Breadstuffs.....	10	305.2	298.5	245.7	260.4	202.7	151.9	165.6	123.1	125.8
Tea, coffee, etc.....	4	294.0	216.1	193.9	151.6	135.1	126.5	113.8	107.7	118.2
Sugar, etc.....	6	537.6	348.2	304.9	244.9	185.0	151.8	136.8	106.4	108.8
Condiments.....	5	227.9	223.8	245.9	225.1	159.0	137.8	118.3	103.9	96.9
All.....	25	288.6	282.3	251.7	232.2	178.9	145.0	141.4	112.8	114.7
VI.—TEXTILES—										
Woolens.....	5	412.7	412.7	372.9	369.2	242.0	207.4	156.1	138.0	124.3
Cottons.....	4	379.3	380.9	351.8	293.6	185.0	146.0	120.6	145.1	144.0
Silks.....	3	272.4	268.3	140.8	131.5	109.2	106.1	84.7	94.3	86.1
Jutes.....	2	703.0	647.8	609.5	609.5	412.7	298.0	161.0	233.3	205.1
Flax products.....	4	513.1	509.5	471.8	388.4	270.2	202.7	152.9	114.7	118.4
Oilcloths.....	2	264.7	277.8	273.8	177.7	139.8	125.6	101.1	104.6	104.7
All.....	20	419.4	474.0	367.4	327.1	223.2	179.8	132.7	134.4	127.4
VII.—HIDES, LEATHER, BOOTS AND SHOES—										
Hides and tallow.....	4	532.4	494.0	294.5	264.7	320.9	230.7	213.7	194.0	174.0
Leather.....	4	315.0	317.1	265.0	263.3	268.5	180.0	167.1	151.4	152.3
Boots and shoes.....	3	339.7	399.7	224.2	232.9	221.1	166.9	158.3	155.7	146.5
All.....	11	400.8	387.6	264.6	255.5	274.6	194.9	187.6	168.1	158.6
VIII.—METALS AND IMPLEMENTS—										
Iron and steel.....	11	245.4	230.6	229.1	282.6	189.9	132.6	100.9	102.9	107.2
Other metals.....	12	228.7	224.4	203.7	242.2	276.3	304.2	123.7	125.9	135.4
Implement.....	10	243.7	248.4	241.4	214.7	166.0	122.0	107.5	106.6	105.6
All.....	33	236.4	233.7	211.3	250.5	214.1	191.8	113.2	112.8	117.5
IX.—FUEL AND LIGHTING—										
Fuel.....	6	257.7	252.4	240.6	235.8	230.8	147.9	119.4	128.9	146.6
Lighting.....	4	249.1	249.2	236.8	120.2	96.7	88.5	90.0	92.7	81.0
All.....	10	254.4	251.1	239.0	189.6	177.1	124.2	107.6	114.4	124.4
X.—BUILDING MATERIALS—										
Lumber.....	14	439.9	419.9	281.2	233.2	193.3	177.3	178.4	184.2	175.9
Miscellaneous materials.....	20	235.8	232.4	231.5	212.7	184.5	136.6	108.4	114.1	113.5
Paints, oils and glass.....	14	447.9	423.3	334.9	273.7	237.3	192.5	146.3	141.3	145.4
All.....	48	357.2	345.7	278.0	236.5	202.5	164.8	139.9	142.5	140.9
XI.—HOUSE FURNISHINGS—										
Furniture.....	6	449.2	449.2	311.8	207.3	185.1	143.6	146.7	147.1	139.4
Miscellaneous.....	4	439.0	439.0	367.7	279.8	224.8	181.7	144.8	133.9	118.0
Table cutlery.....	2	164.2	164.2	155.1	150.7	132.2	126.6	78.4	72.4	72.4
Kitchen furnishings.....	4	259.1	259.1	270.2	222.9	155.4	129.3	123.4	124.6	120.4
All.....	16	263.5	363.5	295.8	222.2	180.8	147.4	137.9	128.8	120.9
XII.—DRUGS AND CHEMICALS.										
	16	214.2	215.3	263.6	294.4	261.4	255.8	149.9	111.1	113.9
XIII.—MISCELLANEOUS—										
Raw furs.....	4	1851.4	1785.3	799.0	511.5	403.7	273.7	128.1	230.3	353.9
Liquors and tobaccos.....	6	314.0	317.3	253.4	207.9	156.4	143.5	140.1	138.8	134.9
Sundries.....	7	212.0	248.1	213.9	210.1	170.3	139.4	110.8	109.9	115.8
All.....	17	835.4	619.6	365.5	280.2	220.3	172.1	125.1	148.4	178.6
All commodities.....	262†	343.5	336.4	279.8	263.5	219.9	175.9	142.5	136.6	135.8

\*Preliminary figures. †Nine commodities off the market, fruits, vegetables, etc. One line of spelter was dropped in 1915.

COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS  
OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	Feb. 1914	Feb. 1915	Feb. 1916	Feb. 1917	Feb. 1918	Feb. 1919	Jan. 1920	Feb. 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	48.0	47.0	47.6	54.0	65.2	72.4	71.4	73.2
Beef, shoulder, roast.....	2 "	19.6	24.6	28.0	27.8	28.0	29.6	32.6	32.4	33.0	35.8	46.4	50.8	46.4	47.6
Veal, roast, forequarter..	1 "	10.0	11.3	12.3	14.0	14.4	15.7	17.0	17.6	18.2	20.9	25.7	27.2	25.7	25.9
Mutton, roast, hindq'r....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	20.8	20.3	21.7	25.9	31.9	34.5	32.3	33.1
Pork, fresh, roast, ham....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	21.9	18.7	20.4	26.1	34.1	35.7	36.5	37.0
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	34.6	35.2	36.6	45.2	63.2	69.4	69.6	70.6
Bacon, breakfast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	26.0	24.5	26.8	32.6	45.6	51.6	52.4	52.2
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	37.4	35.4	37.0	50.2	67.4	71.4	77.6	78.4
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	42.6	40.8	42.2	54.9	63.8	64.7	86.6	83.9
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	28.1	35.4	32.9	34.7	44.5	49.0	56.6	69.5	63.5
Milk.....	6 qts.	36.6	39.6	48.9	49.2	49.8	51.6	55.2	55.2	52.2	60.6	71.4	82.2	90.6	84.0
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.9	58.4	58.0	61.4	61.4	65.8	86.4	95.4	104.2	135.2	131.8
Butter, creamery prints..	1 "	25.5	27.7	31.9	31.5	31.7	33.9	35.3	35.6	38.5	48.0	52.8	58.6	74.8	73.9
Cheese, old.....	1 "	16.1	17.0	18.8	19.2	20.1	20.5	21.8	23.0	24.4	31.2	33.2	35.7	40.9	40.7
Cheese, new.....	1 "	14.6	15.7	17.5	17.9	19.5	19.1	19.6	21.1	22.6	29.5	30.4	33.8	38.1	38.0
Bread, plain, white.....	15 "	55.5	58.5	66.0	64.5	69.0	61.5	63.0	70.5	67.5	91.5	112.5	118.5	120.5	136.5
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	32.0	43.0	38.0	52.0	65.0	68.0	74.0	76.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	21.0	25.5	24.0	26.5	37.5	38.5	40.0	40.5
Rice, good medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	11.6	11.8	12.4	13.6	20.2	24.0	30.4	31.6
Beans, handpicked.....	2 "	8.6	9.4	10.8	10.4	11.6	12.4	11.8	13.8	17.6	25.2	33.8	27.8	23.2	23.2
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	12.6	11.8	12.9	14.0	20.5	22.2	26.2	27.9
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	12.0	12.6	12.9	13.8	17.2	19.6	25.7	26.0
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	22.4	31.6	31.6	36.4	42.0	48.0	62.0	64.4
Sugar, yellow.....	2 "	10.0	9.8	10.8	11.0	12.0	11.0	10.6	14.4	14.6	17.0	19.8	22.2	28.6	30.4
Tea, black, medium.....	½ "	8.2	8.3	8.7	8.9	8.8	8.9	8.9	9.2	9.8	10.4	12.7	15.7	16.0	16.3
Tea, green, medium.....	½ "	8.7	8.7	9.1	9.4	9.5	9.3	9.1	9.6	10.2	10.5	12.2	15.4	16.7	16.9
Coffee, medium.....	½ "	8.6	8.8	8.9	9.2	9.3	9.4	9.4	9.7	9.9	10.5	10.2	12.0	14.7	15.0
Potatoes.....	1 ⅓ bag.	24.1	28.0	30.3	44.6	46.3	36.0	40.0	33.3	56.5	78.3	73.7	59.3	103.0	130.3
Vinegar, white wine.....	1 ⅔ qt.	.7	.7	.7	.7	.8	.8	.7	.8	.8	.8	.8	.9	.9	.9
All foods.....		\$5.48	\$5.98	\$6.95	\$7.14	\$7.34	\$7.34	\$7.75	\$7.99	\$8.40	\$10.46	\$12.54	\$13.41	\$15.30	\$15.70
Starch, laundry.....	½ lb.	2.9	3.0	3.1	3.1	3.2	3.2	3.2	3.2	3.2	3.5	4.6	4.7	4.7	4.7
Coal, anthracite.....	1 ⅓ ton	39.5	45.2	48.1	48.8	51.9	55.0	53.8	53.6	53.6	68.7	74.1	82.0	87.8	90.1
Coal, bituminous.....	" "	31.1	32.3	35.9	35.0	37.5	38.7	39.0	37.2	37.4	50.4	58.3	62.8	65.2	65.9
Wood, hard.....	" cord	32.5	35.3	38.8	41.4	41.3	42.5	41.9	41.3	41.5	47.9	64.8	75.1	80.6	76.5
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	31.6	30.9	30.4	33.7	49.4	55.4	62.5	58.8
Coal oil.....	1 gal.	24.0	24.5	24.4	28.1	21.0	23.7	23.4	23.7	23.0	23.2	25.8	27.7	31.0	32.4
Fuel and lighting.....		\$1.50	\$1.63	\$1.76	\$1.78	\$1.82	\$1.91	\$1.89	\$1.87	\$1.86	\$2.24	\$2.72	\$3.03	\$3.27	\$3.23
Rent.....	¼ mo'th	\$2.37	\$2.89	\$4.05	\$4.05	\$4.60	\$4.75	\$4.86	\$4.26	\$3.97	\$4.04	\$4.49	\$4.85	\$5.54	\$5.66
Grand Total.....		\$9.87	\$10.50	\$12.70	\$13.00	\$13.79	\$14.02	\$14.53	\$14.15	\$14.27	\$16.78	\$19.79	\$21.34	\$24.15	\$24.64

AVERAGE COST OF STAPLE FOODS BY PROVINCES

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.53	\$7.81	\$8.38	\$10.43	\$12.50	\$14.06	\$15.35	\$15.95
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.72	6.70	7.19	8.75	10.97	11.64	13.43	13.65
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.60	7.79	8.46	10.15	12.65	13.34	14.97	15.52
Quebec.....	5.15	5.64	6.33	6.46	6.97	6.87	7.28	7.40	8.14	10.52	12.37	12.86	14.67	15.11
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.50	7.79	8.34	10.62	12.66	13.24	15.35	18.86
Manitoba.....	5.85	6.19	7.40	7.41	7.88	7.87	8.37	8.27	8.51	10.04	12.04	13.54	16.09	18.06
Saskatchewan.....	6.86	6.92	7.88	8.06	8.16	8.25	8.18	8.86	8.58	10.33	12.69	14.12	15.39	15.34
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	8.61	8.73	8.56	10.69	12.87	13.15	15.83	15.87
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.13	9.10	8.95	8.89	10.18	12.61	14.36	16.11	16.66

December only.

dwelling of the better class." Since that date quotations have been given for two classes of workingmen's houses, with and without sanitary conveniences. Owing to variations in houses and local conditions such as building by-laws, water supply, sewer connection, etc., it was found that the present definition of the two classes describes more clearly and accurately the kinds of houses commonly rented and actually quoted since 1911.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

#### Retail Prices

In meats prices averaged slightly higher, but there were decreases in some lines in some of the provinces and increases in others. Bacon averaged a fraction lower. Eggs, milk, butter, and cheese averaged lower. In bread there was a substantial increase following an advance in flour in January. Flour also averaged higher again. Rolled oats, rice, beans, evaporated apples, and prunes showed increases. Sugar advanced substantially, and further increases were reported later in the month. In potatoes there were considerable advances, especially in Nova Scotia, New Brunswick, Ontario, Saskatchewan, and British Columbia. Coal was higher, but wood slightly lower. In rents there were a number of advances reported in Nova Scotia, Quebec, Ontario, and British Columbia.

#### Wholesale Prices

**GRAINS AND FODDER.**—Wheat prices were steady at the higher prices determined in December and January by the Wheat Board. Barley eased off at Winnipeg and Toronto, but fluctuated from week to week. Oats advanced to 97½c. per bushel at Winnipeg and

98c.-\$1.00 at Toronto. American corn rose to \$1.90. Flax seed advanced to \$5.25. Rye advanced to \$1.80, recovering partly from the decline in January. Hay was firmer at Montreal and Toronto, at \$26.00 and \$28.00. Straw advanced \$1.00 to \$17.00 per ton.

**ANIMALS AND MEATS.**—Prime western cattle eased off from \$13.00 per hundred pounds to \$12.50 and later to \$12.00. Butcher cattle in Toronto declined from \$13.00 to \$12.00 and heavy beef steers from \$15.00 to \$14.25. Dressed beef, hindquarters, declined 1c., to 21-27c. per pound, and forequarters 1c., to 14-17c. per pound. Veal was firmer at 28c. for the top grade. Live hogs advanced to \$17.25. Dressed hogs advanced from 23-25c. per pound to 24-29c. Bacon was higher at 43-45c., and hams at 34-36c. Fowl advanced at Toronto from 28-33c. to 30-35c. Turkeys rose from 47-50c. to 53-54c.

**DAIRY PRODUCTS.**—Finest creamery butter declined at Montreal from 64-65c. per pound to 60-62c. Fresh eggs at Montreal fell from 80-85c. to 76-77c. per dozen. Storage eggs went off the market at Toronto.

**FISH.**—Whitefish at Toronto were up to 13c. The export market for dry fish to Cuba was reported good. The demand for herring was dull, and No. 1 Shore was quoted at \$7.00 per bbl. Mackerel was also dull at \$13.00 per barrel.

**FRUITS AND VEGETABLES.**—Apples were up to \$6.00-11.00 per barrel at Toronto. Bananas were higher at 8½c. per pound. Lemons were easier at \$4.50 per box. Evaporated apples advanced to 24c. per pound. Potatoes advanced to \$4.00 per bag at Toronto and Montreal. Dried beans were higher at \$5.50 per bushel. Onions rose to \$8.50 per bag. Turnips advanced from \$1.00 to \$1.25 per bag. Canned peas were firmer at \$2.25-2.50 per dozen.

**MISCELLANEOUS FOODS.**—Oatmeal, rolled oats, and rice were firmer. Winter



wheat flour advanced to \$11.00 per barrel from \$9.95 following the increase in the price of winter wheat effected by the Wheat Board in January. Chocolate, glucose, molasses, honey, maple sugar, salt, and baking soda also advanced.

**TEXTILES.**—Cotton was down from 40.25c. to 38.95c. per lb., in New York. Cotton goods averaged higher. Silk thread, jute, hessians, and flax sewing twine advanced.

**HIDES, LEATHER, BOOTS AND SHOES.**—Beef hides advanced from 25c. per pound to 30c. Calfskins advanced from 50c. per pound to 60c., and horse hides from \$11.00 each to \$12.00. Some lines of leather advanced.

**METALS AND IMPLEMENTS.**—Pig iron rose \$6.00 per ton to \$55.50. Black sheets, galvanized sheets, scrap iron, and steel bar advanced. Antimony, lead, nickle, tin, and zinc advanced. Quicksilver and silver bar were easier. Axes were quoted lower.

**FUEL AND LIGHTING.**—Anthracite coal advanced at Montreal from \$10.85 per ton to \$11.20. Gasoline rose 1c. to 35c. per gallon.

**BUILDING MATERIALS.**—Pine advanced at Ottawa and Toronto. British Columbia fir advanced at Winnipeg. Shingles were higher at Winnipeg and Victoria, B.C. Bricks, lime, building paper, iron pipe, lead pipe, sash weights, sash cord, linseed oil, turpentine, benzine, shellac, and varnish advanced.

**HOUSE FURNISHINGS.**—Furniture was steady at the advance at the beginning of the year.

**DRUGS AND CHEMICALS.**—Alcohol, bleaching powder, brimstone, caustic soda, and glycerine were higher, but opium fell.

**MISCELLANEOUS.**—Malt, mink skins, wrapping paper, pulp, ground and sulphite, advanced. Raw rubber declined.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

THE accompanying tables and the following notes give the latest available statistics as to the movement of prices in other countries.

### United Kingdom

At the beginning of February the level of retail food prices was reported to be 135 per cent higher than in July, 1914, as reported in the *Labour Gazette* published by the British Ministry of Labour. The slight decline from the first of Jan-

uary was due to lower prices for beef, milk and eggs. The price of milk was freed from control at the beginning of February and fell on February 2 1d. per quart in London and in nearly half of the other large towns. Beef was down 2d. per pound, and eggs declined about 2d. per dozen. At the beginning of March a further decline brought the average level to a point 133 per cent higher than in July, 1914. Clothing was reported at the beginning of February

to be 300 per cent higher than in July, 1914, and coal was 70 per cent higher.

#### France

The index number of the retail prices of food in Paris was reported by the General Statistical Department of France to be 1.8 per cent higher in January, 1920, than in the preceding month and 190 per cent higher than in July, 1914.

#### Belgium

The index number representing the general level of retail prices in Brussels in December, 1919, showed an increase of 5 per cent over the preceding month and of 259 per cent over April, 1914.

#### Switzerland

The Statistical Bureau of the Union of Swiss Co-operative Societies reported the general level of retail food prices on December 1, 1919, to be 1.7 per cent lower than September 1 and 137.5 per cent higher than in July, 1914. The greatest increases since 1914 were in eggs, edible fats and oils, peas, beans, etc., meats, sugar, bread, flour and cereals. Fuel, lighting and soap had risen 213 per cent.

#### Italy

The general level of food prices in Rome in December, 1919, was reported by the Municipal Labour Office to be slightly higher than in the previous month and 152 per cent higher than in 1914. Other necessities, including clothing, fuel, light, rent, etc., caused

the average increase to be 146 per cent. For Milan the Municipal Labour Office reported the cost of maintaining a pre-war standard of living for a family of five in January, 1920, to be 7 per cent higher than in December, 1919, and 278 per cent higher than in 1914. The cost of food had risen 312 per cent, the cost of clothing 291 per cent, heat and light 322 per cent, and rent 8.3 per cent.

#### Holland

The Municipal Statistical Bureau of Amsterdam reported the index number representing the total food bill of a working class family in Amsterdam in terms of prices in December, 1919, to be slightly lower than in November, but 99 per cent higher than in 1913.

#### Norway

The Central Bureau of Statistics reported the index number representing the total expenditure of a Norwegian family upon food, fuel, lighting, clothing and taxation at the prices prevailing in October, 1919, to be 201 per cent higher than in July, 1914, the increase in food being 200 per cent, fuel and light 267 per cent, clothing 344 per cent, and rent 29 per cent.

#### India

The Director of the Department of Statistics of Calcutta reported that the general level of retail food prices in Calcutta in December, 1919, was 1.3 per cent lower than in the preceding month, but 51 per cent higher than in July, 1914.

## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States				France	Australia	Italy	Japan	Sweden
	Department of Labour	Board of Trade Index No.	Economist	Statist	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bureau of Census and Statistics	Boechi Index No.	Bank of Japan	Official
No. of commodities	272*	47	44	45	346	25†	96	200	22‡	45	97			
	1890—1899 = 100	1900 = 100	1901—1905 = 100	1867—1877 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100	1911 = 1000			
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$ 90.876	43.4	1,053					
1895.....	95.6	90.7	87.6	62	69.2	94.604	6.4348	81.251	42.0					
1900.....	108.2	100.0	110.5	75	81.7	99.388	7.8339	93.355	44.2					
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3				
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8				
1907.....	126.2	106.0	118.0	80	95.8	117.940	8.9045	110.462	50.9	109.0	1,021			
1908.....	120.8	103.0	109.0	73	90.8	125.756	8.0094	110.728	54.2	100.9	1,115			
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	993			
1910.....	124.2	108.8	113.3	78	67.3	137.172	8.8881	121.301	59.3	108.1	1,003			
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	1,000			
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	1,172			
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2976	118.576	58.1	115.6	1,088	126.0	132.2	100
1914.....	136.1	117.2	120.8	86	99.0	146.069	9.8030	122.188	60.8	117.9	1,149	119.8	126.3	116
1915.....	148.0	143.9	150.6	108	100.0	148.050	9.8530	124.563	64.0	161.6	1,604	167.2	127.8	145
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	202.6	1,504	251.6	154.9	185
1917.....	237.0	243.0	250.0	175	175.0	281.796	15.6385	204.121	110.8	317.4	1,662	385.9	196.4	244
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	1,934	515.5	259.0	339
1914														
January.....	136.5		119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	\$ 1,085			
April.....	136.7		117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	\$ 1,113			
July.....	134.6		116.6	82.4	100.0	144.879	8.6566	119.708	58.9		\$ 1,185			
October.....	138.7		124.2	89.8	99.0	150.245	9.2416	123.531	62.9		\$ 1,225			
1915														
January.....	138.9		136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	\$ 1,387	132.7		
April.....	146.4		151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	\$ 1,660	152.3		
July.....	150.2		149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	\$ 1,822	164.4		
October.....	152.4		153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	\$ 1,544	186.4		
1916														
January.....	172.1		174.5	123.6	110.0	153.17	10.1936	137.666	65.6		\$ 1,502	232.3		
April.....	181.0		190.5	134.2	117.0	165.73	11.7588	145.690	71.3		\$ 1,493	252.7		
July.....	180.9		191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	\$ 1,505	242.8		
October.....	188.2		208.7	141.5	134.0	190.13	12.0399	152.355	82.2	223.0	\$ 1,514	260.2		
1917														
January.....	212.7		225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	\$ 1,525	290.0		
April.....	231.1		244.5	173.0	173.0	262.50	14.5769	190.012	109.2	286.7	\$ 1,587	333.7		
July.....	248.7		254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	\$ 1,715	383.3		
October.....	244.7		259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	\$ 1,804	441.8		
1918														
January.....	258.1		262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	\$ 1,887	457.6		
April.....	269.4		270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	\$ 1,940	505.6		
July.....	284.0		278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	\$ 1,954	540.6		
August.....	284.3		284.9	195.9	203.0	287.376	19.1162	232.058	122.2	405.0		544.1		
September.....	285.3		283.5	197.1	207.0	294.276	19.0485	232.882	123.2	410.5		545.8		
October.....	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	\$ 1,965	557.5	285.5	370
November.....	290.9	286.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7		551.7	283.4	367
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375		407.9		468.9	282.6	372
1919														
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	\$ 1,929	412.7	283.2	369
February.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5		406.4	281.6	358
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.1		410.9	272.7	354
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.973	129.8	384.0		415.4	273.2	339
May.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.193	128.0	375.8		424.4	283.7	
June.....	284.1	277.7	281.3	199.4	207.0	301.485	18.0990	227.973	122.9	381.5		447.8	301.6	
July.....	294.0	281.4	293.2	206.4	219.0	313.047	18.8964	233.707	127.9	403.0		452.7	326.8	
August.....	301.1	299.7	295.9	212.7	225.0	309.820	20.0017	241.850	126.7	401.7		461.9	332.2	
September.....	301.5	308.8	299.4	214.8	221.0	280.279	19.4720	238.342	116.9	416.2		464.9		
October.....	299.6	319.3	308.9	224.3	225.0	277.028	19.5215	235.867	111.2			487.0		
November.....	307.7		317.5	231.0	230.0	282.486	19.9026	238.673	114.6			547.1		
December.....	322.7		334.7	235.2	238.0	280.876	20.1756	244.639	119.4					
1920														
January.....	338.4		353.1	245.3		294.935	20.3638	247.394	130.4					
February.....	343.5		370.9						127.3					

\*230 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1919.

†Continuing Sauerbeck's index number.

‡Foods only.

\$Quarter beginning in month specified.



THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES

Date	Canada 29 Foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New Zealand 59 foods and 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 17 foods 45 cities
1900	\$ 5.48	88.5a		906b									
1905	5.95	91.0a		990b									
1910	6.95	96.8a		991b									
1911	7.14	96.8a		983b				99.4c	1000				98
1912	7.33	101.3a	1.140	1,017b				101.7c					92
1913	7.33	101.6a	1.196	1,037b				101.7c	1020	100			98
1914	7.73	103.4a	1.155	1,098b				102.0c					100
1915	7.86	131.5a	1.423	1,201b						100.0			102
1916	8.79	108.0	1.506	1,268b						103.0			101
1917	11.42	199.0	1.481	1,360b						117.2			114
1918	13.02	214.7	1.490							120.9			146
										150.4			168
										180.6			
1914													
January	7.73		1.099				107.1d						104
April	7.50		1.161										97
July	7.42	100	1.164	1,070				1004e	92		100	100	103
October	7.99	112	1.156	1,096			10 c						105
1915													
January	7.97	118	1,240	1,190				1105e	98				103
April	7.79	124	1,318	1,212			107.7d						99
July	7.80	132.5	1,522	1,200	116.3			1235e	102				100
October	7.82	140	1,551	1,202	20.0	120.3	113.8e						103
1916													
January	8.28	145	1,504	1,236		126.0*		1136e	118		143		107
April	8.34	149	1,520	1,253		129.4*	117.6d	1379e			155		109
July	8.46	161	1,515	1,276	135.9	139.8*		1420e	126		176		111
October	9.30	163	1,454	1,289		143.8*	120.8e	1466e			182		121
1917													
January	10.27	187	1,453	1,359		147.9*		1547e	142			160	128
April	10.77	194	1,473	1,357		157.9*	123.6d	1717e	160		212	175	145
July	11.62	204	1,470	1,357	154.7	178.8*		1845e	183		261	177	146
October	11.81	202	1,506	1,392		192.0*	126.1e	2008e	198		273	192	157
1918													
January	12.42	206	1,505	1,427		197.4*			211	179.6		221	160
February	12.54	208	1,510	1,430	166.1				215	191.2		227	161
March	12.66	207	1,519	1,434		203.7	145.4d	2120	225	174.9		235	154
April	12.57	206	1,528	1,464					283	170.1	239	247	154
May	12.66	207	1,539	1,494					256	175.9		258	158
June	12.79	208	1,541	1,485		229.7		2231	258	175.7		261	162
July	13.00	210		1,491	181.8				270	175.6		268	167
August	13.41	218	1,491	1,507					272	171.8		284	171
September	13.31	216	1,489	1,509		251.0	161.8e	2446e	278	197.8	270	310	178
October	13.54	229	1,521	1,515					289	201.6		320	181
November	13.65	233	1,547	1,535					278	203.1		330	183
December	13.65	229	1,565	1,693		262.0		2608e	289	203.1	275	330	187
1919													
January	13.78	230		1,553	189.9				290	194.9	279	369	185
February	13.41	230	1,645	1,522					291	212.4	278	334	172
March	13.05	220	1,661	1,505		257.4	167.7d	2780e	291	205.1	278	331	175
April	13.35	213	1,686	1,516						195.8	276	336	182
May	13.63	207	1,696	1,524						185.9	271	328	185
June	13.72	204	1,706	1,528		261.4		2942e		204.3	290	310	184
July	13.77	209	1,714	1,539	211.1				374	210.4	289	310	190
August	14.45	217	1,723	1,565					283	206.7	291	313	192
September	14.31	216	1,718	1,585				2893e	304	203.2	298	309	188
October	14.21	222		1,605						203.7	300	307	188
November	14.23	233		1,635						202.4			192
December	14.70	234				244.6				199.0		307	189
1920													
January	15.30	236											
February	15.70	235											
March		233											

a. Calculated from annual index number prior to war and price level Aug.—Dec. 1914. b. Four chief centres only. c. 6 months ending September. d. 6 months ending March. e. Quarter beginning in specified month. \* Previous month.

# FATAL INDUSTRIAL ACCIDENTS DURING THE LAST QUARTER OF 1919

**D**URING the last quarter of 1919, the Department received reports of 248 fatal industrial accidents (8 of which occurred earlier in the year, 94 in October, 80 in November, and 66 in December), as compared with 270 accidents in the previous quarter. During the corresponding quarter of 1918, there

were 299 fatal accidents reported, 99 of which occurred in October, 86 in November, and 114 in December. Fifty-nine accidents were reported in the railway group. The following statement, while not necessarily including all the fatal accidents that may have occurred, has been prepared from information received from all sources available.

## FATAL INDUSTRIAL ACCIDENTS DURING THE LAST QUARTER OF 1919.

Trade or Industry.	Locality.	Date	Age	Cause of fatality.
<b>METALS, MACHINERY AND CONVEYANCES.—</b>				
Employee of car factory.....	Ottawa, Ont.....	Oct. 4	48	Struck by sash which caught in saw.
Employee of sewing machine factory	St. John's, Que.....	" 5	29	Struck by shunting cars. Sept. 24.
Labourer at machine factory.....	Toronto, Ont.....	" 23	46	Crushed by machine.
Machinist at steel plant.....	St. Catharines, Ont.....	" 12	..	Fell from scaffold.
Carpenter at steel plant.....	Sydney, N.S.....	" 15	..	Fell from staging.
Employee at steel plant.....	Montreal, Que.....	" 16	34	Electrocuted—touched electric box with tip of oiling can.
Employee at steel plant.....	Halifax, N.S.....	" 18	31	Struck by beam.
Brakeman at steel plant.....	Sault Ste. Marie, Ont.....	" 30	23	Crushed under engine.
Riveter.....	Dartmouth, N.S.....	" 25	35	Struck by flying steel.
Labourer at steel plant.....	Wingham, Ont.....	Nov. 1	47	Back strained.
Brakeman at steel plant.....	Sault Ste. Marie, Ont.....	" 22	45	Crushed between cars.
Fitter at plough factory.....	Brantford, Ont.....	" 1	53	Emery wheel burst causing fall.
Apprentice at engine plant.....	Brandon, Man.....	" 20	15	Caught in belt.
Employee at car factory.....	Montreal, Que.....	" 22	19	Fell from ladder.
Foreman at aluminum mill.....	Massena, Ont.....	Dec. 4	35	Crushed by falling crane—failure to set safety device.
Stool cleaner.....	Sault Ste. Marie, Ont.....	" 24	51	Struck by engine.
Fireman at shaft factory.....	Merrittton, Ont.....	" 6	34	Infection.
Structural iron worker.....	Winnipeg, Man.....	" 26	..	Fell off scaffold.
<b>FOOD, TOBACCO AND LIQUOR.—</b>				
Employee at biscuit factory.....	Montreal, Que.....	Oct. 8	..	Crushed between elevator and shaft.
Carpenter at flour mill.....	Winnipeg, Man.....	" 22	45	Fell.
Labourer at cereal mill.....	Peterboro, Ont.....	Nov. 10	65	Fell down elevator shaft.
Employee at flour mill.....	Fort William, Ont.....	" 22	40	Caught in shafting.
Labourer at distillery.....	Corbyville, Ont.....	Dec. 10	..	Fell down elevator shaft.
Carpenter at milk product plant.....	Belmont, Ont.....	" 11	20	Struck by train.
Driver for dairy.....	Brantford, Ont.....	" 16	..	Struck by street car.
Driver for dairy.....	Ottawa, Ont.....	" 18	..	Runaway horse dashed into train.
<b>TEXTILES, CARPETS AND CORDAGE.—</b>				
Carter in mattress factory.....	Montreal, Que.....	Oct. 14	18	Caught in machinery.
Textile mill hand.....	Toronto, Ont.....	" 15	58	Caught in shafting.
Textile mill hand.....	Simcoe, Ont.....	Nov. 10	55	Caught in gears.
Watchman at cordage factory.....	Kitchener, Ont.....	Dec. 26	64	Spark from fire ignited clothing.
<b>CLOTHING AND LAUNDERING.—</b>				
Employee at knitting mill.....	Toronto, Ont.....	Oct. 15	55	Clothing caught in belt.
Superintendent of woollen mill.....	Simcoe, Ont.....	Nov. 10	..	Caught in belt.
Employee of woollen mill.....	Moncton, N.B.....	Dec. 3	over 21	Crushed by falling roof.

## FATAL INDUSTRIAL ACCIDENTS DURING THE LAST QUARTER OF 1919—Continued.

Trade or Industry.	Locality.	Date	Age	Cause of fatality.
<b>PULP, PAPER AND FIBRE.—</b>				
Labourers (2).....	St. John, N.B.....	Oct. 19	42	Boiler tube burst.
Papermaker.....	St. Raymond, Que.....	Nov. 14	43	Crushed between reels.
Chipperman at pulp mill.....	Bathurst, N.B.....	" 30	33	Crushed by falling disc.
Employee at paper factory.....	Frankford, Ont.....	Dec. 17	29	Caught in gears.
Labourer with pulp company.....	Timmins, Ont.....	" 22	23	Struck by tree.
<b>WOODWORKING AND FURNITURE.—</b>				
Foreman at shingle mill.....	Chatham, Ont.....	Nov. 21	57	Caught in shaft.
<b>LEATHER, BOOTS AND SHOES AND RUBBER.—</b>				
Workman at rubber factory.....	Toronto, Ont.....	Oct. 27	23	Fell from window.
<b>CLAY, GLASS AND STONE.—</b>				
Labourer at glass works.....	Thorold, Ont.....	Oct. 21	..	Electrocuted.
Labourers with paving company (2).....	Simcoe, Ont.....	" 23	..	Earth caved in.
Brakeman at brick plant.....	Montreal, Que.....	Nov. 28	38	Fell between clay cars.
Foreman at quarry.....	Point Anne, Ont.....	" 29	..	Fell into screening bin—suffocated.
<b>PAINTS, OILS, CHEMICALS AND EXPLOSIVES.—</b>				
Night watchman at oil shop.....	Montreal, Que.....	Nov. 4	36	Electrocuted.
Teamster with oil company.....	Stratford, Ont.....	" 6	42	Thrown off wagon.
<b>STEAM RAILWAYS.—</b>				
Conductor.....	Toronto, Ont.....	Oct. 2	..	Crushed—cars jumped switch.
Foreman.....	Port William, Ont.....	" 3	..	Struck by engine.
Foreman.....	Winnipeg, Man.....	" 27	41	Crushed in car when wrecked.
Section foreman.....	St. Jerome, Que.....	" 1	40	Struck by motor car.
Section foreman.....	Rignold, Man.....	" 26	30	Struck by engine.
Sectionman.....	Near St. Eustache, Que.....	" 9	66	Struck by train.
Sectionman.....	St. Theresa, Que.....	" 9	..	Struck by train.
Sectionman.....	Havelock, Ont.....	" 10	60	Struck by train.
Sectionmen (2).....	Sable River, N.S.....	" 13	65, 52	Thrown from car when track jack fell off motor.
Sectionman.....	Sydney Mines, N.S.....	" 16	21	Struck by flying steel.
Sectionman.....	Napanee, Ont.....	" 25	24	Struck by train.
Shedman.....	Toronto, Ont.....	" 24	..	Struck on head.
Shed foreman.....	Wilkie, Sask.....	" 27	36	Crushed by falling safe.
Yardman.....	Toronto, Ont.....	" 2	..	Derailement.
Yardman.....	Port William, Ont.....	" 23	31	Fell between cars.
Engineer.....	Shenacadie, N.S.....	" 15	..	Crane jumped track.
Carman.....	Halifax, N.S.....	" 22	47	Struck by switching engine.
Employee.....	Hartney, Man.....	" 7	54	Fell off jigger (died Oct. 11).
Employee.....	Transcona, Man.....	" 13	33	Run over in attempt to board moving train.
Employee.....	Winnipeg, Man.....	" 26	..	Fell from car.
Labourer.....	Toronto, Ont.....	" 23	46	Crushed by machine.
Engineer.....	Toronto, Ont.....	Nov. 1	34	Crushed under engine (died Nov. 4)
Engineer.....	La Riviere, Que.....	" 6	42	Fell from tender.
Engineer.....	Sudbury, Ont.....	" 29	..	Derailement.
Brakeman.....	Glen Tay, Ont.....	" 4	27	Fell under train.
Brakeman.....	Puslinch, Ont.....	" 23	..	Fell off train.
Messenger and Fireman (2).....	St. Vincent de Paul, Que.....	" 22	40-23	Collision.
Foreman.....	Scotia Jct., Ont.....	" 6	55	Fell off pump house roof.
Sectionman.....	Brantford, Ont.....	" 1	38	Struck by train.
Sectionman.....	Alba, N.S.....	" 21	49	Struck by engine.
Section labourer.....	Jellicoe, Ont.....	" 24	45	Struck by engine.
Policeman.....	Winnipeg, Man.....	" 6	51	Struck by train.
Trainman.....	St. John, N.B.....	" 3	28	Fell.
Trainman.....	Glen Tay, Ont.....	" 4	27	Fell under train.
Bridgeman.....	North of Emerson, Man.....	" 21	63	Knocked off car over bridge.
Employees (2).....	Nr. China Bar, B.C.....	" 6	..	Rockslide.
Employee.....	Colebrook, B.C.....	" 23	..	Collision of hand cars.
Employee.....	Saskatoon, Sask.....	" 23	27	Collision.
Employee.....	Port Daniel, Que.....	" 24	29	Fell between cars
Labourer.....	Nr. Glacier, B.C.....	" 25	..	Struck by engine.



FATAL INDUSTRIAL ACCIDENTS DURING THE LAST QUARTER IN 1919—*Continued.*

Trade or Industry.	Locality.	Date	Age	Cause of fatality.
<b>STEAM RAILWAYS.—Continued.</b>				
Car foreman.....	Winnipeg, Man.....	Dec. 2	65	Run over by cars.
Yard foreman.....	Montreal, Que.....	" 18	..	Fell from step of tender.
Gang boss at car shop.....	Stratford, Ont.....	" 17	..	Burned by hot metal, and shock.
Car cleaner.....	St. John, N.B.....	" 9	53	Rib broken—pneumonia.
Helper.....	Chapleau, Ont.....	" 9	..	Struck by engine.
Trainman.....	Ernfold, Sask.....	" 10	..	Collision.
Bridgeman.....	Minaki, Ont.....	" 13	36	Fell under engine.
Brakeman.....	Moncton, N.B.....	" 26	over 21	Run over by shunting engine.
Conductor.....	Newtonville, Ont.....	" 22	..	Struck by train.
Fireman.....	Stralak Station, Ont.....	" 16	..	Collision.
Tire-setter.....	Stratford, Ont.....	" 17	..	Crushed by wheel.
Car repairer.....	Trenton, Ont.....	" 11	..	Struck by wheel.
Car repairer.....	Toronto, Ont.....	" 24	36	Crushed between cars.
Tunnel employee.....	Montreal, Que.....	" 16	30	Struck by electric motor.
Employee.....	Milan, Que.....	" 11	..	Collision.
Employee.....	Moose Jaw, Sask.....	" 10	43	Collision.
<b>MISCELLANEOUS TRANSPORT.—</b>				
Driver of motor truck.....	Niagara Falls, Ont.....	Oct. 4	35	Struck by train.
Driver.....	Montreal, Que.....	" 6	34	Fell from wagon when horse bolted.
Steamship fireman.....	Montreal, Que.....	" 4	24	Missed footing—drowned.
Sailor.....	Montreal, Que.....	" 13	..	Fell through open hatch.
Seaman.....	Sorel, Que.....	" 23	..	Fell overboard.
Captain.....	Montreal, Que.....	" 20	..	Slipped from ladder while boarding ship.
Employees of steamship company (6)	Lake Ontario.....	" 28	..	Drowned.
Mate on steamship.....	Port Colborne, Ont.....	Nov. 9	24	Fell down hatch way.
Driver of brick wagon.....	Montreal, Que.....	" 26	56	Struck by street car.
Carter.....	Quebec, Que.....	Dec. 20	over 21	Fell down cellar trap.
<b>MINES, SMELTERS AND QUARRIES.—</b>				
Fireboss.....	Nanaimo, B.C.....	Oct. 2	over 21	Fall of rock.
Fireboss.....	Fernie, B.C.....	" 9	..	Trampled by runaway horses.
Shaftman.....	Galetta, Ont.....	" 1	25	Fell down shaft.
Shiftman.....	New Aberdeen, N.S.....	" 21	63	Caught between box and pillar when loading car.
Machine loader.....	Cumberland, B.C.....	" 3	..	Fall of coal.
Fireman.....	Sydney Mines, N.S.....	" 14	28	Tube burst—burned.
Haulage hand.....	Nanaimo, B.C.....	" 9	..	Caught between cars.
Pusher.....	Nanaimo, B.C.....	" 10	..	Caught between car and post.
Tipple foreman.....	Cassidy, B.C.....	" 18	..	Caught by empty car.
Rope rider.....	Fernie, B.C.....	" 20	..	Caught between car and post.
Miners (2).....	Canmore, Alta.....	" 5	25, 50	Bridge stick broke when putting in post—buried.
Miner.....	St Remi d'Amherst, Que.....	" 9	32	Fall of ground in a drift.
Miner.....	New Waterford, N.S.....	" 10	23	Fall of stone.
Coal Miner.....	Stellarton, N.S.....	" 28	36	Suffocated from outburst of gas and coal.
Coal miner.....	Thorburn, N.S.....	" 28	48	Slipped when pushing box.
Overman.....	Canmore, Alta.....	Nov. 8	41	Caught in gears of hoist.
Workman.....	Timmins, Ont.....	" 13	26	Rock slide—suffocated.
Switcher.....	Wellington, Extension Mines, B.C.....	" 14	over 21	Fall of rock.
Machine scraper.....	Lethbridge, Alta.....	" 14	27	Fall of coal.
Loader.....	Dominion, N.S.....	" 15	24	Fall of stone.
Loader.....	Taber, Alta.....	" 21	50	Fall of rock.
Brakeman.....	Laprairie, Que.....	" 27	25	Fell from clay car.
Miner.....	Drumheller, Alta.....	" 7	35	Fall of rock.
Miner.....	Trochu, Alta.....	" 7	..	Ignition of powder from shot.
Miner.....	Swamp Pit, Anyox, B.C.....	" 14	over 21	Fall of rock.
Miner.....	Thetford Mines, Que.....	" 18	45	Fall of rock.
Miner at lead mine.....	Galetta, Ont.....	" 19	30	Crushed by falling steel.
Engineer.....	Evansburg, Alta.....	Dec. 3	34	Struck by cars loose from locomotive
Mill hand.....	Nipissing Mine, Ont.....	" 6	..	Fell, striking pipe thus severing connection—scalded.

## FATAL INDUSTRIAL ACCIDENTS DURING THE LAST QUARTER IN 1919.—Continued.

Trade or Industry.	Locality.	Date	Age	Cause of fatality.
<b>MINES, SMELTERS AND QUARRIES.—</b>				
<i>Continued.</i>				
Miner.....	Britannia Beach, B.C....	Dec. 10	..	Struck by pipe—compressed air blow out.
Labourers (2).....	Dryden, Ont.....	" 10	..	Explosion.
Machine man.....	Clover Bar, Alta.....	" 16	49	Crushed by fall of coal.
Cage runner.....	Stellarton, N.S.....	" 26	..	Cage ran off track.
Mechanic.....	Anyox, B.C.....	" 31	..	Caught by loose cable.
<b>BUILDING AND CONSTRUCTION.—</b>				
Tinsmith.....	Edmonton, Alta.....	Oct. 6	30	Scaffold collapsed.
Superintendent of construction company.	Sudbury, Ont.....	" 7	35	Collision.
Labourer.....	Bond Head, Ont.....	" 6	..	Skull fractured.
Labourer.....	Halifax, N.S.....	" 8	40	Runway broke causing fall.
Painter.....	Quebec, Que.....	" 16	32	Fell off roof.
Carpenter.....	Toronto, Ont.....	" 27	50	Fell off roof, Oct. 17.
Watchman.....	Lake Ontario.....	" 27	35	Drowned.
Labourer.....	Portsmouth, Ont.....	Nov. 1	..	Struck by falling derrieck due to improperly fastened forging.
Labourer.....	Toronto, Ont.....	" 13	..	Struck by fellow workman on head.
Carpenter.....	Sudbury, Ont.....	" 15	40	Struck by auto.
Carpenter.....	Hamilton, Ont.....	Dec. 22	..	Fell off scaffold.
Employee of construction company.	Montreal, Que.....	" 12	32	Crushed by falling beam.
Labourer.....	Caledonia, Ont.....	" 8	..	Struck by stone.
Labourer.....	Niagara Falls, Ont.....	" 17	..	Fell down stairs.
Labourer.....	Winnipeg, Man.....	" 26	..	Fell off scaffold.
<b>RAILWAY, CANAL AND HARBOUR CONSTRUCTION.—</b>				
Repairman.....	Finch, Ont.....	Oct. 2	62	Struck by train.
Employee at canal work.....	Niagara Falls, Ont.....	Dec. 15	34	Struck by falling rock.
<b>LUMBERING.—</b>				
Foreman.....	Midland, Ont.....	Oct. 9	58	Struck on head.
Labourer.....	Pembroke, Ont.....	" 2	..	Struck by board.
Labourer.....	Bolkow, Ont.....	" 13	..	Drowned.
Employee.....	Kipawa, Que.....	" 15	..	Infection.
Roller.....	Cache Bay, Ont.....	Nov. 5	..	Crushed by log.
Woodsmen.....	Bolger Bridge, Ont.....	" 6	24	Drowned.
Woodsmen.....	Gloucester Co., N.B.....	" 9	..	
Woodsmen.....	Sootia, Ont.....	" 12	50	Struck on head by tree.
Woodsmen.....	Upper Gagetown, Queens Co., N.S.	" 21	62	Struck by falling tree.
Cutter.....	Lake Saint-Anne, Que...	" 18	..	Crushed by falling tree.
Employee.....	Whitefish, Ont.....	" 8	26	Struck by log.
Employee.....	Field, Ont.....	" 26	33	Struck by tree.
Employees on logging railway (2)...	Duncan Bay, B.C.....	" 30	..	Runaway train.
Employee.....	Gloucester Co., N.B.....	Dec. 5	59	Kicked by horse.
Employee.....	Dauphin, Man.....	" 5	28	Struck by falling tree.
Employee.....	Sudbury, Ont.....	" 10	27	Struck on head.
Workman.....	Stilwood, Ont.....	Dec. 8	62	Explosion.
Woodsmen.....	Edmundston, N.B.....	" 3	18	Electrocuted.
Woodsmen.....	90 M. West Le Pas, Man.	" 11	23	Struck by falling tree.
Elevator man.....	Chatham, N.B.....	" 8	35	Fell.
Teamster.....	Pakesley, Ont.....	" 14	..	Struck by log.
Sawyer.....	Osaquan, Ont.....	" 18	37	Struck by tree.
Labourer.....	Pakesley, Ont.....	" 26	..	Struck by log.
Labourer.....	Blind River, Ont.....	" 31	31	Struck by tree.
<b>PUBLIC AND MUNICIPAL EMPLOYMENT</b>				
Teamster.....	Kemptville, Ont.....	Oct. 27	..	Kicked by horse.
Street cleaner.....	Montreal, Que.....	" 28	63	Struck by automobile.
Lighthouse keepers (2).....	Kamouraska, Que.....	Nov. 9	..	Drowned.
Lighthouse keeper.....	Kamouraska, Que.....	" 17	..	Drowned.
Elevator operator.....	Winnipeg, Man.....	Dec. 20	..	Caught between door and platform in attempt to stop car outside of landing.
Fireman.....	Montreal, Que.....	" 20	..	Electrocuted—Wire on ladder came in contact with plug on wall.

FATAL INDUSTRIAL ACCIDENTS DURING THE LAST QUARTER OF 1919—*Concluded.*

Trade or Industry.	Locality.	Date	Age	Cause of fatality.
<b>PUBLIC UTILITIES.—</b>				
Employee of electric light system...	Transcona, Man.....	Oct. 6	41	(no particulars)
Power operator.....	Shelburne, N.S.....	" 21	43	Fell—drowned.
Troubleman with telephone company	Montreal, Que.....	" 29	45	Electrocuted.
Engineer with power commission...	Big Chute, Ont.....	Nov. 16	33	Electrocuted.
Lineman.....	London, Ont.....	" 9	..	Electrocuted.
Lineman.....	Bradford, Ont.....	Dec. 11	18	Injured foot.
Pitman with power commission...	Stamford, Ont.....	" 13	38	Struck by falling rock.
Electrician.....	Bridgewater, N.S.....	" 13	38	Fell from pole.
Employee of tramway company.....	Moncton, N.B.....	" 25	40	Injured in moving cars from shed.
<b>AGRICULTURE.—</b>				
Farmer.....	North Regina, Sask.....	Oct. 7	..	Crushed—Railway car overran tractor.
Farm hand.....	St. Mary's, Ont.....	Nov. 5	15	Hanged—While sliding down rope from mow, head caught in noose.
Farm hand.....	Arundel, Que.....	" 14	20	Trampled when horses bolted.
Farmer.....	Sarawak, Ont.....	" 13	..	Hand caught in leading rope when colts bolted.
Farmer.....	Cardigan, P.E.I.....	Dec. 8	21	Fell from load.
<b>FISHING AND HUNTING.—</b>				
Fisherman.....	Alert Bay, B.C.....	Oct. —	..	Drowned.
Fishermen (4).....	Nitinat Bay, Vancouver Island, B.C.	" ..	..	Drowned.
Fishermen (2).....	Halifax, N.S..... (off Liscomb)	Dec. 18	..	Lost in storm.
<b>MISCELLANEOUS</b>				
Messenger Boy.....	Lauzon, Que.....	Oct. 2	15	Fell.
Labourer with fuel company.....	Toronto, Ont.....	" 22	26	Slipped and drowned when loading coal.
Fireman at sponging plant.....	Montreal, Que.....	Nov. 3	58	Pipe burst.
Janitor.....	Montreal, Que.....	" 4	54	Slipped on snow and fell down stairs.
Employee of electrical plant.....	Montreal, Que.....	" 5	18	Fell down elevator shaft.
Surveyor.....	Victoria, B.C.....	" 19	..	Fell off bluff.
Labourer with merchant.....	York Co., Ont.....	" 21	60	Cut knee with axe.
Electrician.....	St. John, N.B.....	" 22	51	Fracture of leg.
Elevator employee.....	Carman, Man.....	" 25	..	Caught in belting.
Labourer.....	Bridgewater, N.S.....	Dec. 15	68	Fell when loading car.
Labourer.....	Montreal, Que.....	" 15	17	Fell through window.
Labourer at refinery.....	Port Colborne, Ont.....	" 31	44	Fell off ladder.
Chauffeur at garage.....	St. John, N.B.....	" 15	..	Smothered by petrol fumes.

## SUPPLEMENTARY STATEMENT OF ACCIDENTS THAT OCCURRED PREVIOUS TO THIRD QUARTER OF 1919.

Trade or Industry.	Locality.	Date	Age	Cause of fatality.
Operator at planing mill.....	London, Ont.....	Apr. 27	62	Struck on thigh by machine.
Carpenter.....	Hambleton, Ont.....	July 29	26	Scaffold collapsed.
Labourer.....	Bridgewater, N.S.....	Aug. 31	64	Fell over lumber.
Miners' helper.....	Canmore, Alta.....	Sept. 4	32	Struck by falling rock.
Painter.....	Espanola, Ont.....	" 4	30	Fell off scaffold.
Labourer.....	Toronto, Ont.....	" 25	70	Struck by truck.
Brickmaker.....	Winnipeg, Man.....	" 26	19	Fell off car.
Conductor.....	Niagara Falls, Ont.....	" 29	..	Fell under car.



## RECENT LEGAL DECISIONS AFFECTING LABOUR

**IN** the February issue of the LABOUR GAZETTE, on page 205, there is given a decision rendered by the Court of King's Bench of Manitoba, in which certain provisions of the Manitoba Workmen's Compensation Act were declared to be *ultra vires* of the legislature. This decision has since been reversed by the Manitoba Court of Appeal, which delivered the following judgment in full court:

"The board, as created, is an administrative body and not a court of justice. It is not, in the opinion of the court, a supreme court. Some provisions of the act are of a drastic, almost revolutionary nature. But the courts have nothing to do with the policy or the legislation of the act. If the board exceeds its jurisdiction or acts without jurisdiction it may be restrained. But as long as the board acts within its jurisdiction it is the duty of the courts to lend them assistance when necessary to carry out the purpose and intentions of the act.

It has been argued that the Workmen's Compensation Board was a superior court and that the appointment of the board came under the British North America Act, assigning power exclusively to the Dominion, and that, therefore, appointments made by the provincial government were *ultra vires*. The intention of the Workmen's Compensation Act is to provide means for securing speedy compensation to workers who receive injuries arising out of and in the course of their employment, also to recover reasonable compensa-

tions, without the expense of lengthy litigation. To the board the provincial legislature has entrusted exclusive jurisdiction. The action and decisions of the board are final, and, in fact, the legislature has appointed the board exclusive judges of law and fact in all questions arising under its jurisdiction. Similar statutes are in force in other provinces of Canada and the jurisdiction of the provincial legislatures to enact such statutes has not been successfully attacked.

Taking the Workmen's Compensation Act at large, the court holds the power to enact such legislation was conferred on the legislatures of the provinces by section 92 of the British North America Act. In previous cases it has been found that the B.N.A. Act conferred a provincial government with 'authority as plenary and as ample within the limits prescribed by section 92 as the Imperial parliament in the plenitude of the powers possessed could bestow.' Within these limits of subjects and areas the local legislature is supreme." (*Manitoba—Kowhanko vs. Tremblay et al.*)

A driver of a bread cart was injured while at work by a street car in Toronto. He brought action against the street railway company for damages under the common law. A jury awarded him damages of \$2,500, and found excessive speed of the car as the negligence. During the trial it came out in evidence that before beginning his common law action, the plaintiff had elected to claim compensation under the

**A claim under Ontario Compensation Act does not debar action under Common Law, but Board becomes beneficiary**

Workmen's Compensation Act,' whereupon the defendant appealed the case on the ground that such election barred the plaintiff's right to recover damages in this action. The judgment of the Court of Appeal was to the effect that "the only right given to the Board by the election is that of subrogation," and that "the situation created by the election spoken of in the statute and its consequences cast no additional burden upon the wrongdoer. . . . He has no concern with the dealings of the Board and the claimant; and, unless he is prejudiced, he has no right to complain. In this case, the respondent's cause for action is not divested; it exists still in him, but if enforced by him it must be for the benefit of the Board, if he has signed an election. . . . The dismissal of the appeal should be preceded by a direction that the amount of the judgment should be paid to the Board, to be dealt with by them in due course." The defendant then made a further appeal to the Supreme Court of Canada, on this point. The Supreme Court upheld the judgment of the Appeal Court and declared that an election by the workman to claim compensation under the Act did not bar an action consequently brought by him against the defendant. The Board should be the beneficiary of such action, but the defendant was sufficiently protected by a direction of the Court that the amount of his judgment be paid to the Board. The appeal was therefore dismissed. (*Ontario—Hutton vs. Toronto Railway Company.*)

A driver of a coal cart was thrown from his cart and injured. He brought action against his employers under the Workmen's Compensation Act of Quebec, in the Superior Court, and was awarded damages. An appeal was taken against this judgment, and the case was brought before the Court of Review. The question was raised as to

the meaning of *chantier de charbon* as used in the French text of the Quebec Workmen's Compensation Act, and as to whether it came within the scope of the Act. It was held by the Court of Review that the term "*chantier de charbon*" was meaningless, but that the meaning was clearly expressed in the English text, which was therefore adopted by the Court as the law. The English text states that the Act is applicable to "a stone, wood, or coal yard." While the plaintiff was not actually at work in the coal yard when he met with the accident it was held by the Court that "when there is need in the exercise of an industry to cart the product of that industry in vehicles belonging to the proprietor, it is right to say that the carters are also employed in the industry."

Judgment was therefore delivered in favour of the plaintiff and the decision of the Superior Court was upheld. (*Quebec—Charbonneau vs. Peter Kennedy & Co.*)

A boy of thirteen years was killed in a shop of an asbestos mining company at Thetford Mines, Que. His father brought an action against the Company claiming that the accident was due to the imprudence and negligence of the assistant foreman. The Company denied all responsibility alleging that the accident was due to the victim's own fault. The Superior Court of the District of Arthabaska decided in favour of the plaintiff and condemned the Company to pay him \$1,182. The Company appealed against this judgment. The evidence showed that the deceased had been employed at another asbestos mine at \$2 a week and that he had been giving all his wages to his father. It appears that the boy was killed by compressed air with which the sub-foreman was dusting off the boy's clothes. The Company maintained that orders had been given to the workmen not to touch the compressed air hose, only the foreman and the sub-foreman being allowed to use it, and

**Quebec  
Workmen's  
Compensation  
Act includes  
Carters for  
Industries in  
its scope**

**Company liable  
for act of  
sub-foreman**

then only for certain specified purposes. These orders were disobeyed frequently with the knowledge of the foreman and sub-foreman, as the workmen almost every day used the hose to dust the asbestos off their clothes. There was another order that strangers should not be allowed to enter except on business, but up to the time of the accident this order also was not observed. It was held by the Appeal Court that (1) there was fault on the part of the Company in not preventing the use of the hose for compressed air to dust off the employees; (2) the sub-foreman, in addition to employing the compressed air hose for its ordinary purpose of dusting off the motor,

employed it in a way for which he lacked the necessary experience to avoid danger, and the company should be answerable for the lack of skill and inexperience of its employee; (3) there should be applied to the defendant the presumption of fault which follows from the first part of Article 1054 of the Civil Code with regard to the care of objects, and it was for him to destroy this presumption by a proof of *force majeure*, misadventure, or complete absence of fault on his part. It was held that this was not done, and the judgment of the trial court was therefore confirmed. (*Quebec—Delisle vs. The Asbestos Corporation.*)



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MINISTER—THE HONOURABLE GIDEON D. ROBERTSON.  
DEPUTY MINISTER—F. A. ACLAND.

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

At the beginning of March the percentage of unemployment was 4.33, as compared with 4.28 at the beginning of January. According to returns received from nearly 4,900 firms, employment continued to increase during March, the general monthly average showing a slight increase over the average for February; towards the end of the month, however, employment became practically stationary. According to preliminary figures, the various offices of the Employment Service of Canada received about 41,700 applications for employment, were notified of 38,200 vacancies, and made about 28,300 regular placements and 6,100 casual placements during March, as compared with 36,750 applications, 28,350 vacancies, 29,900 regular placements and 5,000 casual placements in February.

The time loss on account of industrial disputes during March was less than during both February, 1920, and March, 1919. There were in existence during the month 22 strikes, involving about 3,789 workpeople and resulting in a time loss of about 43,169 working days. Of these strikes, 8 were on record at the beginning of the month, and 14 were reported as having commenced during the month. At the end of March there were on record 16 strikes involving about 2,503 workpeople.

The average cost of the weekly family budget of staple foods equalled \$15.98

at the middle of March as compared with \$15.77 in February, \$13.05 in March, 1919, and \$7.68 in March, 1914. The index number of wholesale prices averaged 349.0 for March as compared with 343.5 for February, 277.6 for March, 1919, and 137.0 in March, 1914.

### Proceedings under the Industrial Disputes Investigation Act

During March the Department received five reports from Boards of Conciliation and Investigation established to deal with disputes between (1) the Nova Scotia Steel and Coal Company, Limited, and certain of its employees, being members of District No. 26, United Mine Workers of America; (2) the Inverness Coal and Railway Company, Inverness, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America; (3) the Canadian General Electric Company, Peterborough, Ont., and certain of its employees, being armature winders, members of Local Union No. 261, International Brotherhood of Electrical Workers; (4) the Corporation of Ottawa and certain of its employees, being members of Civic Employees' Federal Labour Union No. 15, and (5) the Bedford Construction Company, St. John, N.B., and certain of its employees engaged on the Courtenay Bay Harbour contract, which Board had been reconvened to confer and make interpretation of the clause with respect to the ten-hour day appearing in the re-

port rendered by this Board in October, 1919.

Five applications for the establishment of Boards were received, and Boards were established in connection with two disputes for which applications had been received during previous months.

#### **Special meeting of International Labour Conference**

The governing body of the International Labour Office has arranged for a special meeting of the International Labour Conference to be held at Genoa on June 15. The meeting is called for the purpose of considering questions relating to seamen, and the following matters have been placed on the agenda: (1) Application to seamen of Washington Convention limiting working hours to eight per day and forty-eight per week, with the consequential effects of such hours on manning and on regulations for governing accommodation and health on board; (2) Supervision of articles of agreement. Facilities for finding seamen employment. Application to seamen of the Washington Convention and recommendations concerning unemployment and unemployment insurance; (3) Application to seamen of the Washington Convention prohibiting children's employment under fourteen years; (4) Consideration of the possibility of drawing up an International Seamen's Code.

#### **Proposed industrial conference at Ottawa**

When introducing a Bill in the Senate on April 6, to amend the Industrial Disputes Investigation Act, 1907, the Minister of Labour stated that it had been proposed that a conference should shortly be held in Ottawa, at which there would be a representative of each provincial Government, a representative of the employers of each province, chosen by the employers, and a representative of labour from each province, chosen by labour, in accordance with and agreeable to decisions arrived at by the Industrial Conference which

met at Ottawa in September last. It was proposed that the conference should deal with the question of the provinces either permitting the Industrial Disputes Investigation Act to be extended in its scope or themselves passing legislation whereby workmen engaged in industrial life or employees of municipalities may have access to machinery operating along similar lines. The particular purpose of the meeting would be to endeavour to co-ordinate and make uniform the labour laws of the various provinces.

#### **Reply of Dominion Government to labour delegation**

The Dominion Government, in a letter from Sir George E. Foster, acting prime minister, to the executive of the Trades and Labour Congress, has replied to the representations made by a delegation of the Congress on January 8, an account of which appeared in the February issue of the LABOUR GAZETTE, expressing its views on the various subjects submitted for its consideration. With regard to immigration it was stated that the Government had already adopted the principle of careful selection of all immigrants. Careful consideration was promised with regard to the suggestion of the delegates respecting Oriental immigration and certain deportation provisions of the Immigration Act. Further inquiry was promised with a view to assisting Canadian theatrical mechanics. With regard to the right to organize, the Government stated that while this was already recognized as applying to industrial workers, the principle could not be applied to Government employees, who were obviously in a different category. In accordance with the terms of the Peace Treaty, and the action of the Labour Conference at Washington, the Government had already approved the adoption of the forty-eight hour week and the eight-hour day, and the question as to whether necessary legislation on this subject was within the jurisdiction of the Federal or of the Provincial Governments was now being considered. Care-



ful attention was promised to any legislation proposed to enable workmen to buy co-operatively. With regard to the registration of union labels, the Government stated its willingness to consider this matter, provided a general statement of such legislation as would meet the needs were submitted by the delegation. Concerning the revision of the Industrial Disputes Investigation Act, amendments to the Act were now under consideration by the Department of Labour, and further suggestions would be gladly received. Inquiry into health regulations for painters by the Department of Health was promised. The findings of the Mathers Industrial Relations Commission and the National Industrial Conference were now being considered. The Congress was requested to make specific proposals as to the desired amendment to the Fair Wage Clause in Government contracts. With regard to the age limit on the Canadian National Railways, the Government stated that there was no age limit prescribed by law, that the National Railways were being operated under a corporate management, and that the Government declined to interfere in any way with the details of operation. Such matters, it was stated, should be submitted first to the management for adjustment by negotiation. With regard to the protection of car builders and repairers, the Government explained that this was a matter for adjustment by the railway management, and that, failing proper adjustment through this source, application should be made to the Board of Railway Commissioners.

#### **Bonuses for teachers**

The Regina Collegiate Institute Board recently voted a bonus to the members of its teaching staff. In the case of teachers receiving more than \$2,000 per annum, this bonus amounts to \$250. Teachers receiving \$2,000 and less will be given a bonus of 10 per cent of their salary. The bonus is designed to meet the high cost of living during the current year, which was unforeseen when the teachers signed their contracts. The school board of Brandon, Manitoba,

has granted bonuses of \$250 and \$200 to all teachers. The arrangement is as follows: (1) To those teachers receiving the initial salary of \$750, a bonus of \$250; (2) To teachers joining the staff since September last, a bonus in due proportion; (3) To all other teachers, a bonus of \$200.

#### **Proposed civic pension scheme for Calgary**

A self-sustaining municipal retirement system, to be based upon figures compiled by an actuarial expert, is recommended in a report of the civic pensions committee to the city commissioners of Calgary. The object of the system would be primarily to insure employees and their dependents against want in old age, disability and death. It is proposed that the beneficiaries bear one-half the cost of the pension scheme, the municipality paying the other half, and that it be covered by an assessment on salaries, which would amount to about 10 or 12 per cent. The benefits suggested are as follows: A superannuation benefit to employees attaining the age of 60; a disability benefit upon disability incurred in the performance of duty; a disability benefit upon disability through causes not connected with the performance of duty, after ten or more years of service; death benefits; return of employees' contributions with 3 per cent compound interest, when leaving the city's service without drawing retirement benefits. Because of their duties and the fact that after 50 or 55 years of age policemen and firemen are not as efficient as they should be, it is recommended that they should be retired earlier than other employees. To provide for their retirement, without raising the assessment, it is suggested that a percentage of fines, licenses and other sources of revenue in their departments be set aside.

#### **Pension scheme of Whitman and Barnes Company**

The Whitman and Barnes Manufacturing Company, of St. Catharines, Ont., has adopted a pension scheme for all employees who have been in the con-



tinuous service of the Company for certain periods of years. The expenses of such pension are to be borne entirely by the Company, without any contribution from, or levy upon employees. The following persons under this scheme are eligible for pensions: male employees of 70 and female employees of 65, who have been in the Company's service for fifteen years or more; male employees of from 60 to 65, and female employees of from 55 to 60, who have been in the Company's service for twenty years; all employees who have been in the Company's service for thirty years or more. Pensions may be refused or cancelled, for just cause, where the management deems advisable. Upon approval of the management, a pensioner may engage in other lines of work not prejudicial to the interests of the Company. Pensions shall be paid monthly as follows: For each year of continuous service, one per cent of the average regular monthly pay (not including bonuses and awards) during the ten years preceeding retirement. Pensions shall not amount to less than \$20, nor more than \$100 a month. The Company guarantees such pensions as are granted for the life of the employee, and to his widow after him, provided she shall remain unmarried and possess no other means of support, both subject to the rules and regulations of the Company. The Company reserves the right to alter or abolish the pension scheme at any time it sees fit, without affecting in any way those already receiving pensions.

**Housing  
scheme of  
employers at  
Trail, B.C.**

Owing to the house shortage in Trail, B.C., the Consolidated Mining and Smelting Company of Canada, Limited, has formulated a scheme for the relief of a portion of its employees which it is now ready to put into effect. The proposition is as follows: A loan to the amount of 80 per cent of the value of the property will be made to a married employee to purchase a lot and build a house for his own use, \$2,000 to be the maximum amount of such loan. Loans

will be repaid in monthly instalments covering both principal and interest, the terms of repayment to extend over periods of four, six or eight years, according to the circumstances of the borrower. Additional payments may be made on account of principal at any time, in even amounts of \$100, or multiples thereof. The loans will be secured by a first mortgage. If desired, building material may be supplied by the company at cost, in place of cash for their purchase. Advances on account of the loan arranged will be made from time to time, as the building progresses, such advances to be estimated by the company's inspector. Value of work done by the borrower himself, or the value of a suitable lot owned by the borrower, will also be estimated by the company's inspector, and may apply on the portion of the expenditure to be carried by the borrower. The company will have a number of standard designs of houses, which are recommended but not insisted upon, though such designs are likely to be cheaper than the borrower's own design, especially as an attempt will be made to standardize some of the parts. Should the purchaser prefer his own design, it will require the inspector's approval and should be accompanied by full specifications and estimate of cost, preferably by a bid from a responsible builder. The company reserves the right to inspect the house from time to time during construction, and to require reasonable compliance with the specifications submitted.

**Newswriters'  
branch of In-  
ternational  
Typographical  
Union**

Following British precedent, the newspaper writers of Montreal organized themselves last year into a trade union, the new organization being affiliated with the International Typographical Union, with the title of Newswriters' Union of Montreal (International Typographical Union) Local No. 10. This local, the first trade union organization of working journalists in Canada, received its charter from the parent body on May 9, 1919. Although

subject to the general laws of the International Typographical Union, it is governed by its own constitution and by-laws suited to the conditions of editorial and reportorial newspaper work. A clear distinction is made between working journalists on the one side, who thus become allied with the printing and mechanical employees in the newspaper industry, and the proprietors, managers, and directors on the other side, who are not eligible for membership in the union. A newswriters' union has also been formed at London, Ont.

The National Union of Journalists of Great Britain, which had over 4,000 members in 1919, was established in March, 1907. It consists of working journalists who are and have been for three years members of a journalistic staff, or who are and have been for three years dependent upon their own journalistic work. Its objects are: (1) to defend and promote the professional interests of its members with regard to salary, conditions of employment, and tenure of office; (2) the establishment of out-of-work, benevolent and superannuation benefits, and sickness and other insurance; and (3) to deal with questions affecting the professional conduct of its members. Other services rendered by the union include an unemployment bureau to assist its members in finding suitable work, and free legal advice, the Union also taking legal action when necessary to protect the rights of its members. Newspaper proprietors in Great Britain are reported generally to regard the Union without prejudice.

A similar movement is reported also in the United States, where newswriters' unions were organized in many centres in 1919.

#### **Joint meetings of British Trade Union- ists and co- operators**

Following the joint meeting of representatives of British Trade Unions and Co-operative Societies which was held in London last spring, mention of which was made in the May, 1919, issue of the LABOUR GAZETTE, a series of local joint confer-

ences have taken place during the past few months in the chief centres in the southern section of England, according to the *Co-operative News*. At a joint conference held at Banbury a resolution was carried urging that the development of co-operative banking, insurance and trading is essential; that the unification and development of educational and propaganda efforts be encouraged as a means of aiding reconstruction; and that co-operative and trade union representation on local governing bodies should be sought and supported by co-operative societies and trade unions.

#### **Jottings**

An officer has been appointed to the Department of Labour, to take charge of the juvenile employment work of the Employment Service Branch. Mr. J. M. Wyatt, formerly Chief Probation Officer of the Toronto Juvenile Court, assumed the duties of this office in January last.

The Labour Department of the Province of Quebec opened an office at Montreal, on March 22, for the purpose of examining children under 16 years of age who wished to obtain educational certificates entitling them to work, in accordance with the Quebec Industrial Establishments (Amendment) Act respecting Child Labour, which Act was printed in the April, 1919, issue of the LABOUR GAZETTE. A rule has been passed that children working in factories need not report to the office to be registered until their employer has been notified. In future the registration cards will be accepted by the factory inspectors without question, and it will not be necessary to make inquiries from their employers. All registered children under 16 will be compelled to attend night school.

A bill has recently been introduced in the Quebec Legislature by the Provincial Secretary guaranteeing a salary to the young inmates of the reformatories and industrial schools of Quebec commensurate with their work. Part of such salary will be appropriated by the



Government to cover the expense of their maintenance, the surplus being handed over to the youthful offenders on their liberation.

The executive of the Canadian Construction Industries Association, which met in conference at Ottawa in February, have appointed a standing committee on labour whose duties will be, among other things, to take steps toward the formation of an industrial council for Canada, to deal with Canadian-wide labour questions in the building industry. The Trades and Labour Congress of Canada has been asked to co-operate with the committee in this matter.

A bill to provide a minimum wage for women has been introduced into the Nova Scotia Legislature, which would create a minimum wage board of five members, two of whom shall be women. The authority to be conferred on the board is similar to the powers vested in the minimum wage boards already in existence in Manitoba, British Columbia and Saskatchewan.

Under amendments to the Factory Act passed at the last session of the Alberta Legislature, advisory committees have been appointed by order-in-council in Edmonton, Calgary, Medicine Hat and Lethbridge. Each of these committees consists of three members, one representing the employers, another the employees, the third being appointed by the Attorney General. The committees will investigate prevailing labour conditions and make recommendations regarding hours of work, wages, etc., and upon such recommendations the chief factory inspector may then issue regulations covering the situation.

Arrangements have been made for the holding of an industrial congress in Alberta and British Columbia from June 2 to June 10, similar to the Alberta Industrial Congress of last August, an account of which ap-

peared in the September issue of the LABOUR GAZETTE. The programme will include visits to Medicine Hat, Lethbridge, Calgary, Edmonton and the coast cities of British Columbia. At the request of the National Manufacturers' Association of Great Britain, a representative is being sent there to organize a party to attend the congress.

The American Federation of Labour announces that the building trades unions have reached an agreement to submit all jurisdictional disputes to a joint representative board, the decisions of which will be final. The board met in March at Washington, D.C., and proceeded to assign classes of work to the different trades. The assignment will continue in effect indefinitely, and any further disputes between unions regarding their right to do certain work will be settled by arbitration.

A bill has recently been presented in the Italian Parliament by the Minister of Industry, Commerce and Labour, providing for a maximum eight-hour day and a forty-eight hour week. Under this bill two hours' overtime will be allowed daily, but only in cases of necessity, and provided the worker agrees to work overtime at a 25 per cent increase in pay.

An organization called The Confederation of Intellectual Workers (La Confederation des Travailleurs Intellectuels) has recently been formed in Paris, France. Delegates of two hundred associations met to draw up the constitution. Their manifesto declares their intention to "represent, co-ordinate and defend the interests of all those men and women who derive their principal livelihood from the work of their brain and not from manual labour or invested capital." Clerks, inventors, managers, directors, writers, artists, teachers, lawyers and scientists are eligible for membership.



## INDUSTRIAL CONDITIONS DURING MARCH, 1920

## I.—General Review

A continued slight increase was noted in the total volume of employment in Canada during the month of March. At the end of the month, however, employment became practically stationary. Gains were steady and well maintained throughout Ontario and Quebec, while sharp fluctuations occurred in the Maritime Provinces and British Columbia, and a marked decline continued in the Prairie Provinces.— Compared also with the base week in January the gain was substantial, and was due largely to expansion in the metal, textile, and pulp and paper industries.

In the metals and machinery group a steady improvement was recorded in all provinces except in the west, marked gains being made in Ontario, Quebec and the Maritime Provinces. Eastern ship-building was increasingly active, but on the Pacific coast this industry was much less steady. In the food group the general average of the previous month was maintained, though some decline in activity was noted in the abattoir and meat packing industries. Textile and clothing workers were increasingly busy during the month. The pulp and paper industry was still very active, the general average of employment being considerably increased, though local declines were noted about the middle of the month in Quebec and British Columbia. The clay, glass and stone industries started the month with a decline, followed, however, by substantial increases, with local variations. Paint, oil, and chemical workers found increased employment. The leather trades declined slightly. Shipping and 'longshore work made marked gains, especially in Quebec, Ontario and British Columbia, in the second week of the month.

Coal mining showed decreased activity throughout the month, especially in the Prairie provinces, the Maritime provinces, however, maintaining the previous level. Railway construction showed signs of the approach of the busy season, and building began to revive, although hampered at times by adverse weather conditions. Lumbering and logging continued to show a marked decline, operations in the woods practically coming to an end for the season.

The loss of time on account of industrial disputes during March was less than during February, 1920, and March, 1919.

**Strikes** There were in existence at some time or other during the month 22 strikes, involving about 3,789 workpeople, and resulting in a time loss of about 43,169 working days, as compared with 24 strikes, 3,145 workpeople and 49,939 working days in February, 1920; and 25 strikes, 4,206 workpeople and 71,704 working days in March, 1919. On March 1 there were on record 8 strikes, affecting 461 workpeople. Fourteen strikes were reported as having commenced during March, as compared with ten in February. One of the strikes commencing prior to March and five of those commencing during March were reported terminated, leaving 16 strikes, involving about 2,503 workpeople, on record at the end of the month.

The general movement in prices continued upward, substantial increases being noted in the index numbers of wholesale prices and in the retail prices food budget in spite of some seasonal decreases in eggs, fish and hides. The chief increases were in building materials and in metals. Grains and fodder, livestock and meats, fruits

**Prices**

and vegetables and miscellaneous foods showed slight increases.

In retail food prices, meats were slightly higher, eggs were down ten cents per dozen, milk and butter were slightly lower, but sugar averaged nearly two cents per pound higher, and potatoes were thirty cents per bag higher. Coal, wood, coal oil and rents were all slightly upward.

The retail prices budget of 29 staple foods averaged \$15.98 in some 60 cities at the middle of March, as compared with \$15.77 at the middle of February, \$13.05 in March, 1919, and \$7.68 in March, 1914. The index number of wholesale prices averaged 349.0 for March as compared with 343.5 for February, 277.6 for March, 1919, and 137.0 in March, 1914.

## II.—Industries and Trades.

Steel and other metal industries throughout the Maritime Provinces showed increased activity during March. The output of the Dominion Steel plant at SYDNEY, which showed a marked increase over the previous month, was as follows: pig iron, 18,300 tons; ingots, 23,800; blooms, 2,750; billets, 5,400; rails, 3,350; rods, 9,260; plates, 2,500; fit rails, 700; wire, 200; nails, 1,850; two blast furnaces were in operation, but it was expected that six would shortly be working, when the number of employees be increased from about 4,500 to over 5,000; output was partly hampered by the shortage of cars affecting receipt of equipment and material; the rail mill closed down about the middle of the month, the Government rail order being completed, but the men discharged would, it was expected, be fully absorbed when the bar mill opened, and additional men would be required. The stove, furnace and metal roofing industries continued active during the month. The output of the steel plant at SYDNEY MINES, which showed a slight increase over the previous month, was as follows:—iron, 7,300 tons, steel, 10,700; all departments were in operation. WESTVILLE reported an improvement in the structural steel industry; engine and boiler makers were busy; sheet metal workers active, and the electrical trade normal.

At NEW GLASGOW conditions in the metal group continued steady; all the mills of the Nova Scotia Steel Company were active, but without increased em-

ployment, about 990 men being on the various staffs; the Maritime bridge plant worked part time owing to difficulty in obtaining material. At HALIFAX activity in the skate, bar, iron-nuts and bolts trades continued steady with good prospects. AMHERST reported great activity in engineering work. At CHARLOTTETOWN, foundry and machine shop men were well employed. The rolling mill at St. JOHN, which closed last month would, it was reported, shortly re-open under new auspices, employing about seventy men at first; tin and sheet metal workers were well employed, but the machine shops were slack owing to the continued strike of machinists. At MONCTON the moulding and machine shops which were damaged by fire in February were not quite ready to resume work, but the other foundries were in active operation. FREDERICTON reported active preparations for the spring rush of work. At MONTREAL the structural steel industry showed activity; sheet metal plants were quiet and the electrical trades were normally active. QUEBEC reported a very busy month in the stationary engine and in the architectural and structural steel plants, but the metal roofing workers were rather slack. Machinists at SHERBROOKE were actively employed, with good prospects ahead; conditions in the architectural iron and steel shops were fairly good. At St. HYACINTHE the iron working plants and machine and repair shops had plenty of work. Iron workers at THREE RIVERS, St. JOHN's and IBERVILLE were very busy and foundries and



machine shops were well employed. The foundries at OTTAWA and HULL were busy. Continued activity, with occasional demand for more help, was reported from TORONTO in the metal and machinery industries, though production in some lines was limited by shortage of steel; stove and furnace plants were busy, but agricultural implement factories could not carry out all the work on hand, owing to lack of raw material. A general demand for more skilled labour was still reported from HAMILTON, where activity prevailed throughout the metal group. At NIAGARA FALLS the metal working industries continued busy, with machinists, foundrymen, brass polishers and tool makers in demand; cutlery and plating factories were also short of drill and press hands, male and female. At BROCKVILLE boiler work was reported rather slack, but activity prevailed in stove and furnace plants and in factories for axes, hammers, edge tools, and small hardware. At WELLAND a large steel-working industry that has been shut down for some time was about to reopen, having secured large European orders, while two other iron-working concerns were about to enlarge their establishments. Metal trades at ST. CATHARINES continued well employed, boiler makers being specially busy. BELLEVILLE reported a good month in the metals group, many foundry and steel plants working day and night; the rolling mills were busy supplying the demand for bar iron, nails, etc. PETERBOROUGH reported all iron industries working to capacity, overtime being frequent among moulders and core-makers, and many machine shops working day and night. In GALT and vicinity, many machine shops worked double shifts, and the metal roofing and other sheet metal trades were very busy; activity prevailed generally in the pig iron and steel furnaces, in the rolling mills, and the stationary engine shops; the stove and furnace plants continued very busy, also electrical apparatus and fixtures, and agricultural implements. At BRANTFORD the machine shops all ran full handed; the milling machinery plant worked overtime; the factories

for gas engines, windmills, etc., were active; stove and radiator workers were well employed; and electrical workers were very busy, more skilled help being needed; farm implement makers were also active. KITCHENER reported a demand for sheet-metal workers and electrical fixture makers; foundries and machine shops were very busy, but had sufficient help; stationary engine, thresher and farm implement factories were busy in every department. At GUELPH activity prevailed in all the metal trades, moulders and factory labourers being in demand. STRATFORD reported the iron machine and repair works were very busy and other machinery and appliance factories continued active. A chronic shortage of moulders was reported from WOODSTOCK in the stove and furnace factories, also a scarcity of skilled mechanics in the boiler and machine plants. LONDON reported the rolling mills busy, with all the furnaces going; the stove and furnace factories were very busy though hampered in one department by shortage of tin; in the moulding shop labourers were employed for "sanding down" work hitherto done by the moulders, who work on piece terms; thresher and threshing engine makers were extremely busy. A scarcity of unskilled helpers was noted at ST. THOMAS for the iron foundries, which had an active month. The structural steel industry at CHATHAM showed steady improvement. Additional help was taken on at the structural steel plants at WINDSOR; machine shops were rushed with work, all metal trades being very active; the injector factory took on additional help owing to rush of overseas orders. The electric die castings factory at TRILLIA gave steady employment to about 40 men. The steel plant at SAULT STE. MARIE continued running day and night shifts, and the foundries were calling for more help. At WINNIPEG employment in the metal group remained unchanged, but there was some demand for machinists, moulders and pattern makers; electrical workers and wiremen were well engaged.

The metal trades at MEDICINE HAT



had an active month, except the rolling mill, which was rather slack. The iron works at LETHBRIDGE were busy, all hands working full time, but at EDMONTON the iron workers were only fairly employed. VANCOUVER reported activity in the rolling mill and in the structural iron industry; roofing and other sheet metal plants were busy; a demand was noted for workers in some metal trades. The machine shops at NEW WESTMINSTER had a busier month than any since last June. Machinists and pattern makers were in demand for the new drydock at PRINCE RUPERT. At VICTORIA the demand for machinists and stationary engineers still continued; iron foundries were dull, but stove foundries operated steadily.

The railway repair shops at SYDNEY were active during the month of March.

**Vehicles (land and water)** The shipyards at TREN-  
TON were busy, but the car shops were rather slack and will so continue for about two months as the plant is being overhauled for a large government order; many car shop men are finding employment at the shipyard where a demand for help will follow their return to their own work. At WESTVILLE the carshops took on many more employees, shipbuilders were busy, and automobile and farm implement makers were well employed. Shipbuilding at HALIFAX continued active, with demand for iron workers and helpers; about 1,340 men were employed; work on portable engines and boilers showed an improvement over the previous month, most of this work being done at the shipyards. The car foundries at AMHERST worked under heavy pressure, but the big government order was not yet begun. At MONCTON great activity continued in the locomotive and car repair shops of the Canadian National Railways. MONTREAL reported normal employment in the engine and boiler shops and in the shipbuilding yards. At QUEBEC the portable engine shops were active; the iron shipbuilding and ship-repairing yards had a very busy month, one firm being reorganized and now employing

over 1,200 men; repairs on steamers, tugs, schooners, and the numerous vessels that wintered in port were in active progress. Shipbuilding was very active at THREE RIVERS, 600 men being regularly employed at one yard and 900 at another, but shortage of material hampered operations. Increased employment in the shipyard was reported from SOREL, in view of the opening of the season. The car shops at OTTAWA and HULL were normally active. At TORONTO the shipbuilding yards, and engine, boiler and automobile factories were all busy. HAMILTON reported a general demand for skilled labour, and activity in the locomotive and car shops, and in portable engine, boat, carriage, cycle and motor factories. The locomotive works at KINGSTON were active and increasing their staff, and the shipbuilding and repairing yards were actively preparing for the coming season. Motor boat and engine factories at BROCKVILLE were busy. The G.T.R. shops at BELLEVILLE were busy on the manufacture of locomotive parts, and other foundries were active on portable engines and boilers; makers of automobile parts were exceptionally busy. At GALT and in the district the portable engine and boiler makers were well employed and steam and motor tractor workers were very busy. At BRANTFORD the engine shops worked overtime; tractor factories were active on overseas orders and carriage and wagon plants were actively preparing for the coming season. KITCHENER reported activity in the portable engine and auto truck factories. More help was in demand for the wagon and sleigh factories at WOODSTOCK, where the activity of the past season still continues. Engine and boiler shops at CHATHAM were busy, and the automobile factory increased its staff during the month. Considerable additional help was taken on at the various automobile factories at WINDSOR, every department being rushed to capacity; die makers and machine hands were wanted by many concerns; all machine shops were rushed with work for auto supplies, some new concerns being started, and even stove foundries were directing their attention to auto tops;

tractor factories were very busy supplying the western demand. Work continued at the shipyard at PORT ARTHUR, where from 700 to 900 men have been steadily employed all winter. Employment at the car works at FORT WILLIAM was slack. At WINNIPEG a demand was noted for machinists, moulders and pattern makers for the railway shops. Automobile repair shops continued busy with demand for experienced help; the Ford plant employed about 200 hands. VANCOUVER reported activity in locomotive and car shops, also an increase of activity in the steel shipbuilding trade, due to the arrival of more material; automobile repair and parts shops were busy. At VICTORIA employment was increased by the enlarged shipbuilding programme, the iron shipyards being active; by order of the Dominion Government all work ceased in the naval yard, about 50 mechanics, and a similar number of clerical workers, being laid off.

Activity continued at SYDNEY throughout the food group, with some improvement visible in the aerated water section. Active conditions also prevailed at WEST-

**Food, liquors  
and tobacco**

VILLE. At HALIFAX sugar production was hampered by shortage of raw sugar, and baking and confectionery fell off slightly owing to shortage of western orders and the lenten season; increases were noted in the meat trades and in soft drink plants. Female help was in demand at NEW GLASGOW for the confectionery trades. The tobacco factory at TRURO worked full time. ST. JOHN reported activity in the flour and feed mills, sugar refinery, bakeries, creameries and soft drink factories, the latter showing seasonal improvement. The biscuit factory at MONCTON was increasingly busy, and at FREDERICTON steady conditions prevailed in all branches. At MONTREAL flour and feed plants, abattoirs and meat packing houses showed activity, soft drink factories and breweries were busy, and tobacco workers about normal. QUEBEC reported a very quiet month in the abattoirs and packing houses, the baking and confectionery

trades also being dull, but tobacco factories and breweries being active. At SHERBROOKE, STE. HYACINTHE, THREE RIVERS, ST. JOHN'S, IBERVILLE and SOREL conditions were generally good. At OTTAWA and HULL normal activity was reported throughout the food group. TORONTO reported slack conditions in the flour, feed and cereal factories; abattoirs and packing houses were fairly active; bakers and confectioners had plenty of work; aerated water had increased activity; and cigar makers were well employed. General activity continued at HAMILTON, ST. CATHARINES, KINGSTON, BROCKVILLE, BELLEVILLE and PETERBOROUGH. Favourable reports were also received from GALT, BRANTFORD and GUELPH. Bakers were in demand at KITCHENER, and more girls were required for confectionery factories, other food industries being normally active. Female help was also in demand at STRATFORD, WOODSTOCK and LONDON, for candy, biscuit and confectionery plants. The flour mills at ST. THOMAS employed full staff. Steady conditions were reported from CHATHAM. At WINDSOR the distillery and the breweries were very busy, while improvement was noted in other departments. At WINNIPEG the confectionery trades were fairly steady, with same staffs as before; vegetable canners had a good month, being now supplied with raw material and sufficient help. The flour mills reported that owing to the orders of the Wheat Board prohibiting exports it was necessary to work their men at intervals, 80 or 90 men being affected, these working about two days per week; abattoirs and packing plants and breweries and soft drink factories were fairly active. The flour mills at REGINA and MEDICINE HAT ran only part time; and at LETHBRIDGE both flour mills closed down, the reason alleged being "Government restrictions on flour trading." At CALGARY flour and feed plants were quiet, abattoirs busy and breweries and soft drink plants rather slack. General activity was noted at EDMONTON. Breweries at FERNIE were very busy. At VANCOUVER the flour, feed and cereal mills, abattoirs and packing houses and breweries were



busy, bakeries, confectioneries and creameries were fairly active, the sugar refinery and soft drink factories were rather slack, and the canning industry was at a standstill. VICTORIA reported general activity throughout the food group, but the tobacco industry was slack.

The textile factories in the Maritime provinces were exceptionally busy during March. The rope

**Textiles,  
cordage and  
carpets**

and twine industry at HALIFAX continued steadily without marked improvement. The woollen mills at TRURO worked full time but were very short of experienced help. The cotton factory at YARMOUTH continued employing about 510 hands. At ST. JOHN the cotton mills continued in steady operation, the Mill-town plant employing about 575 hands. The woollen mills and underwear factory at MONCTON also continued active with the usual staffs. FREDERICTON reported that the cotton mills at MARYSVILLE worked to capacity, the usual staff being about 575 hands. MONTREAL reported the cotton, woollen and knitting factories busy, and tent and sail makers about normal. At QUEBEC the cotton mills were busy, though handicapped for a time by shortage of water power; sail-makers also had a good month. SHERBROOKE reported activity in the cotton, woollen, bleaching, dyeing, finishing and textile printing plants. At ST. HYACINTHE the woollen and cotton factories, as well as knitting, underwear and hosiery factories were very active. The cotton factory at THREE RIVERS continued to keep 1,400 hands in steady employment, and were enlarging their plant which would soon require several hundred more workers. At TORONTO woollen, hosiery and knitted goods workers were very busy with good prospects ahead; carpet, tent and awning workers also were active. At HAMILTON the demand, especially for female labour, continued in all branches of the textile industry. Woollen, silk and knitting mill workers at ST. CATHARINES were well employed, and at KINGSTON female help was in demand for the cotton and

woollen mills. Tent and awning makers at BROCKVILLE were fairly active. The woollen mills at PETERBOROUGH worked day and night, and hosiery and knitted goods hands worked overtime. Help was wanted at GALT for the cotton and woollen mills of the district. Female help was also in great demand at BRANTFORD where the silk underwear and hosiery factory could not secure sufficient workers; help was also needed at the woollen goods and blanket factory, and unskilled labour was in demand at the cordage factory. At KITCHENER help was in demand for the twine factory, and the felt plant was also very busy. GUELPH reported a shortage of female help in the wool spinning and in the carpet weaving mills; the cotton and linen mills and hosiery and knitted goods factories were also busy. Female workers were in demand for the woollen hosiery and knitted goods mills at STRATFORD. A similar demand was noted at WOODSTOCK and LONDON. The knitting workers at ST. THOMAS were very busy, and at CHATHAM the woollen factory ran overtime, and the pad workers were well employed. The awning factory at WINDSOR reopened for the season. The worsted woollen mill at ORILLIA reported a shortage of female help. At WINNIPEG some bag factories reduced their staffs, while others took on additional experienced help; the knitting mill continued active, and the tent and awning factory increased its staff. The knitting, tent and awning factories at VANCOUVER had a good month.

Steam laundries at SYDNEY continued active. At HALIFAX ready-to-wear

**Clothing,  
boots, shoes  
and laundering**

clothing benefitted at the expense of custom tailoring; steam laundries showed improvement. The hat and cap factory at TRURO was rushed with spring orders, and worked overtime with full staffs. Tailors at CHARLOTTETOWN and ST. JOHN were reported very busy. The hat and cap factory at MONCTON continued in steady operation. Shoe and larrigan makers, were in demand at FREDERICTON, tailors and garment workers



were active, and dyers and cleaners were increasingly busy. At MONTREAL ready-made clothing factories were busy; hat, cap, shirt, collar and button makers had plenty of employment, and laundries were fairly active; boot and shoe makers were very busy with spring work but the usual slack season was anticipated later. Overtime work was frequent at QUEBEC in the clothing factories, but laundries had a slack month; boot and shoe factories were busy. SHERBROOKE reported activity in the ready-made clothing, boot and shoe, and laundry plants, and at St. HYACINTHE ready-made clothing, and steam laundry and dyeing plants were well employed. The glove, boot and shoe factories and laundries at THREE RIVERS had a good month. At St. JOHN'S and IBERVILLE the shirt and collar factories were more active than in February; female help was in great demand at the straw hat factory. The clothing and shoe trades at SOREL had an active month. At OTTAWA and HULL the clothing industries continued working at capacity. TORONTO reported the ready-made clothing, hat and cap and whitewear plants busy, with steady demand for additional labour, especially women; boot and shoe workers were less active than in February, spring deliveries having been completed. At HAMILTON a big demand for tailors was reported, also for workers in the shirt, collar, hat, cap and women's wear industries, and in the steam laundries; the boot and shoe trades were active. NIAGARA FALLS reported the corset, hat, suspender and neckwear factories and laundries all busy. Laundry workers were in demand at WELLAND. At BROCKVILLE the hat, glove, and fur makers and laundry workers were active. The shirt factory at BELLEVILLE gave good employment, and steam laundries and cleaning establishments were unusually busy. At PETERBOROUGH the carpet weavers were active and makers of women's whitewear and children's clothes were very busy. Help was in demand at GALT for the shirt, collar and clothing trades; boot and shoe factories and steam laundries were also busy. Shirt and overall makers at BRANTFORD were very busy on foreign orders; female help

was in demand for the women's whitewear factories; laundries and cleaning establishments were very busy. Clothing workers at KITCHENER continued busy, with help in demand in shirt and collar factories for buttonhole and collar band turning machines; experienced operators and learners were needed for sewing machines, also girls for ironing underwear and shirts; men, boys and girls were needed at the button factories, and glove makers were also in demand; steam laundries and dyeing plants were rushed with work. GUELPH reported a demand at the whitewear factory for pressers, tuckers, hand sewers and finishers; rubber workers were also very busy. At STRATFORD ready made clothing factories, laundries and cleaning establishments were active. LONDON reported great activity in the ready-to-wear clothing and costume factories; boot and shoe makers were working overtime. Shoemakers were also very busy at St. THOMAS. Clothing and laundry workers at CHATHAM were increasingly active. At WINDSOR overall and shirt makers were very busy, in spite of occasional shortage of material. WINNIPEG reported increased employment in the ready-to-wear clothing, whitewear and glove trades; experienced shirt makers were in demand; cap makers had a satisfactory month, but fur workers were slack; cleaners were exceptionally busy. Help was in demand for laundry work at REGINA. VANCOUVER reported activity in ready-made clothing for men and women, also in shirt, overall and women's and children's whitewear factories; dressmaking, custom tailoring and millinery trades improved with; opening of spring laundries and cleaning establishments were rather slack; boot and shoe workers were busy. At VICTORIA the shirt and overall factories operated steadily and steam laundries and cleaners were busy.

The pulp mill at St. JOHN continued running steadily. BATHURST reported a good month at the pulp mill, but without any increase in the amount of pulp manufactured or in shipments, the average

**Pulp, paper  
and fibre**

daily output amounting to 110 tons, which was shipped as soon as manufactured. The pulp and paper mills at SHERBROOKE had another busy month. At THREE RIVERS over 900 hands were steadily employed in one of the pulp and paper mills, the other employing nearly 700 hands. The pulp and paper mills at OTTAWA and HULL continued to be busy. Felt and tarred paper makers at HAMILTON had an active month. At St. CATHARINES pulp, paper, beaver board and products factories were steadily active. The paper roofing plant at BRANTFORD was rushed with work. The pulp and paper industry was very active at SAULT STE. MARIE. VANCOUVER reported that the pulp and paper mills at OCEAN FALLS and POWELL RIVER, and at several other points up the Pacific Coast continued busy. Similar reports came from VICTORIA, the paper export trade continually increasing; roofing and tarred paper plants were also active.

Printers continued active at SYDNEY and WESTVILLE. At HALIFAX compositors were still in demand, and printing and publishing showing an increase in all lines. A shortage of printers was noted at TRURO, but conditions at CHARLOTTETOWN were slack.

**Printing,  
publishing  
and paper  
goods**

St. JOHN reported employment good in the printing and binding trades, and engravers fairly busy. Favourable conditions were also reported from MONCTON and FREDERICTON. MONTREAL reported activity among printers, bookbinders and lithographers. At QUEBEC and St. HYACINTHE printers and bookbinders, also paper box and bag makers were busy. Printers at THREE RIVERS had a good month, but at SOREL work was rather slack. The printing trades at OTTAWA and HULL were normally active. At TORONTO printers, bookbinders, engravers and lithographers had steady employment and paper box and bag factories were also active, with a demand for help. At HAMILTON and St. CATHARINES active conditions continued to prevail throughout this group. KINGSTON, BROCKVILLE and BELLEVILLE also

reported continued activity. PETERBOROUGH reported a revival in the printing trades after a two-months' slack period; paper box workers were busy. In GALT district printers and box makers were well employed, and at BRANTFORD envelope and paper box makers were very busy. More printers' apprentices were required at KITCHENER this trade and the paper box trade being very busy there and at WATERLOO, GUELPH and STRATFORD. A shortage of linotype operators was reported at WOODSTOCK and at LONDON and expansion was noted in the printing and paper goods industries. Active conditions continued in the printing trades at St. THOMAS and WINDSOR. Help was required at CHATHAM for the printing, binding and lithographing trades. Some experienced help was required in the book-binding trade at WINNIPEG, and employment continued steady, though stock was difficult to secure; printers were well employed, and binderies and box factories continued to work with staffs unchanged. The printing and publishing trades were reported active at BRANDON, REGINA, LETHBRIDGE, CALGARY and EDMONTON, but rather quiet at MEDICINE HAT and FERNIE. At VANCOUVER printers were fairly active, but publishing plants, binderies and paper box plants were rather slack. VICTORIA reported average activity in the printing trades, and paper box factories very busy and running two shifts.

At SYDNEY the sash, door and planing mills continued active, but at HALIFAX

a considerable falling off in activity was noted, owing, it was stated, to continued high prices and shortage of material. Furniture workers at WESTVILLE had a fair month. The mattress factory at TRURO worked full time. Coopers and broom makers at CHARLOTTETOWN had a good month. At St. JOHN the sash, door and planing mills ran to capacity, and the broom and brush factories were very busy. MONCTON reported activity

**Woodworking  
and furniture**



in the planing mills and cooperage plant. The sash, door and planing mills at FREDERICTON had a good month, and canoe makers were well employed. At MONTREAL wooden box and furniture workers were fairly active and piano makers were busy. QUEBEC reported activity in the woodworking and box factories. At SHERBROOKE the sash, door and planing mills and chair factory continued busy. St. HYACINTHE reported activity in the planing mills, wooden box, chair and organ factories. At THREE RIVERS workers in the wooden toy, chair, sash and door factories and planing mills had a good month. The planing mills at St. JOHN'S and IBERVILLE were active, but at SOREL woodworkers were rather slack. OTTAWA and HULL reported steady employment in the sash, door and planing mills. At TORONTO the woodworking industries, including the piano and phonograph trades, were in full operation, except when handicapped by shortage of material, additional labour being required in some shops; women had steady employment in victrola, piano and toy factories. At HAMILTON activity continued in all departments of the woodworking and furniture group. The planing mills at NIAGARA FALLS were again busy, enlargements being planned. Woodworkers at St. CATHARINES continued busy, and at KINGSTON the planing mills and piano and broom factories had an active month. BROCKVILLE and BELLEVILLE reported increased activity in the furniture factories and the planing mills also very busy. At PETERBOROUGH the woodworking industries, including planing mills, box and canoe factories and cooperages, were exceptionally busy. Help was in demand in GALT and district for the planing mills, sash and door and furniture factories. At BRANTFORD all sash, door and planing mills were kept running to full capacity, and piano and victrola makers were also very busy. KITCHENER reported vacancies in the furniture industry for shellackers, cabinet makers, machine hands and rubbers; sash and door, wooden box, furniture,

wooden ware and toy factories were very busy; piano, organ and phonograph workers were fairly active. Cooperage workers at WATERLOO were well employed. Activity continued at GUELPH in the planing mills, and in the sash and door, piano and sewing machine factories. STRATFORD reported continued activity in the sash, door and planing mills, and in the furniture, chair, cooperage and broom factories. At WOODSTOCK the furniture trades continued very busy, with constant demand for machinists, bench hands, finishers and handy men; a few skilled mechanics were also required at the organ factory. LONDON reported exceptional activity in the planing mills; box makers were in demand. At WINDSOR piano workers were fairly active. The sash and door factories at SAULT STE. MARIE had a very quiet month. No change was reported from WINNIPEG at the planing mills. The sash and door factories and planing mills at BRANDON, REGINA and CALGARY had a busy month, but at MEDICINE HAT the planing mills were rather slack, and no improvement was noted in this industry at FERNIE. At VANCOUVER the sash, door and planing mills were busy, but wooden box, furniture and chair factories were rather slack. A new planing mill started operations at PRINCE RUPERT. At VICTORIA the sash, door and wooden box factories and planing mills were only moderately busy.

At HALIFAX steady conditions continued in the trunk, leather bag and harness industries, but production was hampered by shortage of supplies. Leather workers of all descriptions were in demand at FREDERICTON. At MONTREAL employment was good in the tanneries, trunk, bag and harness plants and rubber factories. QUEBEC reported tanners, curriers and thawers well employed. Tanners and leather workers at St. HYACINTHE and SOREL had a good month. At TORONTO trunk, bag and har-

**Leather and rubber (other than clothing)**



ness makers had plenty of employment. At HAMILTON activity continued in all departments of the leather group. The harness and belting workers at BROCKVILLE were well employed. Leather workers at PETERBOROUGH had increased employment. KITCHENER reported increased activity in the tanneries, but some trunk and bag workers were laid off at one of the factories; tire makers were very busy, plants being extended, and double and treble shifts being run. Rubber factories at GUELPH were also very busy. At STRATFORD tannery workers and harness makers were well employed. At WOODSTOCK and LONDON the tanneries ran to capacity. The tanneries at BRANDON were very busy, and the trunk factory workers were well employed.

Clay product workers at WESTVILLE continued in steady employment. Cut stone and granite work at St. JOHN was still dull, but lime kilns ran steadily, with good prospects of increased employment as the provincial government was taking over a plant at Torreyburn and installing machinery for crushing limestone for fertilizing purposes. The glass factories at MONTREAL continued in steady operation. At QUEBEC stone cutters had a dull month, and the brick making season had not yet opened. SHERBROOKE reported the cut stone and granite works and brickyards as fairly active. The brickyards at TORONTO were preparing to resume operations, with prospects of a busy season; glass factories were in steady operation. At HAMILTON activity continued throughout the group. At KINGSTON cut stone and granite workers were active. BROCKVILLE reported cut stone and granite work beginning to be active, but the brickyards remained closed. At BELLEVILLE the cement plant was working day and night, and the pottery, tile and pipe industries were also busy. The brick, tile and sewer pipe workers at BRANTFORD had an active month. Stone cutters

at KITCHENER were well employed, and brick, tile and sewer pipe makers were increasingly active. STRATFORD reported brick and tile workers fairly busy; at LONDON these trades were preparing for spring operations, and at CHATHAM they were already very active. Cut stone and granite workers at REGINA were fairly busy. At MEDICINE HAT brick and tile workers were very busy and stone cutters fairly active.

Activity continued at SYDNEY throughout this group, including the tar, naphtha, carbolic acid, creosote oil, dead oil, naphthaline, and pitch industries. At HALIFAX the paint and oil industries continued active. The oil refinery at DARTMOUTH increased its staff, employing over 1,000 hands at the end of the month. MONTREAL reported the paint and varnish, and chemical, drug and medicine industries about normal. The cartridge and ammunition factories at QUEBEC had a quiet month, but at SHERBROOKE the powder factory was reported fairly active, and the acid, drug, extract and medicine plants busy. The paint mills at THREE RIVERS were very busy. At TORONTO the paint and varnish, soap and chemical industries were active. HAMILTON reported activity in the soap and acid industry, and fair conditions in the powder and cartridge plant. At BRANTFORD the paint and varnish plants were busy, working full handed. Oil and grease workers at KITCHENER had a good month. The salt industry at WINDSOR continued very busy; paint and varnish workers were well employed; the fancy soap, perfume and toilet trades were normal; the drug industry was short of female help. Help was required for the chemical works at SAULT STE. MARIE. Soap makers at WINNIPEG were running with the usual staffs. At REGINA the oil workers were steadily employed, but the soap industry was quiet. The linseed oil mill at MEDICINE HAT was fairly active. VANCOUVER reported the oil refinery workers and

**Paints, oils,  
chemicals,  
explosives**

**Clay, glass,  
stone, cement,  
etc.**

paint and varnish trades as busy. At VICTORIA the paint and soap factories were active, and the powder, explosive and chemical plants were busy, especially in the dynamite department.

The earnings of the Canadian Pacific Railway during February were \$13,-

**Railways,** 557,103, as compared  
**shipping and** with \$11,064,166 in Feb-  
**'longshore work** ruary, 1919. The number of persons employed by the Canadian Pacific

Railway, Grand Trunk Railway and Canadian National Railways, on railway operation, including general offices, train and engine crews, station forces, sleeping, dining and parlour car employees, was 750 less at the end of March than at the end of February, the totals being 65,250 and 66,000 respectively. In the middle of March the total fell to a figure under 65,000, but there was a slight recovery at the end of the month. These variations were nearly all accounted for by changes in the personnel of the Canadian National Railways; the Canadian Pacific Railway showed small weekly decreases amounting to less than 150 for the month, and the Grand Trunk Railway showed an increase of less than 50 persons during the month.

At SYDNEY, during March, transport workers continued active excepting navigation and 'longshore men who were rather slack. HALIFAX reported increased activity on the steam and street railways. At CHARLOTTETOWN railway and other transport workers were well employed. A number of employees, mostly trainmen and switchmen, were laid off by the Government railways at TRURO towards the end of the month. ST. JOHN reported navigation active, as many as twenty steamers being in port together, and 'longshoremen were busy; railway freight was exceptionally heavy. MONTREAL reported the railways well manned, with a large volume of traffic. At QUEBEC also railway and transfer

workers were busy, but navigation and 'longshore work had not yet opened for the season. At SHERBROOKE employment was good in steam railway and transfer work, but street railways were rather quiet. Transport workers at THREE RIVERS had a busy month. At TORONTO the railways were busy with very heavy freight traffic and an unusual number of passengers to the United States; street railwaymen and garage helpers were well employed. Steam and electric lines were also busy at HAMILTON, and teamsters were in demand; the first steamer of the season made the Toronto trip on March 31. Transportation was heavy on all railways at NIAGARA FALLS, and teamsters were in demand. Railway workers were well employed at ST. CATHARINES and KINGSTON, and at BROCKVILLE work was fairly active, but 'longshoremen still awaited the opening of navigation. BELLEVILLE and PETERBOROUGH reported heavy railway activity. At GALT, BRANTFORD and KITCHENER steam and electric railways and transfers and garages were all busy. Railways at LONDON were very busy, extensions and improvements being under way. At ST. THOMAS railway traffic employees had a fair month, regular men working full time, but spare men were not required. A heavy increase in freight handling at CHATHAM over last year was reported. Navigation opened at SAULT STE. MARIE on March 27; large gangs were employed repairing damage to railway road beds caused by floods. At FORT WILLIAM and PORT ARTHUR navigation was still closed at the end of March. WINNIPEG reported railway and transportation workers active during the month with few changes in staffs. Activity was also reported from BRANDON, REGINA, MEDICINE HAT, LETHBRIDGE, CALGARY and EDMONTON. VANCOUVER reported electric railways and transfers fairly busy, but navigation and 'longshore work was rather slack. At VICTORIA 'longshoremen were reported fairly active, coasting traffic increasing considerably; employment at garages increased steadily.



The Dominion Steel Company started new ore-mining operations during the month at Upper Leithe Creek, near SYDNEY. Mining (other than coal) and quarrying Stone quarrying was active at QUEBEC. SHERBROOKE reported the asbestos mines busy, and the chrome iron mines and granite quarries fairly active. Asbestos workers at THETFORD MINES were well employed, about 300 additional miners being engaged in spite of difficulties caused by spring thaw; exports, however, were hampered by car shortage, more than 300 cars being in the sheds at one mine; the dryer plant at the Jacob mine was partially destroyed by fire; the Harris mine mill, destroyed by fire last fall, was under reconstruction; a new mine was about to open at Coleraine, giving employment to about 200 men. In COBALT district shipments from the mines during March totalled 921,872 pounds of ore, as compared with approximately 915,377 pounds in February; bullion shipments were comparatively light, 80 bars containing 166,624 fine ounces of silver being shipped, as compared with 516,871 fine ounces in the previous month; discoveries of new ore bodies in some of the leading mines assured heavy production for some time; the workmen co-operated with the companies through committees. In the gold camps at PORCUPINE and KIRKLAND LAKE an increase in pay was given the miners. WINNIPEG reported an increased demand from surrounding country for quarry and mine workers. FERNIE reported activity above the average in the Windermere and Kimberley districts, the strike at Sullivan Mines being at last called off by the men. Labourers were sent from Cranbrook to FORT STEELE for metalliferous mining development there. Operations were resumed at STEWART, B.C., the strike being settled, and great activity began at ALICE ARM.

Some shortage of coal miners was noted in the Maritime provinces at the close of March. SYDNEY reported the output of the Dominion Collieries during the month at 286,000 tons of coal, against 248,500 tons in the previous month; the output of coke was 26,500, compared with 25,000 tons in February; 120 coke ovens were working; about 7,770 hands were employed; one or two collieries were idle for a few days, owing to minor disagreements in connection with the recent wage award, but these were soon adjusted. The output of the Nova Scotia Steel and Coal Company at SYDNEY MINES was 55,500 tons of coal, compared with 49,500 tons in the previous month; 10,200 tons of coke were produced, 190 ovens being operated; the Glace Bay mine worked steadily; a new shaft was to be sunk at Quarry Point. WESTVILLE reported a total production at the local mines during the month of 38,483 tons, of which 12,846 tons were from the Albion mine; 8,638 from McGregor, 1,869 from Acadia No. 1, 7,977 from Acadia No. 3, and 7,153 from the Allan shaft; about 150 miners were thrown out of work at Westville for a time owing to a fire in the Drummond mine. The Acadia Coal Company at STELLARTON had over 1,500 employees on the staff. The THORBURN mines worked steadily. The coal mines at MINTO were only fairly productive owing to the continuance of the strike. In Alberta the lignite miners at LETHBRIDGE continued working about half time; and bituminous miners at BLAIRMORE and BELLEVUE worked at only about half strength, differences still continuing in the matter of the International "check off." At most of the lignite mines in CALGARY district a number of men were laid off, owing to decreased demand for domestic fuel. At RED DEER only two shifts a week were worked on account of car shortage. EDMONTON re-



ported a demand for more men at all the larger surrounding mines, the Cadomin mine alone being slack. FERNIE reported a very marked falling off in mining operations at Crow's Nest Pass, labour unrest and "cessations" in the Alberta section being blamed for stagnation, while in the FERNIE and MICHEL section the same cause operated indirectly, the operators, on account of conditions of organized labour, deciding to conclude contracts for domestic and commercial coal, some of these contracts requiring indemnity bonds in case of failure to supply; employment was accordingly reduced to three days a week; the coke industry was confined to small operations at Michel and Coleman. NANAIMO reported some days' slackness in the Vancouver Island coal mines due to shortage of shipping, but otherwise activity prevailed in the mines of the Canadian Western Fuel Company, Canadian Collieries, Nanoose-Wellington Collieries, Pacific Coast Coal Company, and the Granby Coal and Coke Company.

The value of building permits issued in 50 cities during February amounted

**Building and construction** to \$4,491,034, as compared with the revised figure of \$3,968,472 in January and \$2,002,004 in February, 1919. Building in the Maritime provinces during March showed some signs of coming activity, though hampered by bad weather conditions, and signs pointed to a record season's activity, especially in SYDNEY, HALIFAX, ST. JOHN, MONCTON and FREDERICTON, with a probable shortage of experienced building tradesmen; severe fires occurred at SYDNEY early in the month, increasing building demand. Carpenters were fairly busy at TRURO. Conditions at NEW GLASGOW and CHARLOTTETOWN were slack. BATHURST resumed work started in the fall, and at CAMPBELLTON some activity was noted. MONTREAL reported some improvement, with prospects of considerably increased activity. At QUEBEC, SHERBROOKE and THREE

RIVERS building operations were resumed, with prospects of a very busy season. SOREL reported quiet conditions. At OTTAWA and HULL building was active for the time of year. TORONTO reported that the building season had set in actively, work being begun on a number of large contracts for commercial and industrial buildings, some of which had been long held over; dwelling house construction, though badly needed, was not yet started on a large scale, the high cost of labour and material being said to act as a deterrent; work on Toronto Harbour improvement had not yet begun. HAMILTON reported the building trades very active, and at ST. CATHARINES, KINGSTON, BROCKVILLE and BELLEVILLE conditions were fairly good. At PETERBOROUGH only slight activity had developed. GALT was preparing for a specially active season. At BRANTFORD construction was active early in the month, but declined later. KITCHENER reported operations in dwellings, and industrial and commercial buildings, already under way. Fair conditions were reported from GUELPH, STRATFORD, WOODSTOCK and LONDON; at the latter city the housing commission acquired a tract of land and were letting contracts for about 80 houses. At ST. THOMAS and CHATHAM the building trades were still quiet. WINDSOR reported great activity, about 650 carpenters being already employed by contractors, several commercial and industrial buildings being also in course of erection. At WINNIPEG mechanics in the building trades were fairly well employed for the season of the year, painters and paperhangers being already in demand. A serious shortage of men was noted at BRANDON for work previously begun, and at REGINA preparatory work was started on dwellings, warehouses, etc. At CALGARY conditions in the building trades showed a marked improvement, especially for carpenters and painters, but masons, stone cutters and plasterers were not yet in much demand. At EDMONTON some revival of work was reported. VANCOUVER reported a decided increase in activ-

ity, especially towards the end of the month, trade being spread over dwelling houses, extensions to industrial and commercial premises, and erection of a new theatre and bank; the Canadian Pacific Railway also started on construction of another dock. At NEW WESTMINSTER building operations still continued slack, but with some demand for men for excavation work. NANAIMO reported rather slack conditions in the building and allied trades.

During the month of March there was a small increase only in the number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway, and Canadian National Railways on railway construction, including maintenance of way, the total at the end of the month being 28,900 as compared with 28,200 at the end of February. This increase was accounted for by additions of about 400 persons to the Canadian Pacific Railway staff and 300 to the staff of the Canadian National Railways. The Grand Trunk Railway construction staff showed no change during the month of March.

Lumbering operations practically ceased in the woods of the Maritime provinces during March, except in the MONCTON, CAMPBELLTON and

**Lumbering** FREDERICTON centres, and the usual short inactive period prior to the spring drive was experienced; the cut in northern New Brunswick was said to have been the greatest on record; about 2,000 men were supplied to these camps by the Government Employment Service. QUEBEC reported the winter camps closed down for the season, the heavy snowfall and succeeding thaw rendering work in the bush impossible; river driving had not yet begun. In SHERBROOKE district also the timber, railway tie and telegraph pole camps broke up before the close of the month. OTTAWA and HULL reported activity in the lumber camps as still continuing. PETERBOR-

OUGH also reported lumbering as very active and saw mills making ready for a heavy season's work. FORT WILLIAM and PORT ARTHUR reported the closing of several of the local camps, owing to thaw, but work continued in those situated on high ground and fairly near the railway lines. Demands on the WINNIPEG labour market were cancelled about the middle of the month, and the lumbering season closed in Northern Manitoba; from 1,500 to 1,800 men were expected to leave the camps, but it was anticipated that the mills would use up most of this labour. PRINCE ALBERT reported some demand for skilled men for the mills. In EDMONTON district bush work was still to be had, but men were unwilling to take it as farming jobs were opening up. FERNIE reported great lumbering activity, in spite of adverse weather conditions; mills in the southern section of the country (Baynes, Waldo, etc.) already had sufficient stock of logs to insure uninterrupted mill operations. In the CRANBROOK district the mills were already working continuously day and night; there was less demand for teamsters and hookmen in the camps, and men were returning to the prairies. Lumbering still continued active in NELSON, every available man being employed, although the burning of Summit Lake mill and planer reduced the demand. At VERNON some logging camps closed down, but tie cutting camps continued active. VANCOUVER reported lumber camps and saw and shingle mills as very busy. PRINCE RUPERT reported continued activity along the line of the Grand Trunk Pacific Railway, and more men were required for work in Queen Charlotte Islands. At VICTORIA all branches of the lumbering industry continued in a thriving condition. NANAIMO reported the lumbering trade still fairly active, with reasonably good prospective shipping; new mills started at DEEP BAY, GRANTHAM and COURTENAY, and a new camp was opened at LASQUETI ISLAND.



## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF MARCH, 1920, WITH TEXT OF BOARDS' REPORTS

**D**URING the month of March the Department received five reports from Boards of Conciliation and Investigation established to deal with disputes between (1) the Nova Scotia Steel and Coal Company, Limited, and certain of its employees, being members of District No. 26, United Mine Workers of America; (2) the Inverness Coal and Railway Company, Inverness, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America; (3) the Canadian General Electric Company, Peterborough, Ont., and certain of its employees, being armature winders, members of Local Union No. 261, International Brotherhood of Electrical Workers; (4) the Corporation of Ottawa and certain of its employees, being members of Civic Employees' Federal Labour Union No. 15, and (5) the Bedford Construction Company, St. John, N.B., and certain of its employees engaged on the Courtenay Bay Harbour contract, which Board had been reconvened to confer and make interpretation of the clause with respect to the ten-hour day appearing in the report rendered by this Board in October, 1919.

Five applications for the establishment of Boards were received, and Boards were established in connection with two disputes for which applications had been received during previous months.

#### Applications Received.

During the month of March applications for Boards were received as follows:

(1) From the employees of the Harbour Commission of Montreal, being plumbers, handymen, labourers, etc., members of the Montreal Harbour Employees' Union. Through the mediation of a Departmental Officer direct negotia-

tions were renewed and a settlement of the dispute was reached without Board procedure.

(2) From the civic employees of the Corporation of Ottawa, members of Federal Labour Union No. 15. The employer in this case being a municipality, a Board could be established only upon the joint consent of the disputants. This consent was granted by the City and a Board was established. The personnel of the Board and the text of the Board's report appear in the present article.

(3) From the employees of the Hamilton Hydro-Electric Commission, being linemen, groundmen, patrolmen and operators, members of Local Union No. 105, International Brotherhood of Electrical Workers. Through the mediation of a departmental officer direct negotiations were renewed and a settlement of the dispute was reached without Board procedure.

(4) From the employees at London, Ont., of the Dominion Transport Company, Limited, the Canadian Cartage and Storage Company, Limited (formerly the Shedden Forwarding Company, Limited) and the O'Dell Cartage Company, Limited, being teamsters, members of Local Union No. 663, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers. The companies in this case did not consent to the establishment of a joint Board and separate Boards were, therefore, established in the cases of the two firms first named, Mr. Fred Bancroft, Toronto, being appointed a member of each Board on the nomination of the employees. No Board was established in the case of the O'Dell Company, advice having been received in the Department that it would be preferable that the matter be left in abeyance pending the action taken with respect to the other two firms.



(5) From the employees of the Canadian National Railways, being checkers, coopers, car sealers and porters on the piers at Halifax, N.S., members of the Canadian Brotherhood of Railroad Employees. No Board had been established at the close of the month pending further negotiations in the matter.

#### **Other Proceedings under the Act.**

During the month of March other proceedings under the Act took place as follows:

(1) A Board was established to deal with the dispute between the Grand Trunk Railway Company and certain of its employees, being clerks, etc., members of the Canadian Brotherhood of Railroad Employees. This Board was

composed as follows: the Honourable Mr. Justice F. S. MacLennan, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. U. E. Gillen and Fred Bancroft, Toronto, nominees of the Company and employees respectively.

(2) A Board was established to deal with the dispute between the Canadian Fish and Cold Storage Company, Prince Rupert, B.C., and certain of their employees, being fish packers, composed as follows: His Honour Judge F. McB. Young, Prince Rupert, chairman, appointed on the joint recommendation of the other two members, Messrs. S. P. McMordie and Geo. Rudderham, Prince Rupert, nominees of the company and employees respectively.

#### **Report of Board in Dispute between the Nova Scotia Steel and Coal Company, Limited, and certain of its employees.**

A REPORT was received from the Board established to deal with the dispute between the Nova Scotia Steel and Coal Company, Sydney Mines, N.S., and certain of its employees, being members of District No. 26, United Mine Workers of America. The Board was composed as follows: His Honour Judge G. Patterson, New Glasgow, chairman, appointed on the joint recommendation of the other two members; Prof. Howard Murray, Halifax, and Mr. J. C. Watters, Inverness, nominees of the company and employees respectively. The report of the Board was unanimous and was accompanied by a proposed schedule of wages.

#### **Report of Board.**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Nova Scotia Steel & Coal Company, Limited, hereinafter called the "Company," and certain of its employees being members of District No. 26 United Mine Workers of America, hereinafter called the Employees.

To the Honourable  
the Minister of Labour,  
Ottawa.

The Board of Conciliation and Investigation appointed in relation to the dispute between the Company and its employees having been duly constituted and its members having taken the oath prescribed, met for the first time on Tuesday the 24th day of February in the Town Building, Sydney Mines, at 10.30 a.m. It so happened that the Assessment Appeal Court for that town also had its first meeting that day and the Board in consequence could not obtain the use of the Town Hall as had been proposed and there was no other suitable room in the Town building. With the consent and approval of all parties interested the Board adjourned to the offices of the Company and there all our subsequent meetings in Sydney Mines were held. We sat all that and all the next three days taking evidence. Then in order to give both parties an opportunity of getting together and endeavouring to settle among themselves certain contract rates that formed part

of the subject matter of dispute and which it seemed possible they could settle, we adjourned until the 9th of March. We sat all that and all the next three days and finished the taking of evidence and then adjourned to meet in Halifax on March 23rd to draw up this report. All of that day and of the next four following days were occupied at this work. Fuller details of our sittings are given in the Special Report of the Chairman which is submitted per concurrent mail.

At our first meeting we impressed upon both parties to the dispute the advantage of getting together and endeavouring to settle their difference among themselves offering our services in adjusting those matters upon which after a full interchange of opinion and argument they could not come to terms. The company, however, took, and quite properly took, the attitude that before it could enter into conference with its employees it should have the opportunity of showing to them and to the Board the hard conditions, as compared with other and competitive companies, under which its mining operations were carried on—conditions which made the cost of winning its coal greater than that of any other company in Nova Scotia. The opportunity asked for was given and at great detail and in most convincing manner the difficulties under which the company as a coal producer labored, were explained. It would not be proper to make public all or many of the figures as to the cost of mining. We shall have said enough when we state that it takes two men in the company's mines to produce as much coal as one man can do in one at least of its competitive companies. This does not mean that the cost per ton of the company's coal is twice that of the other company but it does mean that it is very greatly increased as compared with that of the other.

It must not be inferred that the company in taking the attitude it did denied the right of its employees to an increase of wages. Rather its position was this—"We admit that right; if we were able we would of our own motion give an

increase; we leave it to the Board having heard our statement to make such increases as it thinks proper under the circumstances, and when our position has improved, and it is improving, we will not object to further increases." Every facility was offered to the Board and to the employees to verify the figures that were submitted as to cost, etc., and there can be no doubt whatever that they were correct. As the leader of the employees' representatives stated to the Board: "they could not be challenged; they were unanswerable."

Reference to the application for a Board will show that an increase of wages was sought in all or nearly all of the different classifications of workmen employed in or about the mines of the company. Many of the classifications are paid by the day, others by contract. So far as those that are paid by contract are concerned, we were not asked to make large or far reaching changes but as for those paid by the day—datal labor as they are collectively called—we were asked practically to draw up a new schedule. The following is the schedule we have agreed upon for datal labour. It is to go into operation and be effective from the first day of March, 1920, and shall remain in force until terminated by either party giving thirty days' notice in writing of their desire to change.

## SURFACE.

Classification.	No. of men.	Old rate.	New rate.
Headmen . . . . .	3	\$3.16	\$3.30
	1	3.51	3.65
	1	3.00	3.20
	2	2.85	3.10
Tally boys . . . . .	2	1.85	2.00
	1	2.06	2.15
	1	2.85	3.00
	2	1.91	2.05
Bank and screenmen . . . .	4	3.51	3.65
	8	3.23	3.35
	6	3.10	3.15
			(plus 5c. per 100 tons)
	6	3.00	3.15
	33	2.85	3.05
Box car men . . . . .	2	3.48	3.60
Car shunters and trimmers	1	3.00	3.15
	3	2.94	3.05
	4	2.85	3.05

Classification.	No. of men.	Old rate.	New rate.	Classification.	No. of men.	Old rate.	New rate.
(The extra consideration at present being allowed these men to be continued.)				Labour foreman .....	1	3.00	3.20
Hoisting enginemen .....	9	4.20	4.40	Electric enginemen .....	3	3.65	3.80
Fan enginemen .....	3	4.20	4.40	Sectionmen .....	..	3.00	3.20
Haulage enginemen .....	2	4.20	4.30	Section foreman .....	..	..	3.50
Fan enginemen .....	4	3.65	3.80	Shippers .....	14	3.20	3.45
Fan enginemen .....	2	3.51	3.65	Trimmers .....	40	36½c.	40c.
Fan enginemen .....	3	3.28	3.40			per hr.	per hr.
Fan enginemen .....	2	3.00	3.15	Washplant men .....	11	Various.	A flat increase of 20c. per day to all.
Screen enginemen .....	1	3.23	3.35	UNDERGROUND.			
Compressor men .....	7	3.67	3.80	Boss drivers .....	8	\$3.36	\$3.55
Compressor oiler (boy) ..	1	2.86	2.86	Drivers not on contract ..	..	3.10	3.30
Stokers (head) .....	7	3.72	3.85	Drivers not on contract (under 18 years of age) ..	..	..	3.15
" .....	24	3.51	3.65	Pit stablemen .....	11	3.10	3.30
Ash wheelers .....	8	3.51	3.65	Rollermen .....	1	3.59	3.75
Machinists .....	1	4.00	4.15	" .....	3	3.10	3.30
" .....	1	3.86	4.00	Couplers .....	3	2.90	3.05
" .....	1	3.72	3.85	" .....	1	2.25	2.40
" .....	2	3.67	3.85	Pit tub oilers .....	3	2.90	3.05
" .....	3	3.51	3.65	" .....	1	2.25	2.40
" .....	3	3.29	3.40	Landing tenders, datal men .....	..	3.10	3.30
" .....	4	3.23	3.40	" .....	..	2.90	3.18
Machinist apprentices—				Landing tenders, boys ..	..	2.25	2.40
1st year .....	..	..	2.50	" .....	..	1.85	2.00
2nd year .....	..	..	2.85	Onsetters (hoisting cages), datal .....	1	3.59	3.75
3rd year .....	..	..	3.25	" .....	2	3.21	3.35
Electricians .....	1	3.92	4.00	" .....	8	3.10	3.25
" .....	1	3.86	4.00	Onsetters (man cages) ..	3	3.16	3.30
" .....	4	3.59	3.70	" .....	2	3.10	3.25
" .....	1	3.36	3.45	Rope examiners .....	5	4.20	4.40
" .....	2	3.29	3.45	Rope splicers .....	..	..	4.10
Blacksmiths .....	3	3.82	4.00	Trapper boys .....	8	1.59	1.80
" .....	2	3.72	3.85	Roadmakers, datal .....	..	3.59	3.80
" .....	1	3.65	3.85	" .....	..	3.29	3.50
" .....	1	3.51	3.70	" .....	..	3.21	..
" .....	3	3.40	3.60	" .....	..	3.10	..
Blacksmiths' helpers ....	1	3.21	3.35	Timbermen, special .....	3	3.73	3.90
" .....	2	3.25	3.35	" .....	1	3.59	3.75
" .....	6	3.00	3.20	" .....	116	3.10	3.30
Carpenters, 1st class ....	1	3.72	3.90	Pumpmen at the big pumps and those running two or more pumps and capable of doing repairs .....	..	..	4.00
" .....	1	3.67	3.90	Pumpmen not capable of doing repairs .....	..	..	3.60
" .....	1	3.65	3.90	Pump boys .....	..	..	3.15
Carpenters, 2nd class ....	3	3.51	3.70	Shaftmen .....	..	3.59	3.85
" .....	1	3.35	3.55	Labourers .....	33	2.90	3.18
" .....	1	3.23	3.45	Assistant examiners (deputy shiftmen) .....	27	3.21	3.35
Tubmen .....	17	3.25	3.45	Machine repairers .....	1	3.73	3.90
Mason .....	1	3.59	3.80	" .....	2	3.59	3.75
Mason's helper .....	1	3.10	3.30	" .....	1	3.36	3.50
Teamsters (double) .....	4	2.85	3.15	Pick boys .....	1	2.90	3.00
" (single) .....	..	2.85	3.00	" .....	3	2.03	2.20
Washhouse tenders (with boilers) .....	2	3.28	3.40				
Washhouse tenders (only) ..	7	2.85	3.05				
Lamphouse men .....	4	3.72	3.80				
" .....	1	3.59	3.70				
" .....	4	3.07	3.20				
Lamphouse boys .....	4	2.85	2.85				
" .....	3	2.20	2.35				
" .....	3	1.91	2.10				
Labourers .....	71	2.85	3.13				
Tube cleaners .....	1	3.16	3.30				
Watchmen .....	4	3.51	3.65				



Classification.	No. of men.	Old rate.	New rate.
Pick men .....	3	3.10	3.30
Pipemen .....	1	3.73	3.90
	2	3.59	3.75
	5	3.36	3.50
	1	3.29	3.45
	4	3.13	3.30
	3	3.10	3.30
Chain runners .....	34	3.59	3.75
	17	3.21	3.40
	2	3.10	3.30
Haulage enginemmen or donkey driyers .....	2	3.21	3.40
	3	3.10	3.30
	1	3.00	3.20
	42	2.90	3.18
Grab carrier at bottom—Princess colliery .....	1	2.25	2.40
Electric signal boys, under 18 .....	4	2.25	2.40
	1	2.10	2.40
Brushers, datal .....	4	3.59	3.85
Pump and engine repairmen, 1st class .....	2	3.59	3.85
Pump and engine repairmen, 2nd class .....	3	3.36	3.55
	1	3.29	3.55
Pushers .....	25	2.90	3.20

Referring generally to the above rates we wish it to be distinctly understood that they are not as high as we would have liked to fix, nor what, under other circumstances, we would have fixed. They are based on the ability of the company to pay. The mines of the company, as we have already stated, are difficult to work and the cost of producing its coal is greater than that of its competitors and to fix its rates as high as those of its competitors might well involve the shutting down of its coal operations. We are satisfied the employees do not desire to impair in the slightest the efficient carrying on of these operations nor prevent the improvement nor hinder the development that the company in spite of its difficulties has already under way. We confidently anticipate that the time is not far distant when conditions will be such that the company will be able to advance upon the rates we have fixed and bring them up to those of most of the other companies in Nova Scotia. Meantime we hope the men will recognize the position of the company and accept for the time being the rates we have fixed. The employees in two of the other com-

panies have recognized the difficult conditions under which those companies were operating and have accepted rates lower than the standard. We cannot believe the employees of the Scotia Company will adopt a different attitude.

The contract rates of the company were for the most part generous and there was little complaint about them. These rates will continue unchanged except in the following:

1st. Hand pick miners in rooms and pillars at Princess Colliery:

Height of coal.	Old rate per ton.	New rate per ton.
4' 9" and over .....	.81	1.05
4' 9" and under .....	.86 $\frac{3}{4}$	1.11
4' 6" and under .....	.91	1.15
4' 3" and under .....	.96 $\frac{3}{4}$	1.21
4' 0" and under .....	1.02	1.26
3' 9" and under .....	1.05 $\frac{3}{4}$	1.29
3' 6" and under .....	1.12 $\frac{1}{4}$	1.36
3' 3" and under .....	1.18	1.42
3' 0" and under .....	1.23 $\frac{3}{4}$	1.48

The new rate is to absorb the 5c. per ton now paid all hand pick miners in lieu of the 20c. per day directed to be paid by the Fuel Controller. The men are to pay 3 $\frac{1}{2}$ c. each for detonators and do their own timbering—all other conditions to remain unchanged.

2nd. Machine undercutters in rooms at Princess Colliery:

Height of coal.	Old rate.	New rate.
5' to 4' 7" .....	23 $\frac{1}{2}$	30c. per ton
4' 6" to 4' 1" .....	24 $\frac{3}{4}$	33c. per ton
4' to 3' 7" .....	29 $\frac{1}{4}$	37c. per ton
3' 6" to 3' .....	33 $\frac{3}{4}$	46c. per ton

The new rate is to absorb the 20c. per day now being paid the undercutters and helpers. The undercutters are to pay 20c. per day advance to their helpers. The rates for coal of greater height than specified are unchanged. For coal lower than 3' a special rate is to be arranged between the men and management.

3rd. Shooting and loading in rooms at Princess Colliery:

Height of coal.	Old rate.	New rate.
5' to 4' 7" .....	45 $\frac{1}{2}$	55c. per ton
4' 6" to 4' 1" .....	47 $\frac{1}{4}$	57c. per ton
4' to 3' 7" .....	54	62c. per ton
3' 6" to 3' .....	59 $\frac{1}{2}$	72c. per ton

The new rate is to absorb the 20c. per day now being paid to shooters and loaders. The rates for coal of greater height than 5' are unchanged. Where coal lower than 3' a special rate is to be arranged between men and management.

4th. Machine undercutters in rooms at Florence Colliery:

Height of coal.	Present rate per ton.	New rate per ton.
5' to 4' 7" .....	23	30
4' 6" to 4' 1" .....	25 $\frac{1}{4}$	33
4' to 3' 7" .....	28 $\frac{3}{4}$	37
3' 6" to 3' .....	33 $\frac{3}{4}$	46

The new rate is to absorb the 2c. per ton now being paid the undercutters and 10c. to the helpers in lieu of the 20c. per day directed to be paid by the Fuel Controller. The undercutters are to pay helpers 20c. a day advance. Where coal lower than 3' a special rate will be arranged between the men and management.

5th. Shooters and loaders in rooms at Florence Colliery:

Height of coal.	Present rate per ton.	New rate per ton.
5' to 4' 7" .....	45 $\frac{1}{2}$	55
4' 6" to 4' 1" .....	47 $\frac{1}{4}$	57
4' to 3' 7" .....	53 $\frac{1}{4}$	62
3' 6" to 3' .....	59	72

The new rate absorbs the 2c. per ton allowed in present rates to cover the 20c. per day directed to be paid by the Fuel Controller. Where coal lower than 3' a special rate is to be arranged between the men and management.

6th. Brushing in rooms to be paid for at the same rate and under the same conditions as exist at the Dominion Coal Company's Collieries—the company reserving the right to have the work of brushing in rooms performed by shooters and loaders or by other men appointed for that purpose.

7th. Miners' rates at all Collieries when called out from the face to other work shall be \$4.50. The old rate was \$3.73.

In closing our report we desire to make a recommendation which may be beyond the scope of our authority but which we believe it is in the interests of

all concerned to make. The Jubilee Colliery of the company is its latest and is the one in which development work can most readily and advantageously be carried on. Unfortunately, the Jubilee coal is very friable in character and while greatly appreciated as a steam coal is not so well fitted for domestic use. There is little market for steam coal at Sydney Mines, and the Canadian Government Railway Board has been its only purchaser on a large scale. During 1919 that Board took 56,000 tons but in 1918 less than 4,000. Not knowing within 50,000 tons per year of what amount the Railway Board will buy the company cannot venture to develop the Jubilee mine as it would like nor provide up to date equipment. But if the Railway Board would enter into a contract for three or four years to take a fair and reasonable amount of this coal or would give a contract for a large amount for one year, the company assures us it will immediately replace the makeshift bankhead at Jubilee with one up to date and well equipped, and proceed with development work underground as rapidly as the usages of good mining will permit. And to do this will have an indirect but most beneficial effect upon the wage question. The company's mines, largely because of its commendable efforts to find places for its returned men (of whom it has over 500 on its pay roll today), are overmanned. Development work at Jubilee will afford the opportunity of finding better places for many of these men. There should then be a greatly increased output at a cost not proportionately so great and the company would be placed in a much better position to meet the demands of its employees for an increased wage. We would therefore respectfully recommend that the Railway Board enter into a contract with the company along the lines we have ventured to suggest.

All of which is respectfully submitted.

(Sgd.) GEORGE PATTERSON,  
Chairman.

(Sgd.) J. C. WATTERS,

(Sgd.) HOWARD MURRAY.

## Report of Board in Dispute between the Inverness Coal and Railway Company and certain of its employees.

A REPORT was received in connection with the dispute between the Inverness Coal and Railway Company, Inverness, and certain of its employees, being members of District No. 26, United Mine Workers of America. On the employees' application, and with the consent of the employer, this dispute was referred to the Board of Conciliation and Investigation established to deal with a similar dispute in the mines of the Nova Scotia Steel and Coal Company, Sydney Mines, N.S. The Board in question was composed as follows: His Honour Judge G. Patterson, New Glasgow, chairman, appointed on the joint recommendation of the other two members; Prof. Howard Murray, Halifax, and Mr. J. C. Watters, Inverness, nominees of the company and employees respectively. The report was unanimous and was accompanied by a proposed schedule of wages.

### Report of Board.

In the Matter of the Industrial Disputes Investigation Act, 1907, and differences between the Inverness Railway and Coal Company, herein-after called the "Company" and certain of its Employees, being members of District No. 26, United Mine Workers of America, herein-after called the "Employees."

To the Honourable,  
the Minister of Labour,  
Ottawa.

The Board appointed in above matter having been duly constituted, and its members having taken the oath prescribed, met in the Town Hall, Inverness, on the morning of March 16th. Representatives of the employees, as well as the officials of the company and the manager of the Eastern Trust Company, Receiver for the company, were present. We adopted the course now becoming

usual in these matters of recommending that both parties to the dispute get together in conference, and as far as possible settle the matters in dispute between themselves, volunteering our assistance to adjust any matters upon which after full and frank discussion they could not agree. Our recommendation was cordially adopted, and a committee of the employees and the officials of the Company at once entered upon negotiations looking towards a settlement. We met with this joint committee, as we may term it, every morning and every afternoon during March 17th, March 18th and March 19th, and heard their statements upon a number of those matters upon which they were unable to agree. Besides, we heard much both from the men and the management about certain conditions in and about the colliery operated by the Company, and as a result have included in this report certain recommendations that we sincerely hope the employees will approve and assist in carrying out.

On and after April 1st, the following will be the Schedule for those classifications of labourers paid by the day:—

SURFACE			
Classification	No. of Men.	MINE	
		Old rate.	New rate.
		per day	per day
Mechanics.....	3	\$ 3.93	\$4.00
	2	4.04	4.30
Mechanics' helpers.	1	2.20	2.40
	1	2.50	3.00
Blacksmith.....	1	5.02	5.02
			4.00
Blacksmith's helper.	1	....	3.40
Carpenters—Mine...	2	4.04	4.05
	3	3.47	3.80
	5	3.37	3.50
Carpenters—Cottages	1	4.43	4.50
	1	3.93	4.05
	4	3.63	3.80
Engineers.....	1	4.04	4.30
	2	4.04	4.10
	4	3.63	3.90
Engineers' helper...	3	2.50	2.80
		2.20	



Classification	No. of Men.	Old rate. per day	New rate. per day
Firemen (at least two boilers).....	3	3.62	3.80
Firemen.....	7	3.45 3.23	3.60
Electrician.....	1	.....	4.05
Bank foreman.....	2	3.93	3.93
Bankmen (hook off)	2	3.47	3.50
Bankmen (tipple)	1	3.00	3.35
Bankmen (chutemen)	2	3.23	3.25
Bankboys.....	4	2.50 2.32 2.20	2.60
Tally boys and oilers	3	2.32 2.20	2.40
Screen foreman.....	1	4.04	4.05
Screen men.....	2	3.23	3.25
Screen boys.....	1	.....	2.60
	2	.....	2.20
Screen boys (small).	11	1.84 1.68	2.00
Railway car tenders, or box car trimmers.....	7	3.23 2.96	3.35
Lampmen.....	1	3.93	3.93
	3	3.23 2.96	3.25
	1	2.50	2.60
Teamsters.....	7	3.23 2.96 2.50	3.40
Teamsters (boys)...	2	.....	2.60
Watchmen.....	2	3.23	3.50
Labourers foreman..	1	3.63	3.63
Labourers.....	23	3.23 2.96	3.25
Labourers (boys)...	.....	.....	2.40

## MACHINE SHOP AND CAR SHOP

		per hour	per hour
Machinists.....	3	.54 .51 $\frac{3}{4}$	.67
Machinists' helpers..	2	.42 $\frac{1}{2}$ .38 $\frac{1}{4}$	.44
Boilermaker.....	1	.53	.67
Boilermakers' helper.	1	.40	.50
	1	.38 $\frac{3}{4}$	.44
Blacksmiths.....	1	.53	.67
	1	.48 $\frac{1}{4}$	.60
Blacksmith's helper.	1	.31 $\frac{3}{4}$	.44
Apprentices.....	1	.33	.41
	2	.30	.38
Car repairers.....	5	.48 $\frac{1}{4}$ .44 $\frac{3}{4}$	.62
Car repairers' helpers	4	.38 $\frac{3}{4}$	.44
Labourers.....	7	.29 .32 $\frac{1}{4}$ .34	.38

New apprentices to start at \$1.50 per day, and 50c to be added each 6 months until the minimum of the craft is reached.

## TRACK DEPARTMENT

Classification	No. of Men.	Old rate. per day	New rate. per day
Foremen.....	10	3.55 3.50	3.80
Sectionmen.....	20	2.80	3.30
Labourers.....		2.80	3.25
Shippers, Port Hastings Pier.....	5	2.80	3.30
Foreman Carpenter.	1	4.00	.62

per hour.

Eight and one-half hours to constitute a day's work—overtime at same rate—Sunday and holidays the same.

## UNDERGROUND

Examiners.....	4	4.44	4.45
Examiners' Assistants.....	4	2.96	3.35
Shotfirers.....	14	4.29	4.35
Boss timbermen.....	6	5.02	5.02
Timbermen.....	8	4.64	4.64
	6	4.04	4.04
	8	3.63	3.75
Tracklayers.....	2	4.64	4.64
	2	4.04	4.04
Tracklayers' helpers.	....	....	3.35
Bratticemen (To do all brattice work).	6	3.63	3.75
Chainrunners.....	1	4.04	4.04
	6	3.63	3.75
Landing tenders,— data.....	....	....	3.70
Landing tenders,— (boys).....	3	2.58	2.60
Cage runners.....	2	3.23	3.50
Balance bottomer...	1	3.23	3.40
Balance bottomer, (under 18 years of age).....	4	2.96 2.58	3.00
Chuterunners.....	11	3.58 2.41	2.60
	2	2.00	
	2	1.58	2.20
Trappers.....	2	2.58 2.41	2.60
Trappers.....	6	2.00 1.99 1.58	2.20
Drivers (men).....	2	3.63 3.23	3.60
Drivers (boys).....	8	2.96 2.58	3.10
Stablemen (men)...	3	3.63 3.23	3.65
Stablemen (boys)...	2	....	3.00
Pumpmen (capable of doing ordinary repairs).....	2	4.64 3.63	4.64 4.00

Classification	No. of Men.	Old rate. per day	New rare. per day
Pumpmen (not capable of doing ordinary repairs)....		3.23	
		2.96	3.25
Slopemen.....	2	5.02	5.02
	5	3.63	3.75
	4	3.23	3.35
Miners (when taken out to do other work).....			4.50
Miners on shift work	38		3.75
Loaders (for miners)	3	3.63	3.75
Labourers.....	45	3.23	
		2.96	3.35
Ventilation.....	1	4.64	4.64
Ventilation.....	3	4.04	
		3.63	4.04
Ventilation helpers..	4		3.35
Couplers.....	6		2.60

Any assistants to the foregoing classifications over 18 years of age to be paid labourers' rates.

There will be no change of any kind in the contract rates.

We recommend that the wages of the days labourers as we have settled upon and fixed them and the contract rates shall continue in force for one year from the 1st day of April instant, and to continue in force thereafter subject to thirty days' notice from either party, with the proviso that should there be any appreciable change in the cost of living, or any disturbance in economic conditions or any disparity in the schedule of wages paid by any other coal company in the Province of Nova Scotia, this schedule may be open for revision at the instance of either party at the end of each four months' period from January 1st last.

We come now to the recommendations earlier spoken of:—

1. We recommend that each fireman should fire a battery of at least two boilers. If he fire only one, he should be paid at the rate of \$3.25 per day. We hope the employees will agree to this and assist the management in carrying it out.

2. There are more box car trimmers than necessary. We recommend that some of these men be placed at other work about the colliery, and that the employees consent to the change.

3. Boys remain at work on the Bankhead until grown up and then demand men's pay. Other positions are offered them but they will not change. It must be apparent to the employees that no mine can be efficiently or economically operated where the management is not allowed to direct in a matter of this kind. We feel confident then that they will lend their assistance to the management in effecting better conditions in this regard on the Bankhead.

4. Some twenty years ago when mining operations were commenced at Inverness, an arrangement was made between the Company and those then employed by it that these employees should have screened coal at \$1.20 per ton. Perhaps when the arrangement was entered into not much could be said against it, but now when conditions have very materially changed, and every ton of coal costs the Company several times that amount, the time would seem to have arrived for a more equitable arrangement. There is no reason why the employees should not take run of mine coal—to do that would save the Company not only the cost of screening, but the cost of removing the slack left from the screening to the boilers. We strongly recommend the men to accept run of mine coal instead of screened. The only other company operating in Inverness County charges its employees \$2.50 per ton for run of mine coal. The Nova Scotia Steel & Coal Co., Ltd., while giving its older employees coal very cheaply, charges those taken on in recent years a considerably higher rate. We would recommend to the Company that any one employed from this date should be asked to pay a higher rate than is now paid, and be supplied with run of mine coal.

5. In all our Nova Scotia mines a large percentage of the men do not work full time. Making due allowance for National holidays and for days necessarily lost because of sickness, there is still an alarming disparity between the number of working days and the number of days worked. The Company suffers more than any of its competing companies

in this matter. Absenteeism at its colliery during 1919 reached the appalling figure of thirty-one per cent. It is difficult to estimate to what extent the cost of the Company's operations is increased by this failure of its employees to work anything like full time—it goes without saying, however, the increase must be very great. Already we are informed the Local Union of the Employees has passed a resolution that ought to have some effect in decreasing absenteeism, but much yet remains to be done. We recommend that the employees enter into conference with the Company and endeavour to come to some agreement

by which this absenteeism can be greatly reduced.

All of which is respectfully submitted.

(Sgd.) GEORGE PATTERSON,  
Chairman.

(Sgd.) J. C. WATTERS.

April 5, 1920.

I concur in all of the foregoing report except as to the rates to be paid machinists (in the Machine Shop,) boiler-maker, blacksmiths, and car repairers. For these I would suggest 60c. per hour for first three classifications and 55c. for last.

(Sgd.) HOWARD MURRAY.

#### **Report of Board in Dispute between the Canadian General Electric Company, Peterborough, Ont., and certain of its employees.**

**A** REPORT was received from the

Board established to deal with the dispute between the Canadian General Electric Co., of Peterborough, Ont., and certain of its employees, being armature winders, members of Local Union No. 261, International Brotherhood of Electrical Workers. This industry not being one already within the scope of the Industrial Disputes Investigation Act, a Board could be established only by the joint consent of the disputants. The employees, who had gone on strike on January 2, returned to work on January 6, granting their consent to the reference of the dispute to a Board. A Board was established, composed as follows: His Honour Judge E. C. S. Huycke, Peterborough, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members: Messrs. J. G. Merrick and Fred Bancroft, Toronto, nominees of the company and employees respectively. The report of the Board was unanimous, although Mr. Merrick and Mr. Bancroft noted an exception. Recommendations as to settlement were made and a proposed schedule of wages submitted.

#### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian General Electric Company, of Peterborough, Ontario, employer, and certain of its employees, being armature winders, members of Local Union No. 261, International Brotherhood of Electrical Workers, employees.

To the Honourable  
the Minister of Labour,  
Ottawa, Ontario.

Sir,—

Your Board of Conciliation and Investigation established herein have the honour to report as follows:

Your Board met and organized at the Court House, Peterborough, on the eighteenth day of February, 1920. The members of the Board: James G. Merrick, Fred Bancroft and Edward C. S. Huycke, were all present, and having been duly sworn, proceeded with the investigation. Notice of the meeting had been given to those interested, and at the sessions the employers were represented by Mr. George W. Watts and Mr. E. G. Patterson, and the employees



by Mr. John Noble and Mr. William Houston. We visited the shops, inspected the kind of work done and conversed with a number of the workmen interested.

The Board was in session on the eighteenth (18th), nineteenth (19th), twentieth (20th), twenty-fourth (24th), twenty-fifth (25th), twenty-sixth (26th) days of February, and March 3rd, 1920, the first three days at the Court House, Peterborough, and the rest of the sittings in Toronto.

The demands of the employees were as follows:

1. Twenty per cent increase of wages.
2. A minimum rate of fifty cents (50c.) per hour to all men in winding department after three (3) months' service.
3. That seniority in department shall prevail. All senior men to be given preference over men starting from gate.
4. Time and one-half for overtime up until 10 p.m. Double time after 10 p.m. Double time for Sundays and all holidays.
5. No employee in winding department to be changed from day to night shift for a period of less than one week.

The representatives on both sides, though courteous throughout, were firm, and it was found impossible to get them to agree on a settlement of their differences, though such settlement was strongly and frequently suggested by members of the Board.

As shown by the record a 10 per cent all-round increase had been offered by the employer prior to the strike, but such offer was formally withdrawn at the sittings of the Board.

Your Board having heard all the evidence given and arguments advanced, beg to recommend as follows:

1. We recommend an increase of fifteen per cent (15%) over present rate

of wages, such increase to date from the sixth (6th) day of January, 1920.

This increased rate to remain in force for one year from said sixth (6th) day of January, 1920.

2. We do not see fit to recommend a minimum rate of wages in this department as demanded.

3. As to this demand we found after discussion and explanations that the parties were really in accord as to it and any trouble has been apparently the result of misunderstanding.

In case it should be necessary your Board recommends that the men senior in length of service in the department be given preference and promotion therein, provided their skill, ability and fidelity warrant it.

4. Some difficulty arose over this matter. The Company does now pay and is willing to pay the overtime rates demanded to these employees except to those working on what is known as their premium plan. This plan estimates a fixed time for a fixed piece of work and pays for it accordingly. If the employee does it in less time than that fixed he is so much the gainer. The employee claims he should be allowed overtime rates on this as well as any other work. The employer dissents, claiming that by such action the employee would get the double advantage of the premium preference and the excess overtime wages.

We found in conversation with the interested parties that both sides are now dissatisfied with this premium plan, or say they are. The employees claim the time limit for piece work is so arranged that they can get little or no benefit from it, work they ever so steadily and hard. The employers say the employees generally do not try to earn the premium and by concerted prearrangement or understanding take at least full time at their piece work.

In view of this most regrettable condition of affairs, we recommend that this premium plan be discontinued and that the overtime rates asked for in No. 4 be granted to all.

5. The difficulty causing this demand we find was caused wholly by misunderstanding and inadvertence. The parties practically agreed in our presence as to it. Some men called to do night work, worked say Monday and Tuesday nights and the days of Thursday, Friday and Saturday (half-day), a total of forty-three (43) hours instead of the ordinary fifty (50) hour week through no fault of the employees. This is unfair and we believe unintentional, and the employer promised and we recommend that such be not allowed to recur, and that any employee doing night work at the request of the Company part of the week be paid his full fifty-hour week's wages, even though he actually puts in less time as the result of doing such night work.

A further question arose during the discussions about two young women working as armature winders and their wages which are less than some of the men received, it is said, for similar work. These women did not go out on strike but an informal demand was made that they be paid wages equal to the men's. We recommend this as fair and it should be done in so far as they do similar work to the men and are equally efficient. Their names are: Miss Noyse and Miss Shaw.

The men whose names are hereunder written are those affected by this report:

Messrs. Lawless, O'Neil, Hughes, Morrison, Jeffrey, Martin, Welsh, Bickel, Robinson, LaPlante, Gutterson, Palmer, Halpin, Menzies, Killenbeck, Sullivan, Reader, Snowcroft, Hiltz, Harris, Stewart, Lang, Petty, Cullen, Hargrove, Pearson, White, Abbott and Houston.

Fred Bancroft joins in this report, with the exception of the two proposals referring to a minimum rate and term of the award, and recommends that the lowest rate for any of these employees shall be fifty cents (50c.) per hour after three months' service; and that the increased rates for all remain in effect from Jan. 6th, 1920, for three months thereafter, until thirty days' notice is given in writing, by either party desiring to change it, to the other.

J. G. Merrick joins in the report with the exception of the increase in wages and recommends an increase of ten per cent (10%) and also adds a reservation regarding the wages proposed for the two women.

All of which is respectfully submitted.

(Sgd.) EDWARD C. S. HUYCKE,  
Chairman.

(Sgd.) FRED BANCROFT,  
Member.

(Sgd.) JAMES G. MERRICK,  
Member.

Dated March 4th, 1920.

#### **Report of Board in Dispute between the Corporation of Ottawa and its civic employees.**

A REPORT was received from the Board established to deal with the dispute between the Corporation of Ottawa and certain of its employees, being members of Civic Employees' Federal Labour Union No. 15. The employer in this case being a municipality, a Board could be established only upon the joint consent of the disputants. The consent of the city was received and a Board was established composed as fol-

lows: His Honour Judge R. D. Gunn, Ottawa, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. Ainslie W. Greene, Ottawa, and Fred Bancroft, Toronto, nominees of the city and employees respectively. The report was signed by the chairman and Mr. Bancroft, a minority report being presented by Mr. Greene. Both reports were accompanied by recommendations as to settlement and proposed schedules.

### Report of Board.

In the matter of the Industrial Disputes Investigation Act and of a dispute between the Corporation of the City of Ottawa, employers, and its Civic Employees, Members of Federal Union No. 15, employees.

To the Honourable,  
Senator G. D. Robertson,  
Minister of Labour, Ottawa.

The Board, to investigate the dispute set out in the application to your Department appointed upon the consent of the employers convened at the City of Ottawa in the City Hall on the 24th day of March, A.D., 1920, and following days, and were attended by His Worship, Harold Fisher, Mayor; Mr. McCallum, Engineer and Commissioner of Works; Assistant City Engineer Askwith, and Assistant Waterworks Engineer Macdonald, of the said city, representing the employers; and Mr. Edward Travers, President, and Mr. C. J. Clarke, Secretary, of Local Union No. 15, of the Civic Employees Federal Union, representing the Employees. It was represented on behalf of the employees that there were in or about 150 men affected directly in the dispute, and that many of them were and had been in the service and employment of the city for many years and were paid monthly rates, while others were long in the service of the city and were paid an hourly rate and all were members of the aforesaid local union of organized labour.

It further was represented that a schedule of rates of pay was submitted on behalf of the employees to the Commissioner of Works of the city during the month of January last past, and was under his consideration for some time, and was then submitted to the Board of Control with his recommendation for their approval, and endorsement.

It will be conceded also that as the employees paid an hourly rate and under consideration are the smaller percentage of that class of employee finding em-

ployment during the operating season with the city, and that the Board of Control had to consider the rates of pay, having in view such additional force and that the question of rates for these employees was under discussion often between the employees and the Board of Control prior to those proceedings, but no adjustment satisfactory to the parties was reached.

After ascertaining the nature and extent of the matters in dispute, it appeared that it was desirable that further conference between the parties should take place, and it did, without reporting any beneficial results, and the statements of a number of the employees in the several different classes were heard by the Board, and it was again the opinion of all concerned that other efforts to reach a working agreement between the parties might produce desirable results.

This serious conference took place at the express suggestion of this Board, with approval of all parties, and the whole schedule was fully considered therein, and it was then reported to this Board that as all offers of adjustment were not accepted, that neither party was bound by any offers made and accepted, and in view of the conditions under which such offers of settlement were made and accepted, the evidence of the results of the conference, although it was stated that it left but little in dispute, was denied to this Board or any of its members, thus destroying all efforts at conciliation and both parties retreated to their own camps.

The undersigned members of the Board are of the opinion that it would have been in the best interests of all parties, had a full and frank statement of the rates of pay that had been agreed upon at the conference been submitted to this Board, but objection being taken to such course, this Board proceeded without that valuable information.

It is significant and perhaps worthy of remark that no one representing the employers took the ground that none of the increases desired in the rates should be granted, but all seemed to concede that increases should be made, and only the



question as to the amount thereof was discussed.

It does appear that the increases in rate of pay sought by the employees are based almost entirely on the ever-repeated contention that the cost of living and rent and incidental expenses have very materially increased and continue to do so and that similar rates are paid for similar services by other employers of labour in this vicinity, and that increases have been granted recently to the other employees of the city in other capacities.

Under these circumstances above set out and no complaint being made upon the ability, efficiency and qualification of any of the employees, after the most careful and sincere consideration of the evidence, information, representations and contentions of the respective parties, and their witnesses, the undersigned members of this Board have decided to recommend that the monthly and yearly rates of pay set out in schedule "A" hereto be the rates payable monthly to the members of the different classes of employees named therein, and further recommend that the same be made effective from and after the 31st of December, A.D., 1919, for the present year.

The undersigned members of this Board do further state that they have decided to recommend that the rates of pay set out in schedule "B" hereto, be the rates to be paid for the class of employees therein mentioned, who are classed as hourly paid employees and would recommend that the same become effective from and after the first day of March, A.D., 1920, and for the present year.

Dated at Ottawa this 3rd day of April, A.D., 1920, and respectfully submitted.

(Sgd.) R. D. GUNN,  
Chairman.

(Sgd.) FRED BANCROFT,  
Member for employees.

### SCHEDULE "A" TO REPORT

Class and Name	Monthly rate.	Annual rate.
<b>Lemieux Island:—</b>		
Harris.....	\$150.00	\$1,800.00
Mathenson.....	150.00	1,800.00
Cheney.....	150.00	1,800.00
Moodie, F. W.....	141.66	1,700.00
<b>Transformers:—</b>		
Nevins.....	125.00	1,500.00
McNally.....	125.00	1,500.00
Clarke, G.....	125.00	1,500.00
<b>Hypo Station:—</b>		
Helmer.....	112.50	1,350.00
Gourgon.....	112.50	1,350.00
Turriff.....	112.50	1,350.00
Crappin.....	112.50	1,350.00
<b>Queen St. Station:—</b>		
Barnes.....	150.00	1,800.00
Murray.....	125.00	1,500.00
Gaffney.....	125.00	1,500.00
McGrath.....	125.00	1,500.00
Rodney.....	110.00	1,320.00
<b>Booster Station:—</b>		
Stanley.....	116.66	1,400.00
Rice.....	116.66	1,400.00
<b>Comfort Cabins:—</b>		
Racine.....	110.00	1,320.00
Davidson.....	110.00	1,320.00
<b>Turn-cocks:—</b>		
Broad.....	121.33	1,456.00
McGurran.....	121.33	1,456.00
Collier.....	121.33	1,456.00
McBride.....	121.33	1,456.00
<b>Store Clerks:—</b>		
Kennedy.....	130.00	1,560.00
Bambrick.....	112.00	1,344.00
<b>Waste Water Inspectors:—</b>		
Hill.....	110.00	1,320.00
O'Brien.....	110.00	1,320.00
Pinard.....	110.00	1,320.00
<b>Meter Shop:—</b>		
Clarke.....	141.66	1,700.00
Travers.....	120.00	1,440.00
<b>Water Works Foremen:—</b>		
Purdy.....	150.00	1,800.00
Howse.....	133.33	1,600.00
Cain.....	129.16	1,550.00
Pierpont.....	110.00	1,320.00
Specials (2).....	....	\$6.00 per day.
<b>Shops:—</b>		
Mooney, foreman.....	133.33	1,600.00
Milner, blacksmith....	125.00	1,500.00
Mills, blacksmith.....	120.83	1,450.00
Fournier, blacksmith....	120.83	1,450.00
Dible, carpenter.....	125.00	1,500.00
Warner, machinist.....	160.00	1,920.00

Class and Name	Monthly rate.	Annual rate.
Vick, helper.....	116.66	1,400.00
Garage Men:—		
Racine.....	130.00	1,560.00
Dunnigan.....	116.66	1,400.00
Ford Truck Drivers:		
Tremblay.....	116.66	1,400.00
Jarvis.....	116.66	1,400.00
Sewer works:—		
Girling.....	130.00	1,560.00
Ward foremen:—		
Sherwood.....	130.00	1,560.00
Dubien.....	130.00	1,560.00
Hockland.....	130.00	1,560.00
Connell.....	130.00	1,560.00
Darragh.....	130.00	1,560.00
Hinds.....	130.00	1,560.00
Saunders.....	130.00	1,560.00
McGuire.....	130.00	1,560.00
Blair.....	130.00	1,560.00

## SCHEDULE "B"

	Hourly Rates.
Labourers, 51.....	58 cents
Main Pipe layers:—	
Chapman.....	65 "
Filliman.....	65 "
Nash.....	65 "
Molloy.....	65 "
Doran.....	65 "
Beattie.....	65 "
Laverne.....	65 "
Rockburne.....	65 "
Thomson, W.....	65 "
Service pipe layers:—	
Bergeron.....	65 "
O'Meara.....	65 "
Mullins.....	65 "
Blondin.....	65 "
Fournier, E.....	65 "
Garage workmen:—	
Taber.....	65 "
Flusher driver:—	
Russell.....	70 "
Carters, 15.....	\$5.60 per day

## Minority Report

In the matter of the Industrial Disputes Investigation Act and of a dispute between the Corporation of the City of Ottawa, employers; and its Civic Employees, Members of Federal Union No. 15, employees.

To the Honourable  
Senator G. D. Robertson,  
Minister of Labour,  
Ottawa, Ontario.

His Honour, Judge Gunn, has submitted to me the report prepared by him and forwarded since to you after I had declined to sign the same.

He has covered the general history of the proceedings of the Board of Conciliation so that it is not necessary for me to deal with that other than in regard to some aspects of the report with which I cannot quite agree.

Prior to the appointment of the Board of Conciliation the Board of Control submitted to the Union a schedule of rates of pay considerably in advance of those now paid. Representatives of the City protested against this schedule being used before the Board of Conciliation and contended that the present rates of pay should be considered on the one hand and the demands of the Union on the other hand, the fair function of the Board being to find some common meeting ground if possible between these two points. The objection was that the offer of the Board of Control was in all cases being taken as a minimum and the fact of considerable increases having been offered by the Board of Control more or less lost sight of.

I would refer to the following paragraph of the majority report, (I have been informed since that Mr. Bancroft has concurred with Judge Gunn in his report), "It is significant and perhaps worthy of remark that no one representing the employers took the ground that none of the increases desired in the rates should be granted, but all seemed to concede that increases should be made, and only the question as to the amount thereof was discussed."

If this statement is with reference to the present rates of pay it is absolutely correct but if it refers to the rates of pay offered by the Board of Control it is, in my opinion, not correct except in the case of one or two individual employees.

In my opinion it should be borne in mind that the Board of Control is not in the same position as the ordinary employer of labour. In the first place none of the increases granted affect the individual pockets of the members of the Board of Control, as is the case with the private employer granting increases to his employees. In the next place the position of the Board of Control is such that there is every inducement for them to be fair and even generous in fixing the rates of pay.

The case of the employees was based almost entirely on the increased cost of living, but no satisfactory evidence as to what the percentage of increase in the past year had been was given. Such evidence as was submitted by the employees with regard to rates of pay in similar employments referred almost altogether to pending discussions between employers and employees as to rates which should come into force on the 1st May next. If my notes on the evidence are correct there was no specific evidence as to any agreement in these cases having yet been reached. Evidenced submitted by the City as to rates of pay in similar employments in Ottawa would in my opinion point to the fact that the offers made by the Board of Control are in advance of rates at present paid by private employers.

The largest body of men affected is the labourers, who are at the present time being paid 45 cents an hour. The offer of the Board of Control was 52 cents an hour. It has apparently been customary for some years past that City labourers should be paid 5 cents an hour less than the Builders' Trades labourers, as the latter are looked upon as partially skilled and their employment is, of course, not as steady as that of a City labourer. The Builders' Trades labourers are at the present time receiving 50 cents an hour, but negotiations are in progress for a change in this rate. The rate paid to City labourers should be within 5 cents of the rate settled as of May 1st, 1920, for Builders' Trades labourers.

I have placed in the schedule attached

to my report the sum of 52 cents an hour for labourers, but the above clause should be considered as attaching to the same.

The same rule would apply with regard to main pipe layers and service pipe layers. For some time past there has been a spread of 5 cents between the ordinary labourer and these men, that is the pipe layers of both classes have been paid the same as the Builders' Trades labourers. Consequently if the rate settled for Builders' Trades labourers on May 1st is more than 57 cents the rates of pipe layers should be increased accordingly.

The rates of pay for outside employees of the City have apparently been nearly always settled in March or April of each year, rather than as of the first of the year. The evidence of the employees was directed almost entirely towards rates of pay which would come into force on May 1st next, and living conditions as they would be on May 1st next, a large amount of the evidence being given to prove the increases in rent which will take place on May 1st.

In view of all the circumstances it would seem to me eminently fair to the employees that all the rates of increase should date from March 1st, 1920.

Appended hereto is a schedule of rates which in my opinion are fair and I would recommend that the same become effective from and after the first day of March, A.D., 1920. the rates for labourers and pipe layers being subject to increase as dealt with above.

Dated at Ottawa this fifth day of April, A.D., 1920, and respectfully submitted.

(Sgd.) AINSLIE W. GREENE,  
Member for Employers



SCHEDULE		Class and Name.		Monthly wage.
Class and Name		Monthly wage.		
Lemieux Island:—		Tap Inspectors:—		
Harris.....	\$145.83	Hill.....		110.00
Matheson.....	143.83	O'Brien.....		110.00
Cheney.....	145.83	Pinard.....		110.00
Moodie, F. W.....	141.66	Meter Shop:—		
Transformer Station:—		Clarke.....		135.00
Nevins.....	125.00	Travers.....		110.00
McNally.....	125.00	Turncocks:—		
Clarke.....	125.00	Broad.....		119.16
Hypo Station:—		McGurran.....		119.16
Helmer.....	108.33	Collier.....		119.16
Gourgon.....	108.33	McBride.....		119.16
Turiff.....	108.33	Shops:—		
Crappin.....	108.33	Mooney.....		130.00
Queen Street Pump House:—		Milner.....		120.00
Barnes.....	145.83	Mills.....		120.00
Murray.....	125.00	Fournier.....		120.00
Gaffney.....	125.00	Dible.....		120.00
McGrath.....	125.00	Warner.....		160.00
Rodney.....	110.00	Vick.....		110.00
Booster Station:—		Garage:—		
Stanley.....	116.66	Racine.....		130.00
Rice.....	116.66	Taber.....		.65 an hour.
Comfort Station:—		Dunnigan.....		110.00
Racine.....	110.00	Ford Truck Drivers:—		
Davidson.....	110.00	Tremblay.....		116.66
Stores:—		Jarvis.....		116.66
Kennedy.....	125.00	Sewer Work:—		
Bambrick.....	110.00	Girling.....		125.00
Foremen Water Works:—		Ward Foreman.....		125.00
Purdy.....	141.66	Labourers.....		.52 an hour } *
Howse.....	125.00	Main Pipe Layers.....		.57 " }
Cain.....	127.50	Service Pipe Layers.....		.57 " }
Pierpont.....	110.00	Flusher drivers.....		.65 an hour.
		Carters.....		5.60 a day.

\*"All subject to increase depending on rate established for Builders' Trades Labourers."

### Supplementary Report of Board in Dispute between the Bedford Construction Company, St. John, N.B., and certain of its employees engaged on the Courtenay Bay Harbour contract

IT was recently found necessary by the Department of Labour to reconvene the Board of Conciliation and Investigation which was established in September last to deal with the dispute between the Bedford Construction Company, St. John, N.B., and certain of its employees engaged on the Courtenay Bay Harbour contract. The Board was composed as follows: Sir Ezekiel Mc-

Leod, St. John, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Brigadier General C. L. Hervey, Montreal, and Mr. James E. Tighe, St. John, nominees of the company and employees respectively. The findings of the Board dated October 1, 1919, (see pp. 1149-1151, LABOUR GAZETTE, October, 1919), left some doubt as to the in-

terpretation of the clause relating to the ten-hour day. The supplementary findings were unanimous and favoured the company's interpretation of the clause in question.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and a dispute between the Bedford Construction Company, St. John, N.B., employer, and certain of its employees.

St. John, N.B., March 20, 1920.

To the

Honourable Gideon D. Robertson,  
Minister of Labour.

Sir,—

The Conciliation Board which was established in the above matter in the month of August last was by your request re-convened and had a hearing yesterday and to-day, for the purpose of dealing with a dispute that had arisen between the Company and its employees, concerning the meaning of the findings of this Board made on the 25th September, 1919, regarding the ten-hour clause in the said award. The Company was represented by its General Manager, and the employees by Mr. Christie, who is a member of what they term their Grievance Committee.

The complaint of the employees was that during about three months of the past winter they only worked nine hours,

and received pay for nine hours. Since the first of the present month they have been working ten hours and receiving pay for ten hours. The Company on its part claimed that it could only work with safety during daylight, and that during these three months they could only work nine hours by daylight, and this was admitted to be the fact by the representative of the employees. The work itself is somewhat dangerous, and the representative of the Company said it would be very expensive to install lighting to enable them to work at night and also be more dangerous.

The Board agreed with the contention of the Company that during these months they can only with safety work the nine hours, and that they should be only paid for the hours they work, and its interpretation of the clause with reference to the ten hours is that ten hours was as long as the employees could be asked to work at the regular rate of wages. Any time they worked over that was to be paid for as provided in the award, that is, they should be allowed time and a half for all overtime.

The Board recommends that the ten hours a day be continued so long as weather and conditions permit.

All of which is respectfully submitted.

(Sgd.) E. McLEOD,  
Chairman.

(Sgd.) C. L. HERVEY.  
(Sgd.) J. E. TIGHE.

### INDUSTRIAL COMMISSION

**A** PART from the proceedings under the Industrial Disputes Investigation Act, there were also during the month of March proceedings under the Inquiries Act.

An application had been received from certain of the employees of various firms in Vancouver, B.C., members of the General Cartage and Warehousemen's Association of British Columbia, being members of Local No. 655, Inter-

national Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers. As this industry did not fall within the scope of the Industrial Disputes Investigation Act, a Board could be established only upon receipt of the consent of the employers. This consent was not given. Consideration of the situation, however, by the Minister of Labour, resulted in the reference of the dispute to a Royal Commission, appointed under the Inquiries Act. The Rev. W. H.

Vance, of Vancouver, was appointed as Commissioner to hold and conduct this inquiry, and to report and make recommendations to the Minister of Labour with respect to the means of an amicable

adjustment. The report of the Commissioner was accompanied by a new schedule of wages and working conditions which has been adopted by both parties to the dispute.

**Report of Royal Commission appointed under the Inquiries Act to investigate the dispute between the members of the General Cartage and Warehousemen's Association of British Columbia, Vancouver, B.C., and certain of their employees.**

To the Honourable

Gideon D. Robertson,

Minister of Labour, Ottawa.

On March 5th the undersigned was appointed a commission to investigate and report upon the above-mentioned dispute. Three public sessions were held and several days were spent in negotiating a basis of working conditions agreeable to both parties.

F. D. Cross represented the General Cartage Association while Birt Showler represented the Union.

On October 1st, 1918, an agreement was signed between the Association and the Union and continued in force until June 3rd, 1919, when the members of the Union joined the local sympathetic strike, thereby breaking the agreement. At the conclusion of the strike the men returned to work as individuals, the Union was reorganized and on several occasions requested a conference with the Association, but their requests were either refused or ignored. The Association claimed that the Union had broken the agreement and was unworthy of further confidence. The Union claimed that its action was due to the influence of men no longer in control.

On February 13th the Union applied for a Board of Conciliation and Investigation. As the Association would not agree to this the undersigned was appointed a commission to enquire into the matter.

The Association and the Union were found to be in agreement on the following points, in the former contract:—

The right of employers to dismiss incompetent employees; non-discrimination against members of the Union; holidays; hours of work; overtime and

conference, and proportionate increases of wages whenever it could be shown that the cost of living had increased seven and a half per cent.

The Association had already granted the increased wage scale asked for when application was made for the Board of Conciliation and Investigation. The Association further agreed to recognize the Union.

The Union agreed to the "open shop", to a declaration against sympathetic strikes and to conferences and proportionate decreases in wages whenever the cost of living could be shown to have decreased seven and a half per cent.

A basis of working conditions embodying these points was drawn up and consented to by both parties. Letters indicating its acceptance were received from E. A. Quigley, Secretary of the Association, and Birt Showler, Business Agent of the Union.

I enclose herewith a copy of the basis of working conditions together with the above-mentioned letters of acceptance, the transcript of the evidence taken at the public sessions and certain exhibits.

(Signed) W. H. VANCE,

Commissioner.

The following is accepted as a basis of working conditions between the members of the "General Cartage Association", hereinafter designated as the "Employers" and the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers, Local No. 655, of Vancouver, B.C., hereinafter designated as the "Employees."

*Section 1:*

All employees shall receive regular wages as set forth in this agreement.



*Section 2:*

The Employers hereby reserve the right to discharge any man in their employ if his work is not satisfactory.

*Section 3:*

No workman shall be discharged or discriminated against for upholding recognized principles of organized labour. Any man who works under the instructions of the Employees or who serves on a Committee of the Employees shall not lose his position nor be discriminated against for this reason.

*Section 4:*

The following days shall be considered as holidays:—

New Year's Day,  
Good Friday,  
May 24th,  
July 1st,  
Labour Day,  
Thanksgiving Day,  
Christmas Day.

It is understood that the Employers shall not be required to pay Employees for holidays designated in this section when such Employees do not work.

*Section 5:*

Nine (9) hours shall constitute a day's work to be performed between the hours of seven (7) A.M. and six (6) P.M. Time to start when driver arrives at barn (optional with employer) 7 to 8 A.M. Overtime to be all work performed in excess of the maximum number of hours provided for. Time and one-half for all time in excess of the above, including Sunday and the holidays mentioned in section 4, unless otherwise arranged. When a driver takes out a team for one-half day or less, he shall receive one-half-day's pay; over one-half day and less than one full day, he shall receive a full day's pay. Any regular man ordered to report for duty in morning or held waiting subject to orders, shall receive one-half day's pay.

*Section 6:*

No employee who prior to the date of his agreement was receiving more than the rate of wages in the schedule set forth in this agreement, or working less hours than stipulated herein, shall suffer a reduction of wages or increase of hours because of the adoption of this basis of working conditions.

*Section 7:*

In case a dispute arises between an Employer and an Employee affecting their mutual relations, the matter shall be referred to a committee of three (3) and consultation must be had with a like committee of the other party before action is taken thereon, and in no case shall final action be had in any such matter until two weeks have elapsed. Two

at least of the members of the respective committees shall be actual Employers or Employees.

A permanent Committee of both Employers and Employees shall be elected and shall meet once a month for the discussion of all matters pertaining to the joint welfare of the industry.

It is agreed that there shall be no cessation of work or lockouts during the life of this agreement.

It is further agreed that in the event of a strike among the employees of any firm with which Employer is doing business, the Employers will not ask the Employees to perform any labour they do not ordinarily perform and the Employees agree to perform their usual work as if such strike did not exist.

*Section 8:*

The Employees are not in favour of sympathetic strikes and will do everything they can to avoid them.

*Section 9:*

The following is the minimum scale of wages which shall be paid:

Draymen—	
6,000 pounds and over .....	\$5.00
under 6,000 pounds .....	4.75
Furniture drivers—	
(Three horses) .....	5.25
(Two horses) .....	5.00
(Autos 1½ to 3 tons) .....	5.00
(Autos over 3 tons) .....	5.50
Piano crew .....	5.50
Baggage wagons drivers—	
(Single horses) .....	4.00
(Teams) .....	4.50
(Autos) ..	5.00
Coal wagon drivers .....	5.25
AUTOS:	
Ford parcel delivery .....	4.25
One ton and under 2½ tons .....	4.75
Two and one-half tons and under 4 tons ..	5.00
4 tons and over .....	5.50

*HELPERS:*

Coal ..	5.00
Furniture ..	5.00
General ..	4.75
Casual, less than one-half day, per hour ..	.75
Dump wagon drivers .....	5.00
Wood wagon drivers .....	5.00
Mail drivers (day shift) .....	4.50
Mail drivers (night shift) .....	4.75

Men without previous experience, 25 cents per day less than above rates for a period of not more than one month.

Overtime to be computed as follows: 15 minutes or over, one-half hour shall be allowed; 45 minutes or over, one hour shall be allowed.

*Section 10:*

Where it can be shown by the Employees that the cost of living has, according to the statistics furnished by the Department of Labour in the *Labour Gazette*, increased  $7\frac{1}{2}$  per cent or over, the Employees shall be entitled to a conference, and an increase in the wage rates corresponding to the increased cost of living. Where, on the other hand, it can be shown by the Employers that the cost of living has, according to the statistics furnished by the Department of Labour, in the *Labour Gazette*, decreased  $7\frac{1}{2}$  per cent or over, the Employers shall be entitled to a conference and a decrease in the wage rates corresponding to the decreased cost of living.

*Section 11:*

This basis of working conditions shall continue in force and effect from the date of the signing thereof to the twenty-seventh day of March, A.D. 1921, and written notice of the intention of either party desiring any change to be made in the same before the renewal thereof, together with the proposed change, not less than thirty (30) days prior to the expiration of same, and in case no such notice is given of the proposed change as provided for, it is expressly agreed that this arrangement shall remain in full force and effect until such notice is received.

Dated this twenty-seventh day of March, A.D. 1920.

I hereby certify that the above is a true copy of the arrangement mutually arrived at.

(Signed) W. H. VANCE,  
Commissioner.

GENERAL CARTAGE AND WAREHOUSEMEN'S ASSOCIATION OF B. C.

Vancouver, B.C., March 27th, 1920.

W. H. Vance, Commissioner,  
Vancouver, B.C.

Dear Sir,—

I have been authorized by the General Cartage Association to notify you of their acceptance of the 'basis of working conditions between the members of the "General Cartage Association," hereinafter designated as the "Employers," and the "International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers, Local No. 655, of Vancouver, B.C." hereinafter designated as the "Employees" as signed by you this day.

Yours truly,  
(Signed) E. A. QUIGLEY.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,  
CHAUFFEURS, STABLEMEN AND HELPERS  
A. F. OF L. LOCAL UNION No. 655  
GENERAL TEAMSTERS AND  
CHAUFFEURS.

587 Homer Street,  
Vancouver, B.C.,  
March 27th, 1920.

W. H. Vance, Commissioner,  
Vancouver, B.C.

Dear Sir,—

I have been authorized by the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers to notify you of their acceptance of the basis of working conditions between the members of the "General Cartage Association," hereinafter designated as the "Employers," and "International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers" Local No. 655, of Vancouver, B.C., hereinafter designated as the "Employees" as signed by you this day.

Yours truly,  
(Signed) BIRT SHOWLER,  
Secretary.

## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

THE Department has received eight new decisions of the Canadian Railway Board of Adjustment No. 1. Case No. 67 relates to the appointment of a telegraph operator to a position on the Canadian National Railways (Eastern Lines). Case No. 68 has reference to the dismissal of a section foreman by the

Grand Trunk Pacific Railway Company. Case No. 69 deals with the difference of opinion as to the application of Article 3, Clause "F," of the C.P.R. Western Lines Trainmen's Schedule. Cases Nos. 70 and 71 relate to the dismissal of conductors of the Canadian Pacific Railway (Western Lines). Case No. 72 deals with

a request of locomotive firemen and enginemen of the C.N.R. for a reduction in their period of duty. Case No. 73 has reference to a request of locomotive firemen of the Canadian National Railways for a reduction of the exemption period after which they are entitled to minimum passenger rates when held at terminal points away from home. Case No. 74 has reference to the dismissal of a conductor of the Canadian National Railways (Eastern Lines).

**Case No. 67.—The Canadian National Railways (Eastern Lines) and The Order of Railroad Telegraphers**

A telegraph operator of the Canadian National Railways was senior applicant for a position that was vacant on his release from overseas service. There was nothing against him in the matter of his own qualifications for the position, but he was advised by the Superintendent that his application could not be considered, as his father was agent at the place where the vacancy existed. It was contended by the railways that there was a standing rule that father and son could not be employed where one was under the jurisdiction of the other. The employees contended that failure to appoint this applicant was a violation of the schedule and could in no way interfere with the best interests of the railway.

The decision of the Board was as follows:

The Board decides that under the terms of the schedule, and in view of the conditions as they exist in this particular case, the claim of the Employees is sustained.

The Board, however, recognizes that there are conditions, probably applying in the majority of cases, under which relatives should not be permitted to work together either in the interest of the Railway or of the Employees.

Pending any change in the schedule definitely establishing the basis on which such conditions shall be regulated, each case should be dealt with between the Railway and the Employees on its merits.

**Case No. 68.—The Grand Trunk Pacific Railway Company and the United Brotherhood of Maintenance of Way Employees**

A section foreman of the Grand Trunk

Pacific Railway Company was dismissed for alleged slighting of duty. The employees contended that he was unjustly discharged and that he should be reinstated and paid for time lost. In its general statement the Board declared that the principal cause of the section foreman's dismissal was stated to be improper booking of time not worked by his gang. Other irregularities were also charged, but in the opinion of the Board the evidence and in fact the entire presentation of the case on both sides was unsatisfactory. Before the Board could undertake to arrive at a decision, definite information would be necessary as to the regulations in effect on the branch line where the section foreman was employed relative to the sending in of the time sheet of the section forces; direct evidence as to the weather on March 10, when the section gang was found not to be working; information as to the way the record is taken and kept, and how many times a month it was in order for the section foreman to go for supplies. The statements filed did not indicate that an investigation of the case was held or that any request for an investigation was made.

The decision of the Board was as follows:

The Board, under the circumstances, considers that if an investigation of this case has not been held, that it would be desirable that an investigation be held so that charges of "irregularities" of a general nature be more definitely set out, and that evidence on them be taken and be available for the use of the Board, provided the result of the investigation should make it necessary to refer the matter again to the Board.

In the event of the parties wishing to again submit the matter, information along the lines mentioned should be presented jointly, if possible, but if this is not practicable, both parties should submit statements definitely setting forth their position on the points of the case.

**Case No. 69.—The Canadian Pacific Railway Company (Western Lines) and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen**

A difference of opinion arose as to the application of Article 3, Clause "F," of the Canadian Pacific Railway, Western



Lines, Trainmen's schedule which reads as follows:

When an unassigned crew is used in work train service for two calendar days or less, the crew will be paid through freight rates and under through freight conditions, excepting that when the nature of the work is such that it is necessary for the crew to be run in and out of terminals it may do so without involving payment of run rounds or the crew being automatically released. If such a crew is tied up at a terminal it will take its turn out in the unassigned service.

If an individual crew is used longer than two days in such service it will be paid under work train conditions after the second calendar day, but all work train service of ten days' duration or longer will be advertised and made a regular assignment.

This rule will not apply should crew handle revenue freight.

According to the general statement of the Board it appears that prior to the adoption of the above clause in February, 1918, it was the practice when pool crews were called for short-term work service, to lay crews up on the line for rest periods, without pay. The employees contended that this practice imposed an unfair condition, at least in some cases, and claimed that through freight rates and conditions with respect to compensation should apply. The Company conceded the claim to the extent that rules and conditions as asked for should apply, with certain stated exceptions, to work service calls for two calendar days or less. It was stated on behalf of the Company that the intent was that continuous time or mileage should be paid, under the application of the schedule clause mentioned, to work crews called under the conditions stated, from the time of leaving terminal until return thereto, but not that any duplicate time should be paid for the same hours of service.

The Employees contended, on the other hand, that the clause as adopted was a compromise on their claims as originally presented and should be applied according to its stated terms, although it was admitted that the possibility of duplicate pay for work service en route was not considered at the time the clause was adopted.

The decision of the Board was as follows:

In view of the contentions of the parties, the Board would not be justified in dealing with the matter otherwise than on the basis of the clause as it reads, and decides that the claim of the Employees is sustained.

**Case No. 70.—The Canadian Pacific Railway Company (Western Lines) and the Brotherhood of Railroad Trainmen**

A conductor of the Canadian Pacific Railway Company was dismissed on the ground that he was not a man of sufficient ability to be in charge of a train as conductor. The Company offered him a position as permanent brakeman, which was declined. His dismissal followed a derailment, on which occasion he acted as flagman. After an investigation he was advised that he was dismissed for gross irregularity in handling a train when cars were derailed. The employees contended that there were no gross irregularities on the dismissed man's part, and that under similar and other circumstances a conductor often performs the duties of flagman, especially when the rear brakeman is required to perform other duties. The employees also testified that he had run a train apparently successfully for a number of years, and that the statement that he was not qualified to perform all his duties as a conductor was not well founded and was not substantiated by any proof from the records of his service. The Company stated that notwithstanding that the employee had been in the service for a considerable time as conductor, his mental capacity had been in doubt for years, but the Company, on account of certain circumstances, connected with his case, were anxious that he be given employment, and places were picked out for him where it was thought, with the assistance of a good brakeman, he could be kept out of trouble. The Company considered that he had not sufficient ability to assume the responsibility of a conductor.

The decision of the Board was as follows:

The Board decides that the Company's action is sustained, with the understanding that J— be returned to the service as a brakeman, with his seniority as such (subject to the Rules and Regulations), until such time as he demonstrates to the satisfaction of the Company his qualifications for promotion.

**Case No. 71.—The Canadian Pacific Railway (Western Lines) and The Order of Railway Conductors**

A conductor of the Western Lines of the Canadian Pacific Railway was dismissed for handling a car as an empty which contained a shipment of liquor, and setting it out at a station without reporting same, also for putting in a trip ticket for a brakeman when he was not employed on the train. The Board found that it was evident that liquor was stolen from a car and transferred into another car, which was switched into conductor N—'s train; that the car was handled without billing from Dunmore to Coaldale, where it was switched out; that the conductor did not see either of his brakemen from that time until he went off duty at Lethbridge; that his front brakeman did not travel beyond Coaldale; and that no report of the circumstances was made by Conductor N— up to the time he was called into the superintendent's office five days later, although he had opportunity to do so. It was declared by the Board that even if the evidence did not show that conductor N— participated directly in the stealing and handling of the liquor, it did undoubtedly show that he was guilty of gross negligence in permitting what did occur in connection with the handling of his train, and that he failed to report the circumstances at the first opportunity after he undoubtedly had knowledge of them.

The decision of the Board was as follows:

Inasmuch as the evidence does not show that Conductor N— participated directly in the stealing of the liquor, or that he had personal knowledge of it until after the occurrence, the Board decides to recommend to the company the favourable consideration of Conductor N—'s reinstatement, without pay for time lost, believing he should be given the benefit of the doubt to this extent, and

that his suspension from the service for somewhat over a year may be considered sufficient discipline for his failure to fulfill his duty as a conductor on the occasion and in connection with the circumstances in question.

**Case No. 72.—The Canadian National Railways and the Brotherhood of Locomotive Firemen and Enginemen**

The locomotive firemen of the Canadian National Railways requested that the period of duty after which trains may be laid up between terminals for them to obtain rest be reduced from fifteen to twelve hours. The second paragraph of Article 9 of the schedule, which they desired to be amended, reads:

•Trains may be laid up between terminals for firemen to obtain rest after they have been fifteen hours on duty, upon advice to train dispatcher, but if dispatcher will cut out all way work and switching, trains may be taken through to terminals. Firemen to be judge of their own condition.

The employees contended that the fifteen-hour optional rest rule was agreed to several years ago when small power was in service and good grades of fuel were being used, and when the road was practically in course of construction. Since then the power has increased and they are now hauling at least twice the tonnage and using much inferior grades of fuel, so that they find it at times almost impossible under present conditions to fire a locomotive fifteen hours without injuring their health. The men also pointed out that the other roads in the territory had an arrangement similar to that requested. On behalf of the railways it was contended that no hardship existed under the present rule, that the work of the firemen was being reduced by new equipment, that all United States railways require firemen to give up to sixteen hours' service, and that the change requested would enable firemen to tie up an entire crew before their period of service had elapsed, the engineers having just signed a schedule continuing the present fifteen-hour rule.

The Board declared it appeared to them that the article in the Canadian National Railways schedule left it op-



tional with the Company to require the crew to go through to terminal if way work and switching were cut out, and with that understanding they considered there would be no hardship imposed on the Company by altering the rule in question to read twelve instead of fifteen hours. The Board also gave consideration to the fact that employees on the United States railways, where the sixteen-hour law was in effect, in many cases were permitted to book rest before the expiration of that period. By decision of the Board the claim of the employees was therefore sustained.

**Case No. 73.—The Canadian National Railways and The Brotherhood of Locomotive Firemen and Enginemen**

On behalf of the firemen and hostlers of the Canadian National Railways, requests were made for a modification of certain clauses of the schedule, among them being Article 10 of the former Eastern and Western Lines of the Canadian National Railways System schedules. This article reads:

A. After the expiration of twenty hours, firemen on unassigned runs held at turn-around points will be paid minimum passenger rates for each hour up to eight hours, and after that at the same rate for the last eight hours of each succeeding twenty-four hours so held. This clause not to be operative if due to blockade.

The employees requested that this should read "After the expiration of sixteen hours...." They contended that the Company should be in a position to regulate traffic so that it would not be necessary to hold firemen on unassigned runs at terminals away from home longer than sixteen hours. They claimed that wages had not been increased commensurate with the increased cost of living and that a fireman was compelled practically to maintain two homes, one at each end of the division; that no additional allowances were made to cover expenses when they were held away from the home terminals.

The Railways contended that no hardship existed under the present rule as the contended conditions of the schedule were favourable to the men and the

present rule imposed a penalty on the Company sufficient to prevent any undue detention of men away from home. It was also pointed out that engineers were subject to the same condition and had not requested the change.

The Board did not render a decision on this point but, instead, sent the following communication to both parties:

The Board has given full consideration to the claim submitted on behalf of the Brotherhood of Locomotive Firemen and Enginemen that the away-from-home terminal pay exemption period for firemen be reduced from twenty to sixteen hours.

It was decided that, rather than that the Board should render a decision on the question at the present time, it should be referred back to the parties for further conference with regard thereto.

This action is taken by the Board for the reason that, since the agreement was reached to refer the matter to the Board, there has been issued Supplement No. 24\* to General Order No. 27 of the Director General, United States Railroad Administration, in which the away-from-home terminal and other conditions are dealt with. The Board, naturally, does not desire to take any action which might in any way be regarded as prejudicial to the rights of either of the parties directly concerned, or others, to negotiate mutual understandings with respect to such questions as that at issue or other questions which might be similarly affected.

**Case No. 74.—Canadian National Railways (Eastern Lines) and The Brotherhood of Railroad Trainmen**

A conductor was dismissed from the Canadian National Railways on the ground of making false statements at an investigation into the cause of the derailment of the train. The employees

held in accordance with the schedule rule in effect at the time of the conductor's dismissal, which reads:

Trainmen will not be suspended or dismissed until after investigation, except that they may, however, be held off for such investigation not exceeding five days, and may have the assistance of a fellow employee in stating their case.

They contended that inasmuch as the

\*Supplement No. 24 is reproduced elsewhere in this issue.



Railway failed to abide by the contract made with the men, the dismissed conductor should be reinstated to his former position with full seniority rights and pay during the time he was out of service. The Company contended that the conductor's dismissal was justified after proof had been obtained that the statements he had made at the investigations were false and that the case was properly investigated under the rules.

It was stated by the Board that this case had origin in circumstances arising prior to the date of the agreement constituting the Board, but that the parties to the dispute, having agreed that it should be heard and decided by the Board, the Board had therefore decided to hear the case. It developed that the case had been taken up by the Order of Railway Conductors and disposed of to the satisfaction of its local representa-

tives, and that it was then revived by the Brotherhood of Railroad Trainmen, the dismissed employee being a member of both organizations. The Board declared that the men's claim was entirely based on the position that there was no proper compliance with the provisions of the schedule in effect at the time, with respect to investigation of cases affecting suspension or dismissal of employees. The Board pointed out that the schedule rule with respect to such cases was not definite in its provisions. It found, however, that the superintendent investigated the case in accordance with the existing practice, and evidence was submitted by the Company to show that it was carried out in a manner considered satisfactory by the local representatives of the two organizations. By a decision of the Board the contention of the Company was therefore sustained.

### STRIKES AND LOCKOUTS IN CANADA DURING MARCH, 1920

**F**OURTEEN strikes, involving about 3,328 employees, were reported as having commenced during March. There were in existence at some time or other during the month 22 strikes, involving about 3,789 workpeople. The total time loss on account of industrial disputes was estimated at 43,169 working days, as compared with 49,939 in February, and 71,704 in March, 1919. The time loss occasioned by the 14 strikes which began in March was 30,682 working days, while a loss of 12,487 is charged to the 8 strikes that commenced prior to March. Termination was reported in the case of one dispute which commenced prior to

March. Five of the disputes commencing during March terminated during the month, leaving the following 16 strikes, affecting approximately 2,503 workpeople on record on March 31; coal miners, Bellevue, Blairmore, Canmore, Coleman and Hillcrest; miners, South Minto, miners and millmen, Cobalt; pottery workers, St. John's; painters, paperhangers and decorators, London; machinists, St. Hyacinthe and St. John; moulders, Brantford; moulders and core-makers, Sherbrooke; moulders and patternmakers, Toronto; structural iron workers, Hamilton, and film revisors and shippers at Toronto.

#### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—The strike of loggers at Port Alberni was the only one in this group during March. This strike com-

menced on January 20 for recognition of the One Big Union, and resulted in but partial curtailment of operations. From the last report received by the Department the strike terminated about the end of March. During the latter part of the strike, the company employed Japanese labour and other labour not connected with the One Big Union.

**MINES, SMELTERS, QUARRIES, CLAY-PRODUCTS, ETC.**—This group was foremost in strike activity during March with a total of 10 strikes, involving 2,681 employees and an approximate time loss of 29,250 working days. Five of the strikes commencing in March were as a result of One Big Union hostility to the enforcement of Clause 3, Order No. 141 of the Director of Coal Operations, Mr. W. A. Armstrong. (See *LABOUR GAZETTE*, January, 1920, p. 75 and pp. 72-3.) As a result of the reorganizing of District 18 by the United Mine Workers of America and the subsequent agreement between that organization and the coal operators, a wage increase of 14 per cent was established by Order 141. This Order also provided that such increase was limited to members of the United Mine Workers of America who signed the checkoff to that body. Further, to offset the active hostility of the One Big Union, it was decided to guarantee the closed shop privilege to United Mine Workers of America by enforcing the compulsory check-off clause so that the mines were closed to One Big Union Labour. On March 9, the Director of Coal Operations issued the first "closed shop" order against the Bellevue mine. It resulted in a strike of the One Big Union faction at that place. The next day, the Greenhill mine at Blairmore, under the same firm, went on a sympathetic strike in protest against the order. On March 22, the "closed shop" was put in effect in the mines at Canmore, Coleman and Hillcrest, and all but United Mine Workers of America members resorted to strike action. In all, about 1,800 miners are out on strike at these mines, but the last reports indicated a gradual increase in the working complement. Strong picketting by the One Big Union featured the disturbance at Bellevue, but a patrol of Royal Canadian Mounted Police has been stationed in that district. A strike of two day's duration commenced on March 1 at Rossland following the action of the Consolidated Mining and Smelting Company in curtailing operations and laying off 114 men. This action was interpreted by

the One Big Union local as discrimination. However, as a result of direct negotiations, work was resumed. Fifty miners at the McKinley-Darragh mine, Cobalt, went on strike March 22, because of alleged discrimination in the discharge of five employees. A strike of asbestos miners at Thetford Mines involved 425 employees for three days. Settlement was effected by a wage increase of 10 cents per hour and work was resumed on March 6. The strike of the metalliferous miners at Kimberley which commenced on September 12, for a flat increase of \$1 per day and which originally involved 250 employees, terminated on March 1. This strike was officially called off by the One Big Union when their leaders acknowledged that it was no longer effective as a result of the replacing of the strikers by other workers. Those of the miners who returned to the company's employ accepted the company's terms. The strike of the South Minto miners remained unterminated at the end of the month.

**BUILDING AND CONSTRUCTION.**—Painters, paperhangers and decorators in London went on strike on March 1, for a 75 cents per hour wage schedule. The former rate was from 50 to 65 cents per hour. About 65 employees are involved and the strike was unterminated at the end of the month.

**METALS, MACHINERY AND CONVEYANCES.**—A strike of 160 structural iron workers in Hamilton was the largest strike in this industry during the month. The men quit work on March 22, following a demand for increased wages and a shorter working day. The existing rate of wages was 37½ to 50 cents per hour and the increase demanded was 50 cents to 80 cents per hour, together with an eight-hour day. There was a conference between the employers and employees about a week previous to the strike and the employers claim to have made an offer of increased wages attendant upon certain industrial conditions. The strike was unterminated at the end of the month. Forty-two machinists in St. Hyacinthe went on

strike on March 25 for a wage increase of 25 per cent. This strike was also un-terminated. The machinists' strike at St. John which commenced on January 26 remained un-terminated. The strikes of moulders at Sherbrooke and Toronto and the lockout of moulders at Brantford were also un-terminated at the end of the month.

**FOODS, LIQUORS AND TOBACCO.**—Cigarmakers and packers in London to the number of 400 and in Montreal to the number of 65 went on strike during the month. Both strikes were of brief duration. In London, the employees demanded a wage increase on piece work of \$5 per thousand. The firm offered \$3 per thousand on fancy shapes, \$2 on ordinary hand work and a 10 per cent increase to packers. This offer was accepted by the employees. In Montreal, employees went on strike

because of the employment of a non-union worker. The firm contended it was operating an open shop and after a week's duration work was resumed.

**TRANSPORTATION.**—Teamsters in London declared a strike on March 1 for a wage increase of \$15 per month over the existing rate of \$75 per month. About 65 employees were involved in the strike. Work was resumed on March 15, the employees returning to work pending the award of a Board of Conciliation.

**MISCELLANEOUS.**—The strike of film revisors and shippers in the motion picture agencies in Toronto which commenced on February 26 for increased wages, still continues. About 40 employees are involved, and it is alleged that the employers refuse to negotiate with the union.

### STRIKES AND LOCKOUTS DURING MARCH, 1920

Industry or occupation	Particulars	No. of employees affected	Time lost in working days
<b>Strikes commencing prior to March, 1920</b>			
<b>LUMBERING.</b> —			
Loggers, Port Alberni, B.C. ....	Commenced January 20. For union recognition. Information received in the Department indicates this strike terminated towards the end of the month	70	1,890
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.</b> —			
Miners, Kimberley, B.C. ....	Commenced September 12. For increased wages. Strikers' places were filled and strike called off March 1.	250	.....
Miners, South Minto, N.B. ....	Commenced December 6. For increased wages and improved working conditions. Un-terminated.	150	4,050
Pottery workers, St. John's, Que. ....	Commenced November, 1913. Against a reduction in wages. Un-terminated.	38	.....
<b>METALS, MACHINERY AND CONVEYANCES.</b> —			
Machinists, St. John, N.B. ....	Commenced January 26. For increased wages and shorter hours. Un-terminated.	70	1,890
Moulders, Brantford, Ont. ....	Locked out May 1, 1919. Demand for increased wages. Un-terminated.	5	135
Moulders and coremakers, Sherbrooke, Que	Commenced September 23. For increased wages. Un-terminated.	36	1,012
Moulders and patternmakers, Toronto, Ont.	Commenced May 1, 1919. For increased wages and shorter hours. Un-terminated.	90	2,430



STRIKES AND LOCKOUTS DURING MARCH, 1920—*Continued*

Industry or occupation	Particulars	No. of employees affected	Time loss in working days
<b>METALS, MACHINERY AND CONVEYANCES:—</b>			
<i>—Cont.</i>			
Shipbuilders, Sorel, Que.....	Commenced August 12. For increased wages and shorter hours. Information received in the Department states the firm concerned has gone into liquidation.		
<b>MISCELLANEOUS.—</b>			
Film revisors and shippers, Toronto, Ont...	Commenced February 26. For increased wages. Terminated..	40	1,080
<b>Strikes commencing during March, 1920</b>			
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Asbestos miners, Thetford Mines, Que....	Commenced March 3. For increased wages. Settled by negotiation; work resumed March 6.	425	1,063
Coal miners, Bellevue, Alta. ....	Commenced March 9. Enforcing of "closed shop" clause in Order No. 141, requiring affiliation with U.M.W. of A., resulted in O.B.U. miners striking. Terminated.	320	6,400
Coal miners, Blairmore, Alta. ....	Commenced March 10. In sympathy with Bellevue miners' strike. Terminated.	550	9,900
Coal miners, Canmore, Alta. ....	Commenced March 22. O.B.U. members strike against "closed shop" order. Terminated.	200	1,800
Coal miners, Coleman, Alta.....	Commenced March 22. O.B.U. members strike against "closed shop" order. Terminated.	375	3,375
Coal miners, Hillcrest, Alta. ....	Commenced March 29. O.B.U. members strike against "closed shop" order. Terminated.	350	1,050
Miners, Rossland, B.C. ....	Commenced March 1. Owing to a curtailment in operations when 114 men were laid off. Settled by negotiations; work resumed March 3.	261	522
Miners and millmen, Cobalt, Ont.....	Commenced March 22. Owing to dismissal of employees. Terminated.	50	450
<b>BUILDING AND CONSTRUCTION.—</b>			
Painters, paperhangers and decorators, London, Ont.	Commenced March 1. For increased wages. Terminated.....	65	1,755
<b>METALS, MACHINERY AND CONVEYANCES.—</b>			
Machinists, St. Hyacinthe, Que.....	Commenced March 25. For increased wages. Terminated.....	42	252
Structural iron workers, Hamilton, Ont..	Commenced March 22. For increased wages and shorter hours. Terminated.	160	1,440
<b>FOODS, LIQUORS AND TOBACCO—</b>			
Cigarmakers, London, Ont.....	Commence March 12. Against employment of particular persons. Settled by negotiations; work resumed March 30.	400	800
Cigarmakers, Montreal, Que.....	Commenced March 22. For increased wages. Settled by negotiations; work resumed March 16.	65	455
<b>TRANSPORTATION—</b>			
Teamsters, London, Ont.....	Commenced March 1. For increased wages. Men returned to work pending the award of a Conciliation Board. Work resumed March 15.	65	780

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING FEBRUARY, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during February, 1920, based on returns from employers and workpeople, are taken from the March issue of the *British Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes beginning in February was 122, as compared with 86 in the previous month, and 62 in February, 1919. In these new disputes over 82,000 workpeople were directly and over 5,000 workpeople indirectly involved (i. e., thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes.) In addition nearly 23,000 workpeople were involved, either directly or indirectly, in 47 disputes which began before February, and were still in progress at the beginning of that month. The total number of disputes in progress in February was thus 169, involving about 110,000 workpeople, as compared with about 119,000 workpeople involved in disputes in progress in January, 1920; and about 280,000 in February, 1919.

Of the 450,000 working days lost in February by all disputes in progress, about 157,000 were lost by disputes which began before February, and were still in progress at the beginning of that month, and about 293,000 by disputes which began in the month.

**CAUSES.**—Of the 122 new disputes, 56, directly involving over 31,000 workpeople, arose on demands for advances in wages; 21, directly involving about 7,000 workpeople, on other wages questions; 19, directly involving over 36,000 workpeople, on questions respecting the employment of particular classes of persons; 13, directly involving about 3,000 workpeople, on details of working arrangements; 7, directly involving about 2,000 workpeople on questions of trade union principle; and 6, directly involving about 2,000 workpeople, on other questions.

**RESULTS.**—During the month settlements were effected in the case of 60 new disputes, directly involving about 53,000 workpeople, and 16 old disputes, directly involving nearly 2,000 workpeople. Of these new and old disputes, 24, directly involving 35,000 workpeople, were settled in favour of the workpeople; 21, directly involving 5,000 workpeople, in favour of the employers; and 31, directly involving over 15,000 workpeople, were compromised. In the case of 28 other disputes, directly involving over 25,000 workpeople, work was resumed pending negotiations.

The following table classifies these disputes by groups of trades and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time lost during February in all the disputes in progress:

Groups of Trades	Number of Disputes			Number of workpeople involved in all disputes in February.	Aggregate loss of working days during February.
	Started before 1st February.	Started in February.	Total.		
Building.....	9	17	26	7,800	63,000
Mining and Quarrying....	6	26	32	56,700	121,000
Metal, Engineering and Shipbuilding.....	12	23	35	32,100	101,000
Textile and Clothing.....	5	16	21	5,700	57,000
Other Trades....	15	40	55	8,000	108,000
<b>Total, February, 1920.....</b>	<b>47</b>	<b>122</b>	<b>169</b>	<b>110,300</b>	<b>450,000</b>
<b>Total, January, 1920.....</b>	<b>56</b>	<b>86</b>	<b>142</b>	<b>118,900</b>	<b>1,793,000</b>
<b>Total, February, 1919.....</b>	<b>66</b>	<b>62</b>	<b>128</b>	<b>280,000</b>	<b>2,316,000</b>

## MINING INDUSTRY IN ONTARIO IN 1918

FULL details of the mining industry in Ontario during the year 1918 are given in Part I of the annual report of the Provincial Bureau of Mines, recently issued.\* In that year the production of the Province reached its culminating point in value, this fact being attributed to the great demand for nickel, copper, iron pyrites and other minerals required for war purposes, in which Ontario is specially rich. The increased value of production was due partly to higher prices prevailing in the year under review, but in the metal and metal bearing products at least the gain was largely in actual production. The total value of the output, metallic and non-metallic, during 1918, was valued at \$80,308,972, or 11.3 per cent in excess of that of 1917, which in turn showed a gain of 10.3 per cent over the value of production in 1916.

In the metallic section the copper and nickel group came first both in the value of the product and in the number of employees, the average number of men employed during the year in the production of copper, copper in matte and nickel in matte being 3,735, out of a total for the whole metallic section of 10,496. The large increase in the production of nickel is attributed to the fact that a large new nickel refinery started operations about the middle of the year at Port Colborne. The silver mines came next in point of employment, with 2,539 men as the year's average, followed by the gold mines with 2,128 men. Silver showed a slight decrease in production but a gain in value, while gold showed a small decline both in volume and value.

In the non-metallic section the yearly average number of men employed was 5,730, of which number 1,027 were en-

gaged in the production of fancy pressed and common brick, 631 in the quarrying of building stone, and 621 in production of iron pyrites. Natural gas employed an average of 872 men, notwithstanding a fall of one-third in production due mainly to the breakdown of the supply from the Kent field.

The statistics for the metallic and non-metallic sections of the mining industry are summarized in the following table:

	Value	Number of employees	Wages
Metallic .....	\$66,178,059	10,496	\$15,881,866
Non-Metallic.....	14,130,913	5,730	4,816,253
	\$80,308,972	16,226	\$20,698,119

Thirty-two fatalities caused by 27 accidents were recorded in the mines, metallurgical works and quarries of Ontario during 1918, being in the proportion of 2.10 per 1,000 workers employed. Of these, ten accidents resulting in eleven deaths occurred underground; four men were killed above ground at the mines, twelve at the metallurgical works and five at the quarries. Of the fifteen deaths in or around mines, seven occurred in the nickel-copper mines, the highest proportion at the mines being due to explosives. Twenty of the twenty-seven men killed in mining and metallurgical work were aliens. The five quarry workers killed were all English-speaking.

When the Armistice was signed, mining operations began to decline, and it is forecasted in this report that the figures for 1919 would afford a decided contrast to those of 1918.

\*Twenty-eighth annual report of the Ontario Bureau of Mines, 1919, being Vol. XXVIII; Part I. Toronto, 1919.



## THE CO-OPERATIVE INVESTMENT TRUST OF IMPERIAL OIL, LIMITED

**I**MPERIAL Oil, Limited, has provided means whereby its employees may become shareholders in the Company on liberal terms by the establishment of the Co-operative Investment Trust of Imperial Oil, Limited. The provisions of the Trust were considered and approved by the joint works councils of the Company's refineries at Sarnia, Halifax, Montreal East, Regina and Ioco, and by the councils of the marketing divisions at Calgary, Edmonton, Vancouver, Toronto and Hamilton, as well as by other committees of employees.

The Trust will be administered by a board of five trustees selected by the Board of Directors, three of whom may be officers or directors, and two employees who are depositors in the Trust, but not officers or directors. Any permanent employee of the Company, or a subsidiary, whose continuous service exceeds one year, may participate in the Trust by regularly depositing therein during any period of twelve consecutive months an amount not to exceed twenty-five per cent of his annual compensation from the Company. The deposits shall be in equal instalments payable monthly or semi-monthly on the dates of payment of such compensation, or on such other dates as may be fixed by the trustees. The Company will deposit concurrently to the credit of such employee a sum equal to fifty per cent of the employee's deposits. The proceeds of these joint deposits will be invested in the stock of the Company. All dividends upon stock so purchased shall be invested in like manner. Any employee who has been a depositor for five years shall withdraw from the Trust the full amount of stock which has been purchased and placed to his credit from his own deposits, from those of the Company, and from dividends and withdrawal accruals as explained below; and should there be any uninvested balance

in his account it will be paid in cash. Upon withdrawal from the Trust at the end of a five-year period the employee may immediately again become a participant.

An employee who leaves the service of the Company shall cease to be a depositor, and he shall immediately withdraw from the Trust as follows: If he has been a depositor for two years or less, he will receive, at the option of the trustees, either in cash or in stock at the average cost thereof as shown by his account, the full amount he has deposited, with interest thereon at the rate of six per cent compounded annually. If he has been a depositor for more than two years and less than five years he will receive in stock at the average cost thereof as shown by his account, the full amount he has deposited, with interest thereon at the rate of six per cent, compounded annually. Any balance amounting to less than one share of stock shall be paid in cash.

An employee who remains in the service of the Company may, if he so elects, withdraw from the Trust, but he will not be eligible to again participate for a period of one year. Prior to withdrawal from the Trust the trustees will hold title to all stock purchased on account of employees and shall have full power to vote on the stock. Failure of any employee to make payments when due may, at the option of the trustees, work a forfeiture of any right to the stock, but the employee shall receive in cash or in stock, if the trustees shall decide to terminate his participation in the Trust, the amount he has actually paid in with interest thereon at the rate of six per cent, compounded annually. Any further sums held to the credit of a withdrawing employee will be credited proportionately to the accounts of the remaining employee depositors. The Company, however, desires to have all employees share in its earnings to the

greatest extent possible, and the trustees will assist an employee to prevent forfeiture of his privileges. Upon the application of an employee the trustees will, if in their discretion the adverse conditions warrant it, either make a loan to the depositor or suspend for a definite period his deposits. A depositor who retires under the provisions of the Annuity Plan of the Company will receive the full amount of stock which has been purchased and placed to his credit from his deposits, those of the Company, dividends, and withdrawal accruals; and any uninvested balance in his account will be paid in cash. In the case of the death of an employee-depositor his estate or such beneficiaries as he may designate, will receive the full amount of stock which has been purchased and placed to his credit from his deposits, those of the Company, dividends, and withdrawal accruals; and any uninvested balance in his account will be paid in cash. The first payments in the Trust were made on April 15, and it was stated that a large number of employees wished to subscribe the maximum amount of 25 per cent of their salaries. The price at which the stock is from time to time sold by the Company to the trustees will be fixed by the directors on January first of each year and shall govern all transactions during that year. For the year 1920 the price has been fixed at \$75 per share.

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### SPECIAL TRADE UNION CONGRESS IN ENGLAND

A SPECIAL Trade Union Congress, attended by delegates representing nearly five million British workers, was held in London, England, on March 11, for the purpose of considering what action to take in view of the refusal of the Government to carry out the recommendations of the Sankey Commission for the nationalization of the coal mines.\* This meeting which had been adjourned from December 10, was decided upon at the Annual Trades Union Congress which met at Glasgow last September, as mentioned in the October issue of the LABOUR GAZETTE. A discussion took place on the question whether to enforce the demand for nationalization by direct action in the form of a general strike, or to seek to attain this object through political methods. J. R. Clynes, M.P., president of the National Union of General Workers, spoke against a general strike for a political object on the ground that the Government could immediately put labour in the wrong by submitting the

whole question to the country. He said that if a general strike was declared the Government would declare a general election "under conditions with our own class rent in twain and every other class determined to resist this aggressive step on the part of labour." J. H. Thomas, M.P., said that a general strike does not and cannot mean a mere stoppage of work—it means the outbreak of civil war. The men who found themselves without wages and without food would attempt to seize food wherever it could be found. The Government would use its armed forces against this looting. There would be a contest of violence of which no man could tell the end. Tom Shaw, M.P., and others also opposed direct action. S. Mills, labour candidate for Dartford, suggested that the issue should not be decided there, but by a ballot of the Unions. Frank Hodges, of the South Wales Miners, who, with the exception of Tom Mann, was the only advocate of direct action, while admitting all the objections raised to the course he proposed, based his argument on the allegation that the miners had been made the victims of a gigantic political fraud by the Govern-

\*See LABOUR GAZETTE; April, 1919, p. 453, and July, 1919, p. 802.



ment, which deluded them into the belief that the findings of the Sankey Commission would be accepted. He warned the labour movement that they were simply swimming in a vortex when they cried "Wages, wages, wages," all the time, instead of dealing radically with

the whole problem of the relations between capital and labour.

A vote taken on the question of direct action resulted in a majority of about 2,750,000 against direct action, about 1,000,000 being in favour of it, and 3,750,000 against.

### THE BUILDING TRADES GUILD IN MANCHESTER

A UNIQUE experiment in industrial undertakings was inaugurated recently at Manchester, England, when the Housing Committee of the City Corporation accepted the offer of a newly-created Building Guild, composed of various unions of building tradesmen in Manchester, to erect one thousand houses in the suburb of Irlam. The scheme under which the work is to be carried out provides that the municipality as the medium of credit will advance the money for the work, and will receive back the houses when they have been built; while the unions in virtue of their labour monopoly in the building trades will undertake to supply and control the labour required for the undertaking, including not only manual workers but technical and administrative workers as well.

It is agreed that the City of Manchester will pay the cost of the labour employed in the work, plus ten per cent. Labour is made the first charge upon this fund, regular payment being secured to the workers for the full week, irrespective of stoppages of work on account of weather or other causes. The additional ten per cent is applied, first to make good any losses incurred by the full week system; second, to the purchase of plant, such as mortar mills, scaffolding, etc; and third, to the cost of transport. Building materials are to be purchased by the City Council and supplied to the Guild as it was considered safer, at the present experimental stage that the unavoidable difficulties and risks of delay in getting materials could be better dealt with by a public body. In this way is avoided a risk which is not an

essential part of the scheme. The Guild will be represented in all transactions by an executive committee as small as it can be consistently with its representative character, but comprising administrative and technical advisers, and the entire working force is to be subject to the direction and discipline of men in good union standing.

The full week or "all-weather" employment of building tradesmen, an important innovation in the building industry, is fully provided for in the scheme. According to the usual method, in the case of smaller dwellings, workers are employed on both the outside and the inside of the houses at the same time. When wet weather comes the outside workers have to stop, thus losing both work and pay until the return of fine weather. According to the full-week or all-weather method, there is one staff for both inside and outside work. In fine weather the workers are all occupied in building the shells of houses, and in wet weather they are all turned on to inside work on shells that have already been erected. As a result of this there will be a large number of houses in various stages of completion at one time, and it is recognized that this will necessitate a correspondingly large working capital, which the City of Manchester is prepared to advance.

Under the Guild system it is claimed that the worker's position is improved, both directly by payment of regular salary as a working member of the Guild rather than by irregular wages; and indirectly, by a change in status, creating a sense of responsibility on the part of the worker which is relied upon to offset his newly acquired freedom



from service to an employer, and to guarantee a service to the public superior to that rendered under the old system.

The Building Guild in Manchester is attracting widespread notice in Great Britain, and plans are already being made for similar Guilds in adjoining towns, for a group to compose a North-western Building Guild, and even for a National Guild, which would enter into agreements with the Government similar to that between the Corporation and the trade unions of Manchester. The building trade, owing to the relatively small amount of capital required in its operations, is considered specially adapted

to serve as a field for experiment in industrial organization.

Criticisms of the plan centre on the possibility that the Building Guild might fail to complete the work as required, and that unlike private contractors it is not required to furnish financial guarantees as to the quality of the work to be done, or the date of its completion. To this it is replied that private contractors, in spite of any safeguards, cannot in fact guarantee completion, since they do not absolutely control labour, while on the other hand the Building Guild pledges as a security the standing of its members in the community.

## REPORT OF SECOND INDUSTRIAL CONFERENCE OF THE UNITED STATES

THE second industrial conference of the United States has recently issued its report, embodying its final plan for the adjustment of industrial disputes. Three fundamental principles of industrial relations are laid down in the report: That labour is not a commodity, that workers have a right to strike, and that the adjustment of the grievances of any group must be made in co-operation with the other party to the dispute. The following recommendations are made by the conference: Establishment of employee representation in shops or plants; acceptance of the principle of collective bargaining; creation of machinery for settlement of all industrial disputes; establishment of a new system of food marketing and development of co-operative buying and selling of food products to stop speculation and profiteering; the fixing of a minimum wage to give reasonable living conditions; extension of Government machinery to investigate living costs; establishment of "gain-sharing" as opposed to profit-sharing; promotion of the insurance principle and means for converting Liberty Loan savings into some form of annuities; fixing hours of labour on a weekly basis, with preferably 48 hours a

week and a Saturday half-holiday; final determination of hours of labour on the basis of studies of fatigue and the effect of work in a particular calling on the one hand and studies of hours that will give maximum production on the other; prevention of child labour; compulsory education and physical up-building; special safeguards for women in industry as to hours and conditions of work, and equal pay for equal skill and production; better housing; prevention of labour turnover; relief from present economic conditions for Government workers and school teachers.

The conference declares its opposition to profit-sharing as a panacea for labour ills; to restriction of production by labour; to strikes of United States employees or public servants, such as police and firemen; affiliation of policemen and firemen with organizations that use the strike weapon; and to overtime work.

The plan for the adjustment of industrial disputes follows the tentative plan which was outlined in the February issue of the LABOUR GAZETTE, but it has been modified so as to lessen the emphasis on arbitration and to enlarge the scope of voluntary settlement by agreement. The prevention of disputes by arrangement within the industry con-

cerned is recognized as the best method, and the policy of collective bargaining is approved. By this term the conference means negotiations between an employer or an association of employers on the one hand and the employees acting as a group either through a labour union or through some other plan of representation. When such means fail in effecting an agreement, the parties to the dispute may voluntarily submit their differences to a board known as a Regional Adjustment Conference. This board would be composed of four representatives selected by the parties to the dispute and four others chosen by these representatives from within the industry concerned. The latter four would be selected from the employers' panel and from the workers' panel by the representatives of the employers and workers respectively, the panels being constituted by the Secretary of Commerce and the Secretary of Labour after the method outlined in the tentative plan. The chairman would be a government official and would act as a conciliator. If the regional adjustment conference reaches a unanimous agreement, this agreement would have the same effect as if reached by a joint organization in the shop or industry. If the regional

conference fails to agree unanimously, the matter goes under the agreement of submission to the National Industrial Board of Washington, which would be composed of nine members appointed by the President and confirmed by the Senate. Three of the members of the National Industrial Board would be representative of industrial employers, three would be representative of employees, and three, one of whom would be designated chairman, would represent the general public. The voluntary submission to a regional adjustment conference carries with it an agreement by both parties that there shall be no interference with production pending the processes of adjustment. In the case of public utilities the Government agency in control would have two representatives in the adjustment conference. If either or both parties refuse to submit a dispute to a Regional Adjustment Conference the Chairman shall form a regional board of inquiry composed of two employers and two employees engaged in the industry affected, but not parties to the dispute. This Board would have the right, under proper safeguards, to subpoena witnesses and records, and would have the duty to publish its findings as a guide to public opinion.

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## RAILROAD LABOUR BOARD OF THE UNITED STATES

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### **Tripartite Board Representing the Railroads, their Employees and the Public**

**A**FTER a period of national control lasting over two years, the railways of the United States were returned to the owners on March 1, the instrument of the transfer being the Railroad Reorganization Act, signed by President Wilson on February 28. The labour section of the Act provides machinery for the settlement of industrial disputes. It follows the plan originally suggested in the bill introduced in the House of Representatives by Representative John J. Esch, chairman of the Interstate

Commerce Committee, and rejects the compulsory anti-strike provisions contained in Senator Cummins' original bill in the Senate. The final bill, which was carried by a vote of 250 to 150, contains, it is claimed, nothing of an anti-strike or compulsory character. It creates a Railroad Labour Board, to hear appeals of the railroads or their employees from the decision of lower adjustment boards when the latter fail to reach a unanimous agreement on matters under dispute; and the decisions of this



Board, so far as the new machinery is concerned, are to be final. There is nothing in the Act, however, regarding compulsory enforcement of the awards of this Railway Labour Board; as Mr. Esch stated in a speech in the House, "it relies for its effect upon the force of public opinion."

The Act makes it the duty of the railroads and their employees to exert every reasonable effort and adopt every available means to avoid any interruption of interstate commerce; boards of adjustment may be established by the parties concerned, but no specific stipulation for the creation of these minor boards is made, and their establishment by the railroads and their employees remains voluntary. The Railway Labour Board, created by the Act, is a tribunal consisting of nine members, three representing labour, three the carriers and three the public. It has power to take jurisdiction over disputes which threaten interference with interstate commerce, with authority to subpoena witnesses and documentary evidence, failure to obey a subpoena of the court being treated as an act of contempt of court.

The members of the Board are to be chosen by the President of the United States from the names submitted to him by the public, the workers, and the railroads, each group nominating not fewer than six men, the President's selections to be subsequently sent to the Senate for confirmation. Each member will receive \$10,000 a year.

In issuing instructions as to the naming of delegates, the Interstate Commerce Commission stated that the unions had been chosen to represent labour because more than 90 per cent of the railway workers were included in their membership. Similarly, the Association of Railway Executives was asked to nominate representatives of the railroad managements and owners, because approximately 95 per cent of the railroad mileage was included in the association. For the purpose of making nominations the labour unions were classified into three groups, arranged according to the

nature of the work performed, and each group is to nominate at least two members, not fewer than six names being thus secured for submission to the President from which to select the three labour representatives on the Railroad Labour Board.

The labour leaders, however, while agreeing on public grounds to co-operate in carrying out the provisions of the Act, definitely placed on record their disagreement with many of its features. A detailed criticism of the measure was published on February 19, while the Bill was still before Congress, indicating the preference of labour for the "Plumb Plan" for railway administration. After the law had been passed a second statement was issued which read in part as follows: "We have not changed our views in regard to this legislation, and therefore do not endorse the law; however, as American citizens, we feel that in the interests of railroad labour there is nothing left for us to do at present except to co-operate with each other in the prompt creation of the machinery provided for in this law."

On March 2, immediately after the railroads had been returned to their owners, President Wilson, setting in motion the new machinery created by the Railroad Reorganization Act, invited the railroad executives and the employees' organizations to name representatives to a bi-partisan conference to consider pending wage disputes, with the hope that a settlement might thus be reached without the necessity of bringing the matters in dispute before the Railroad Labour Board about to be appointed.

At the conference, which was duly held, it was decided to form a joint railroad wage board. The organization of this board was completed on March 22, and it began consideration of the wage demands of some two million workers made in August last and which had since been twice before the President without a settlement being reached. The deliberation of the board, however, early resulted in a deadlock and the railroad representatives insisted that the ques-



tions at issue be passed on to the Railroad Labour Board for settlement. A strike of certain of the unions of railroad workers then took place. As a result of these happenings the formation of the Board was at once proceeded with, and early in April members were appointed as follows: Representing the Public—George W. Hangar, Washington; Henry Hunt, Cincinnati; R. M. Barton, Tennessee. Representing the

Railroads—Horace Baker, J. H. Elliot and W. L. Park. Representing the Employees—Albert Phillips, A. O. Whaiton and James J. Forrester. The headquarters of the Board will be at Chicago.

The first duty of the Board will be to take up the grievances of the railroad employees at present on strike, after which a basis of a general percentage of increases will be considered.

### GERMAN WORKERS' COUNCILS ESTABLISHED

**A**N outline of the draft of the German Workers' Council law, the so-called Exploitation Law, appeared in the LABOUR GAZETTE for December, 1919, at pages 1464-5. The bill constitutes the fulfilment of Article 165 of the German National Constitution of July 31, 1919, which is as follows:

The workers and office employees are qualified to take part with equal rights and in co-operation with the employers in the regulation of wage and labour conditions, as well as in the entire economic development of the productive forces. The organizations on both sides and their agreements are recognized.

The workers and office employees receive legal representation in the Works Councils, as well as in the District Workers' Councils grouped according to economic districts, and in a National Workers' Council, for the purpose of looking after their social and economic interests.

The District Workers' Councils and the National Workers' Council meet together with the representatives of the employers and of other interested groups of people in District Economic Councils and a National Economic Council to carry out their joint economic tasks and to co-operate in putting into effect the socialization laws. The District Economic Councils and the National Economic Council are to be formed in such fashion as to provide for the proper representation therein of all the important trade groups according to their economic and social importance.

Drafts of social and economic laws of fundamental importance are to be submitted by the National Government to the National Economic Council for its opinion before presentation. The National Economic Council itself has the

right to propose such drafts of laws. If the National Government does not agree with it, it nevertheless has the right to present its proposal to the Reichstag with an explanation of its point of view. The National Economic Council may have its proposal represented before the Reichstag by one of its members.

Supervisory and administrative functions may be delegated to the Workers' and Economic Councils within their respective areas.

The development of the Workers' and Economic Councils and the definition of their duties and of their relation to other administrative bodies of a social nature are exclusively national matters.

In January last, the bill in amended form was passed by the Reichstag, despite strenuous opposition both from the Communists and Independent Socialists, who had put forward an alternative scheme based on the Russian or Soviet plan, and also from the Conservative and Capitalistic representatives on the ground of interference with working systems of industry. The new law affects all establishments where more than twenty\* men or women are employed, newspapers alone being excepted from dictation by workers' councils. In the smaller plants the employees elect a steward to confer with the employer on relations with the workers and on the general conduct of the business.

The form of the larger councils is described in the preamble of the new law, as follows:

\*Some reports give the number as five men or women.

In order to protect the interests of the employees, workmen and clerks, against the employer, and to help the employer in carrying out the purpose of his business, councils of management are to be established in all factories which employ at least 20 workpeople. Where there are less than 50 workpeople employed in a factory or other industrial establishment, the workpeople's management council or committee is to consist of three members (or stewards); when between 50 and 100 employees, of five; when between 100 and 200, of six; and one additional representative for every additional 200 workpeople employed up to 1,000. In factories where over 1,000 workpeople are employed, one additional representative on the Council is allowed for every 500 workmen employed up to 6,000, and over that number one workman for every 1,000 employees. No factory council is to contain more than 30 members.

In large factories each shop has its own Council, manual workers and clerical employees electing separate representatives unless they themselves decide otherwise. Each of these councils elects members to represent it on the general council of management, which is elected for a term of one year.

The functions of the Councils are defined as follows:

The Councils are meant to assist by their advice the management of the business so that smooth working and improved economic results may be achieved. In order to prevent friction in the factory or business, to prevent general or partial strikes and to settle disputes between employer and workpeople; to help to introduce any new methods which might lead to increased production, better and more efficient working; to elect a member to represent it on the board of directors or management, which representative, while receiving no remuneration, to have the same authority and position as the other directors possess. . . .

The employer has to summon the Council at least within the week after its election. All subsequent meetings are to be summoned by the chairman who draws up the agenda and presides over the discussion. On the demand of at least one-fourth of the members of the Council the Chairman has to summon a meeting. The meetings of the Councils are to take place as a rule and whenever possible outside working hours. They are not public. The employer takes part not only in those sittings to which he is invited, but also in those which are summoned at his request. The chairmanship of the last mentioned meetings can be offered to

him. The employer is to be informed in due time of any meetings which it is proposed to hold in working hours. A resolution of the Council is only valid when all members have been summoned to attend and half of them do attend. Minutes of all meetings are to be made and signed by the chairman and one other member and copies of the minutes of meetings which the employer attends are to be given to the employer.

The Councillors of any shop or factory may be recalled at any time by a special vote of the General Assembly of its workers. Where the employers are stock companies the Workers' Councils may name two representatives (in some cases only one) to sit on the Board of Directors "to represent the interests and demands of the employees as well as their point of view and desires regarding the organization of the industry. These representatives have a seat and voice in all meetings of the Board of Directors, but cannot represent the firm or receive further compensation than their expenses. They are bound to maintain silence on confidential statements made to them." On the latter point the law, which was strongly criticized by the Socialist groups because it would not allow the delegates to report back to the worker, is as follows:

In order to enable its members to carry out properly its functions, the General Council has the right to demand of the employer that in so far as no injury would be done to the business by so granting the request, he supply it with full information about the contracts he has carried out or has on hand, and the profits and the general activity of the business. In this connection wages and other books are to be produced. Further, the employer has to present each half year to the Joint Council a complete report of the working of the firm. The members of the Joint Council and the workmen's and clerks' councils are bound to preserve the greatest secrecy about the confidential information which the employer gives them.

Whoever publishes unauthorized business or management secrets which become known to him or her as a member of a workmen's or clerks' Council can be fined up to a sum of 1,500 marks or be imprisoned. If the intention



of the person making known any such information was to procure money for himself or for someone else, or to do damage to the employer, imprisonment and a fine as high as 3,000 marks may be inflicted. If there are extenuating circumstances the punishment can be limited to a fine. Prosecution only follows the request of the employer.

Among other features the Act obliges employers to furnish to the Workers' Councils a quarterly report on the general condition of the firm, and in so far as relates to wages, salaries and continuity of labour, to open his books for investigation at any time. Certain industries employing over 500 persons must also present annual reports of profit and loss; except in cases such as banks holding foreign investments, when the Government may suspend the Councils' right of investigation. A discharged employee may appeal to the Councils who may negotiate with the em-

ployer, and if no agreement is reached the case goes to arbitration, the employee retaining his position in the meantime. No employee may be discharged for political, religious or trade union activity.

A clause giving the Councils control over hiring as well as discharging employees was defeated in committee. On the other hand a foreman or department chief may be forced out of his position by the action of the Councils. It is estimated that when the scheme is developed the councillors or stewards throughout Germany will number more than half a million. The only workers who are not definitely affected by its provisions are the members of the learned professions and the merchant marine. The inclusion of agricultural workers is now under consideration.

### THE EIGHT-HOUR DAY ABROAD\*

THE movement for a shorter working day, so prominent in British industry since the signing of the Armistice, has a long history, but its recent rate of progress has rapidly increased, and all industrial nations are now realizing that the old working day has gone forever.

Since the Armistice, general eight-hour laws have been enacted in Czecho-Slovakia, Finland, France, Germany, German-Austria, the Netherlands, Norway, Poland, Portugal, Spain, Sweden and Switzerland, and Bills for the establishment of a general eight-hour day are in draft in Belgium, Italy and Roumania.

Very significant, too, is the draft convention of the International Labour Conference, which lays down the limitation of normal working hours in all industrial undertakings to eight in the day and forty-eight in the week. This limitation is not an actual maximum but a basis subject to wide exceptions for countries in which climatic conditions, the imperfect development of industrial organization or other special circumstances render the industrial efficiency of the workers substantially different. China, Persia and Siam are excluded from the scope of the Convention, Greece and Roumania are allowed a limited period of delay in its application, and special modifications of its provisions are allowed for British India and Japan.

\*Reprinted from "The Month's Work of the Ministry of Labour" [United Kingdom], issue of February, 1920.



This Convention, however, can only be enforced after ratification by each State concerned.

Until recently collective agreements, arbitration awards and the customs of the trade were the common means of limiting working hours in all industrial countries. But the establishment of an eight-hour day by agreement of this kind does not necessarily mean in practice the guarantee of an actual minimum of eight hours of work, but merely the recognition of this basis for the purpose of calculating wages. In accordance with agreements of this type a working week of 48 hours or less was established in a large number of industries in the United States, Belgium, France, Switzerland, and the Commonwealth of Australia. And in Italy, the Netherlands and Spain, the 48-hour week was observed in a few industries.

The legal limitation of hours by explicit enactment is effected by legislation of varying types. The laws may be roughly classified as belonging to four types.

(1) Laws limiting working hours to eight a day, or forty-eight a week, or to an equivalent limitation averaged over a longer period and specifying *in detail* the industries, occupations and categories of workers to which the limitations apply. This method is easier of adoption by those States whose 48-hour week legislation follows upon previous factory or industrial legislation. Thus the New South Wales Act of 1916 finds a scheme ready to hand in the classification of industries under the Industrial Arbitration Act of 1912. The Norwegian Act of 1915, the Czecho-Slovakian eight-hour Act of 1918 and the Dutch Act of 1919 are also of this type.

Laws of this kind are also in force in Switzerland, Uruguay and New Zealand.

(2) Laws laying down the limit of eight hours a day, or forty-eight a week, or an equivalent limitation averaged over a longer period as a *general rule*, but permitting exceptions and relaxations under conditions to be defined by decree or administrative order. As an example of this type of enactment it may be noted that in France a general eight-hour day law was passed in April, 1919, but the application is left to representative bodies for each trade. The principle is, however, laid down that any deviation from the eight-hour day should maintain the equivalent of this normal maximum. Laws of the general type are also in force in Ecuador, Finland, Germany, German-Austria, Panama, Poland, Portugal, Russia and Sweden.

(3) Laws providing for the settlement of disputes over the conditions of employment, including hours, by arbitration and the enforcement of collective agreements or arbitration awards. Arbitration laws have had in view other objects than the mere fixation of hours; in fact it may be said that their chief interest has generally been to secure an adequate minimum wage. But in the case of many of them it is also laid down that the Court of Arbitration or the Wages Boards for the particular trades, in fixing minimum wages, shall also fix the maximum number of hours per week in respect of which such wages or rates should be paid, and these laws have been largely instrumental in securing a 48-hour week. The chief examples of this type of law are to be found in the Arbitration Laws of the Australian Commonwealth and its constituent

States, certain States of the American Union and certain provinces of Canada.

(4) In addition to such general legal limitation of hours as is involved in the types of law mentioned in the three classes above, there are laws which deal only with particular industries, branches of industry, or occupations. Industries which have been singled out for preferential treatment of this kind are mining, industries involving processes in the reduction of ores, continuous process industries, transport and communications services, and certain dangerous trades. Amongst the most recent laws of this kind are those of Denmark (continuous processes) and Italy (railways).

In all laws and decrees, whether general or special, certain exceptions are permitted. In laws of the type of the French eight-hour Act all details as to relaxations and exemptions are left to be supplied by administrative order. In other laws provision has been made for two classes of exception: first, temporary relaxations of the law, and, second, permanent exclusion of some industry,

branch of industry, or class of worker from the law. Provision is generally made for suspension or relaxation of the Act in case of war or other exceptional national emergency. Secondly, provision is nearly always made for work in excess of the normal hours to cope with accidents or to make necessary and urgent repairs. Thirdly, certain provision is usually made for exempting workpeople who are employed upon processes which must be performed before or after the main work. Fourthly, occasional exemption is allowed to workpeople engaged in light or intermittent work, and to those who are required in continuous process industries to work slightly overtime in order to ensure a smooth change-over from one shift to the other. Fifthly, in certain seasonal trades permission may be granted to exceed the normal 48-hour week in their busy season. In all these cases, a limit is usually placed on the number of hours in excess of the normal that may be worked, and some form of authorization is required.

### ANNUAL CONVENTION OF THE NEW BRUNSWICK FEDERATION OF LABOUR

**T**HE annual convention of the New Brunswick Federation of Labour was held at Fredericton on March 10-12, four district councils with six delegates and twenty-four local unions with forty-seven delegates being in attendance.

The constitution was amended to entitle unions to two delegates for the first hundred members or less, with one additional delegate for each additional hundred or majority portion; central bodies, building trades councils, allied trades councils and similar bodies being entitled to two delegates each.

The Federation adopted a resolution calling upon their executive to summon a convention to organize an independent labour party in New Brunswick for political action. Another resolution to express "pleasure at the formation of the Farmers' Organization and cordially inviting the United Farmers to co-operate with the labour movement," was negatived on a division.

Amendments to the Factory Act were recommended, forbidding the employment of children under sixteen; favouring an eight-hour day, without decrease of wages, overtime not to increase work-



ing hours to more than 58½ hours per week; providing eating and dressing rooms in factories, separate toilets for males and females, female inspectors, first aid instructors and inspectors, one competent engineer and one competent fireman on all stationary engines on construction work. A proposal that the administration of the Factory Act be under the jurisdiction of the Workmen's Compensation Board was approved.

The following suggested amendments to the Workmen's Compensation Act were approved: Permanent disability compensation to be increased from \$1,500 to \$2,500; full medical attendance from date of accident; increase of funeral expenses to \$100; allowances from Compensation Board to widows and their minor children to be increased from \$20 and \$5 a month respectively to \$30 and \$7.50 per month respectively; where a child employed under age is injured or killed, the full cost to be paid by the offending employers, payment being enforced by the Compensation Board; the extension of the act to include widows and orphans.

Proposals were approved that a Provincial department of labour be created in New Brunswick, its duties to include taking over and maintaining the employment service established by the Federal Government, the Federal offer to pay one-half the cost of maintaining the said service being accepted; that the administration of all labour laws be more centralized;\* that the local and the Dominion Governments be shown the urgent necessity of taking over and controlling all necessities of life to prevent further exploitation of the people; that the Provincial Government appoint representatives of the workers on all public boards. Private fee-charging employment agencies were condemned.

The Federation went on record as favouring the Proportional Repre-

sentation method for Provincial elections, and recommended that Moncton have two members instead of one; and that absent electors be afforded an opportunity to vote at elections.

A resolution was passed favouring the establishment of Rochdale Co-operative societies where possible, and that all available capital held by organized labour be invested in such a movement; that the co-operative principles of the owning and controlling of labour's production by labour be accepted as the basis of future propaganda; affirming that "the Rochdale co-operative method is the surest, safest, quickest and most equitable way to secure full control of production by labour," and urging all organized labour to promote and extend the movement by fully supporting co-operative industry. In the discussion it was stated that the co-operative store at Moncton pays from 5 to 6 per cent on the investment; the first half year's profits are left in the business; customers are allowed credit up to the limit of their transferable stock; and no person may hold more than \$400 stock.

A law was demanded to protect tenants from landlords, rent "profiteering" being strongly denounced, the delegates endorsing the "Fair Rent Bill" submitted by the Amalgamated Labour Unions of Moncton, which provides for boards to investigate tenants' complaints. A resolution previously passed by the Moncton Town Council, suggesting that municipal councils be invested with the right to appoint boards with power to fix rentals, was approved by the Federation.

The New Brunswick Teachers' Association was congratulated on their re-organization and urged to affiliate with the Federation of Labour. It was resolved that the Legislature be approached to secure legislation ensuring minimum living wages to school teachers; that school be kept up continuously in every school district, small districts being consolidated where practicable; free school books and supplies up to Grade 8 inclusive were recommended.

\*The Dominion conference to co-ordinate and unify labour laws was expected to meet in April, and a letter from the Premier of New Brunswick was received by President Melanson asking that the Federation name one of the three representatives for the province of New Brunswick.



The Provincial Government was recommended to place further restrictions on the shipment of pulpwood to foreign countries in an unmanufactured state.

Among the other recommendations approved by the Federation were the following:

Mine-owners to instal scales for weighing all coal mined.

The holding of food products in cold storage for more than thirty days to be prohibited.

Establishment of a uniform system of sanitary plumbing based on modern standards, with examination and licensing of master and journeymen plumbers.

The use of the union label on all government printing.

That workers' wages be guaranteed without their having to resort to legal action.

The abolition of all property qualifications for the offices of mayor, alderman or county-councillor.

One-man vehicles should not carry more than twelve passengers.

Members of the families of automobile owners acting as drivers to be registered and licensed.

The American Federation of Labour should be requested to place more organizers in the New Brunswick field.

A resolution criticizing the Government Housing scheme on the ground that the cost of the houses provided was beyond the means of the returned soldiers intended to benefit, and requesting the Provincial Government to offer these homes to the soldiers on such terms as they could afford to accept, was laid over by the delegates. In the discussion of this proposal it was stated that Moncton spent \$150,000 and was asking for \$50,000 more, houses being offered at cost, plus about five per cent.

Officers were elected for the ensuing year, as follows:

President, C. A. Melanson, Moncton (re-elected); First Vice-President, J. E. Tighe, St. John (re-elected); Second Vice-President, J. S. Martin, Chatham; Secretary-Treasurer, G. R. Melvin, St. John (re-elected).

## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR FOUR WEEKS' PERIOD, FEBRUARY 1—28, 1920

**R**EPORTS from employment offices to the Dominion Headquarters of the Employment Service of Canada show an increase in the number of placements during the four weeks from February 1 to 28, the number of placements recorded being 22,908 as compared with 21,753 during the preceding four weeks.

During the period under review, February 1 to 28, regular placements were distributed as follows: week ending February 7,—5,481; February 14,—5,691; February 21,—6,132; February 28,—5,604; Casual placements for the same period were: week ending February 7,—1,280; February 14,—1,198; February 21,—1,251; February 28,—1,250. As has been indicated in previous issues of the LABOUR GAZETTE, regular placements refer only to those applicants for whom employ-

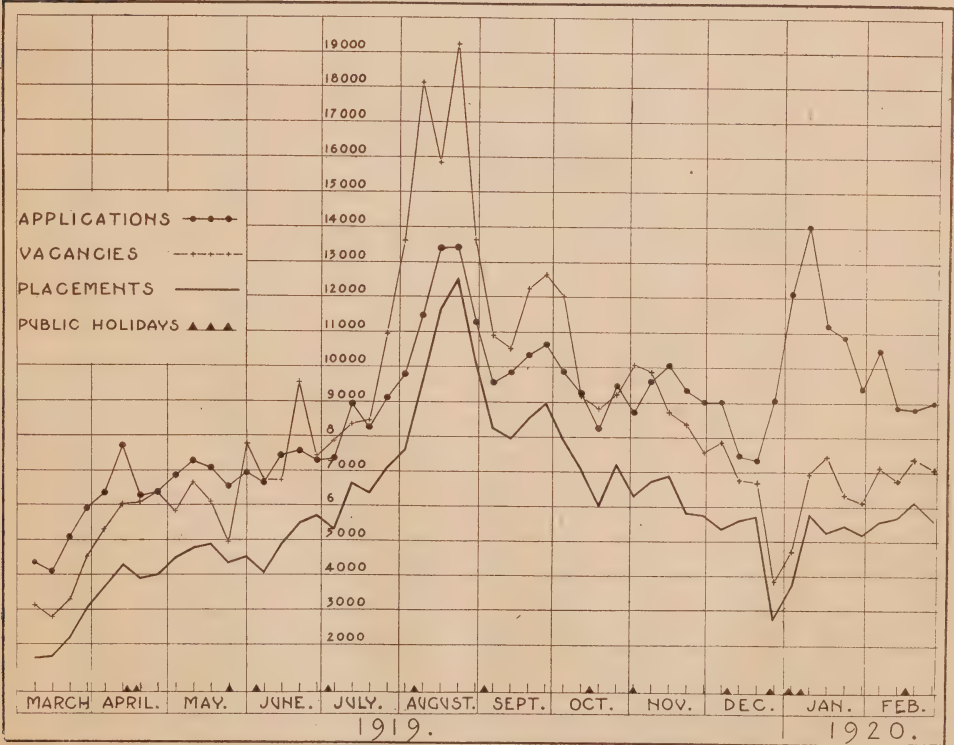
ment found is likely to be of more than one week's duration, while casual placements refer to those applicants for whom employment found is likely to be of less than one week's duration.

The following table shows in detail the work of the various offices during the four weeks from February 1 to February 28. During the four weeks' period 37,643 applications and re-applications were registered, while during the same time 28,348 vacancies were notified, an excess of applications over vacancies of 9,295. Corresponding figures for the preceding four weeks' period were 46,866 applications and 26,858 vacancies, an excess of applications over vacancies of 20,008. This would indicate a closer approximation of demand (vacancies) and supply (applications) than during

the preceding four weeks' period. The large excess of applications over vacancies during the preceding period, which was partly seasonable in character and partly a reflection of registration under the Federal Emergency Appropriation; would chiefly account for the large number of unplaced applications at the beginning of the period under review. The number of such unplaced applicants at the beginning of the period was 27,641 as compared with 18,895 unplaced applicants at the beginning of the preceding four weeks' period. At the same time there were 10,039 unfilled vacancies as compared with 12,086 vacancies at the beginning of the preceding period. This would indicate that there was a substantial increase in the number of unplaced applicants and that these appli-

cants were in a less favourable position regarding opportunities for employment than at the beginning of the preceding period, the number of vacancies having decreased.

The accompanying chart shows graphically the number of applications and vacancies registered, as well as the number of placements made for the period of the record. The chart indicates that for the period under review previous periods having been reviewed (in other issues of the LABOUR GAZETTE) there was a decrease in the number of applications registered, taking the period as a whole. On the other hand, the number of vacancies as previously noted shows an increase during the period. There was a corresponding increase in the number of placements made.



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED FEBRUARY 28, 1920

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Charlottetown.....	140	3	143	2	6	4	53	3	63	4	44	1
Prince Edward Island.....	140	3	143	2	6	4	53	3	63	4	44	1
	143		145		10		56		67		45	
Amherst.....	57	0	77	2	5	0	66	4	28	0	26	0
Halifax.....	561	13	450	63	19	38	214	113	237	46	207	21
New Glasgow.....	81	8	115	13	45	50	43	16	83	11	43	3
Sydney.....	104	0	204	8	436	0	154	4	178	4	83	0
Yarmouth.....	163	0	61	4	6	5	28	0	28	0	28	0
Nova Scotia.....	966	21	907	90	511	93	505	137	554	61	387	24
	987		997		604		642		615		411	
Bathurst.....	31	0	113	0	34	0	129	0	104	0	79	0
Campbellton.....	18	0	92	0	38	13	77	0	87	0	79	0
Fredericton.....	47	2	181	11	96	10	111	7	88	4	75	2
Moncton.....	57	3	424	27	19	19	438	34	376	29	313	23
Newcastle.....	20	0	113	0	15	0	94	0	71	0	67	0
St. John.....	319	10	461	24	19	63	366	37	386	22	180	19
New Brunswick..	492	15	1,384	62	221	105	1,215	78	1,112	55	793	44
	507		1,448		326		1,293		1,167		837	
Hull.....	48	0	284	0	187	0	160	0	207	0	105	0
Lachine.....	44	0	64	0	197	0	414	162	399	39	327	27
Montreal, St. James St.	221	29	559	44	10	0	155	0	56	0	29	0
Montreal, P. & B.*	149	0	143	0	1	0	95	0	178	0	146	0
Montreal, Windsor St.	6,884	0	2,039	0	0	0	0	0	2,135	0	1,837	0
Quebec.....	145	0	245	0	1	0	95	0	201	0	151	0
Quebec, Merger Bldg.	498	0	315	0	0	0	0	0	4	0	4	0
Riviere du Loup.....	66	0	171	14	13	1	169	19	173	14	163	14
Sherbrooke.....	93	9	142	29	65	7	80	18	88	40	58	12
Three Rivers.....	93	9	142	29	65	7	80	18	88	40	58	12
Quebec.....	8,148	38	3,967	87	473	216	1,073	199	3,511	93	2,884	53
	8,186		4,054		689		1,272		3,604		2,937	
Belleville.....	7	0	88	0	0	0	70	0	83	0	67	0
Brantford.....	28	0	145	6	0	0	150	15	163	6	141	6
Brockville.....	50	0	98	1	17	0	48	5	75	2	59	1
Chatham.....	5	0	463	0	0	0	520	0	468	0	468	0
Cobalt.....	5	0	163	0	55	1	166	1	159	1	142	1
Cornwall.....	9	0	87	0	6	0	59	0	58	0	58	0
Fort William.....	4	1	198	3	482	0	297	3	186	1	166	0
Galt.....	3	0	40	0	35	0	42	0	42	0	42	0
Guelph.....	214	3	197	11	157	11	171	11	184	11	132	9
Hamilton.....	681	50	537	103	30	190	649	177	880	108	642	70
Kingston.....	221	0	184	0	24	0	139	0	155	0	135	0
Kitchener.....	0	0	135	1	13	0	231	1	135	1	135	1
Lindsay.....	31	0	67	0	0	0	45	0	60	0	48	0
London.....	140	26	189	64	127	254	169	80	198	47	163	38
Niagara Falls.....	1	0	56	0	0	41	30	0	51	0	53	0
North Bay.....	0	0	260	1	216	0	159	1	256	1	231	1
N. E. Ontario, P. & B.*	27	0	143	0	0	0	42	0	42	0	40	0
Orillia.....	56	0	141	0	0	0	73	0	73	0	73	0
Oshawa.....	16	0	148	0	13	0	59	0	43	0	43	0
Ottawa, Dalhousie St.	24	0	136	0	222	0	58	0	147	0	126	0
Ottawa, Queen St.....	774	51	706	68	150	216	330	100	616	40	410	25
Owen Sound.....	39	0	101	2	0	1	90	0	84	1	89	2
Pembroke.....	11	0	104	1	8	0	98	0	96	0	96	0
Peterborough.....	48	8	163	8	102	58	139	11	148	3	132	2
Port Arthur.....	19	0	625	1	469	0	349	3	400	1	430	1
St. Catharines.....	105	0	220	18	11	0	218	18	248	18	211	16
St. Thomas.....	26	0	134	0	24	0	148	3	129	0	120	0
Sarnia.....	6	0	52	1	6	0	54	0	53	0	52	0
Sault Ste. Marie.....	4	0	500	7	76	0	572	7	460	7	460	7
Stratford.....	40	1	72	21	38	0	120	3	70	1	54	1
Sudbury.....	0	1	591	3	329	0	454	3	515	3	478	3
Timmins.....	0	0	398	3	0	0	368	3	396	3	285	3

\*Professional and business division.



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED FEBRUARY 28, 1920—Con.

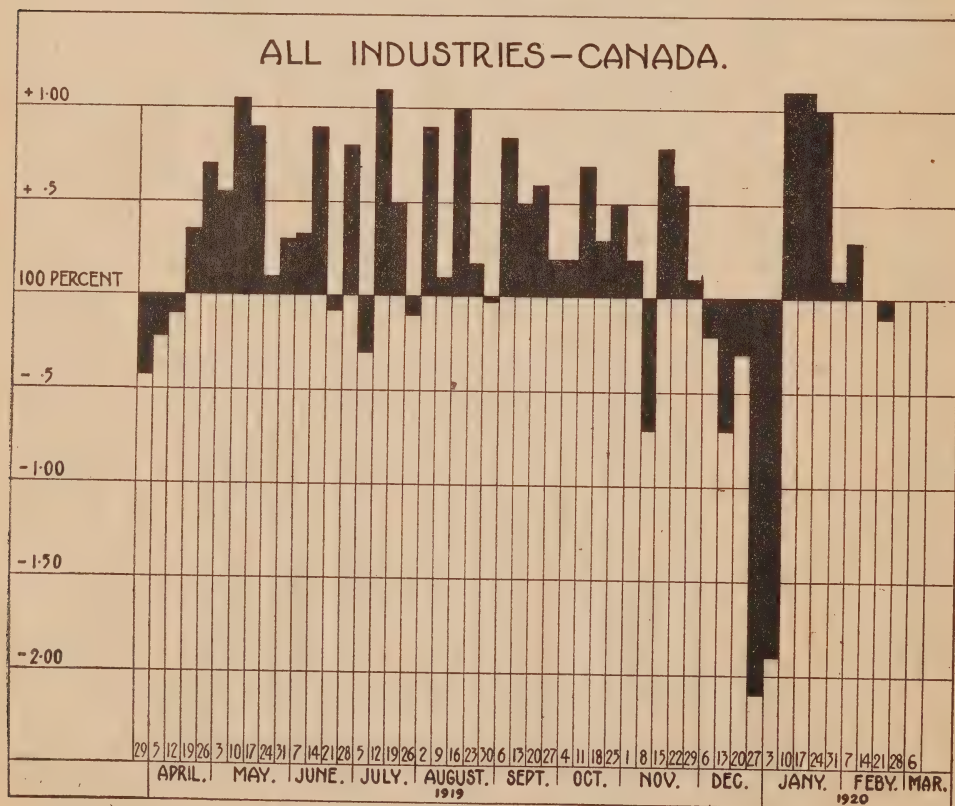
Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Toronto—</b>												
45 King St. W. . . . .	7,490	238	6,879	520	536	1,106	2,369	1,532	1,573	441	786	330
" " P. & B.* . . . .	181	0	186	0	73	0	56	0	160	0	64	0
1254 Bloor St. W. . . .	334	0	149	0	1	0	179	0	176	0	149	0
172 Front St. W. . . . .	66	0	732	0	0	0	600	0	690	0	502	0
287 Queen St. E. (Handicap) . . . . .	26	0	67	0	0	0	42	0	45	0	42	0
Welland . . . . .	40	0	93	2	11	0	121	3	81	0	38	0
Windsor . . . . .	130	1	309	13	30	16	431	11	370	12	363	11
	10,861	380	15,256	859	3,261	1,893	9,915	1,993	9,761	710	7,725	529
<b>Ontario . . . . .</b>	11,241		16,115		5,154		11,908		10,471		8,254	
Brandon . . . . .	123	4	163	26	49	23	181	46	114	27	95	19
Dauphin . . . . .	0	0	35	0	47	0	43	0	35	0	35	0
Portage la Prairie . . .	8	3	134	30	8	24	132	34	143	34	98	19
Transcona . . . . .	30	0	99	0	7	0	60	0	63	0	59	0
The Pas . . . . .	0	0	32	0	0	0	126	3	25	1	22	0
Winnipeg—												
Tribune Bldg. P. & B.*	213	0	201	0	28	0	99	0	117	0	51	0
(Handicap) . . . . .	0	0	520	0	0	0	54	0	52	0	39	0
(Other offices) . . . . .	445	539	2,267	373	1,003	864	2,703	645	2,042	347	1,795	263
	819	546	3,451	429	1,142	911	3,398	728	2,596	409	2,194	301
<b>Manitoba . . . . .</b>	1,365		3,880		2,053		4,126		3,005		2,495	
Estevan . . . . .	43	0	56	9	1	1	49	5	45	6	43	4
Moose Jaw . . . . .	59	14	233	17	22	9	174	42	108	20	107	13
North Battleford . . .	44	0	39	0	8	3	35	3	21	0	20	0
Prince Albert . . . . .	36	2	193	3	64	0	173	6	147	2	124	0
Regina . . . . .	370	37	487	113	12	51	363	179	299	69	297	67
Saskatoon . . . . .	305	1	434	61	88	15	369	152	436	60	385	54
Swift Current . . . . .	19	2	93	22	2	8	75	20	84	24	63	12
Weyburn . . . . .	7	0	59	1	4	0	48	3	37	1	34	1
Yorkton . . . . .	8	0	40	4	5	1	52	5	37	4	33	4
	891	56	1,634	230	206	88	1,338	415	1,217	186	1,106	157
<b>Saskatchewan . . . .</b>	947		1,864		294		1,753		1,403		1,263	
Calgary . . . . .	870	8	947	104	29	13	721	131	789	87	726	70
Drumheller . . . . .	12	0	57	1	13	0	31	1	31	1	30	1
Edmonton . . . . .	508	17	1901	245	81	22	1,243	276	1,230	217	1,058	181
Lethbridge . . . . .	41	1	190	5	0	0	164	3	159	2	159	2
Medicine Hat . . . . .	81	0	135	24	2	0	120	24	119	24	119	24
Red Deer . . . . .	18	0	32	0	98	0	33	2	27	0	26	0
	1,530	26	3,262	379	223	35	2,312	437	2,355	331	2,118	278
<b>Alberta . . . . .</b>	1,556		3,641		258		2,749		2,686		2,396	
Cranbrook . . . . .	77	1	141	0	88	3	227	0	104	0	120	0
Fernie . . . . .	1	0	67	0	54	0	97	0	68	0	58	0
Kamloops . . . . .	58	0	316	0	42	0	209	0	269	0	214	0
Kelowna . . . . .	1	0	16	1	0	0	11	1	17	1	16	0
Nanaimo . . . . .	53	0	81	0	0	0	62	0	56	0	56	0
Nelson . . . . .	47	2	189	5	7	1	203	11	167	7	168	7
New Westminster . . . .	100	0	242	1	20	0	214	1	175	0	174	0
Penticton . . . . .	9	0	81	0	0	0	75	0	75	0	63	0
Prince Rupert . . . . .	71	0	117	0	13	0	108	0	82	0	81	0
Revelstoke . . . . .	14	0	20	0	44	0	30	0	21	0	19	0
Vancouver—												
Dunsmuir . . . . .	637	46	982	400	0	15	701	258	908	229	725	236
Dunsmuir P. & B.* . . .	393	0	280	0	6	0	147	0	165	0	134	0
Powell Ave. . . . .	337	0	1,975	0	297	0	1,744	0	1,940	0	1,842	0
(Handicap) . . . . .	16	0	43	0	0	0	20	0	22	0	19	0
Vernon . . . . .	81	0	152	0	9	0	141	0	134	0	123	0
Victoria . . . . .	741	24	299	93	19	33	160	129	178	78	151	64
	2,636	73	5,001	500	599	52	4,149	400	4,381	315	3,963	307
<b>British Columbia . .</b>	2,709		5,501		651		4,549		4,696		4,270	
	26,483	1,158	35,005	2,638	6,642	3397	23,958	4,390	25,550	2,164	21,214	1,694
<b>Totals for Canada</b>	27,641		37,643		10,039		28,348		27,714		22,908	

\*Professional and business division.

# EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD FEBRUARY 8-MARCH 6, AS REPORTED BY EMPLOYERS

WEEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from February 8 to March 6, show little change in the volume of employment afforded by these employers. Practically no change in the volume of employment was reported during three weeks of the period and in the remaining week, namely that of February 21, a slight decrease was recorded. The following chart shows weekly the percentage increase or decrease in the volume of employment

for the full period of the record of March 22, 1919, until March 6, 1920. As formerly the chart presents a series of percentages, each percentage recording the increase or decrease in the volume of employment during the week as compared with the previous week. As the number of firms reporting varies from week to week, no attempt should be made to read the chart as a cumulative record. The chart indicates that the increase which characterized the preceding period, representing as it did recovery from the losses recorded during



the inventory and holiday period, was not found in the period under review. The changes recorded were:

Week ending February 14—an increase of .02 per cent.

Week ending February 21—a decrease of .1 per cent.

Week ending February 28—an increase of .02 per cent.

Week ending March 6—an increase of .04 per cent.

Reports from the various districts indicate that conditions are not the same throughout Canada. The Maritime Provinces reported decreases in the first three weeks of the period with a substantial recovery during the week ending March 6. Quebec registered increases during the first and last weeks of the period and decreases during the remaining weeks. Ontario on the other hand reported increases in every week

with the exception of the first. The Prairie provinces registered substantial decreases each week with the exception of the week ending February 28th. British Columbia reported declines during each week of the period.

Summarizing the returns by industrial groups, Metals, Vehicles, Textiles, Chemicals and Railway Construction recorded the most substantial increases. Building and Construction, Commercial and Mercantile, Glass and Stone Products, Leather and Leather Goods, Food, Drink and Tobacco, Pulp, Paper and Printing, Woodworking, Railway Operation and Miscellaneous registered slight increases, taking the period as a whole, with reductions during individual weeks. Quarrying and Mining registered a decrease, taking the period as a whole with increases during individual weeks. Lumbering registered large decreases during all four weeks representing the closing of bush operations.

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## REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES—FEBRUARY, 1920

**R**EPORTS from 15 cities showing the number of workers temporarily engaged and the wages paid these employees during the month of February showed increases of over 19 per cent both in the number of workers, and also in the wages paid as compared with the preceding month. In February 10,470 persons were temporarily employed and the payrolls amounted to \$806,046, as compared with 8,776 and an aggregate payroll of \$675,698 in January. In comparison with the same period in

1919, increases of over 28 per cent in the number of workers and of over 59 per cent in the wages paid are indicated, there having been 8,166 employees with an aggregate payroll of \$506,130 in February, 1919.

St. John, Montreal, Ottawa, Winnipeg, Regina, Saskatoon, Calgary and Victoria reported increases in the number of employees both as compared with the preceding month and also with February, 1919. Toronto, London, Moose Jaw, Edmonton and Vancouver registered declines as compared with the re-



turns for January, and increases in comparison with the figures for February of last year. Hamilton and Brandon reported declines in both comparisons.

As to wages, St. John, Montreal, Toronto, Winnipeg, Regina, Saskatoon, Calgary, Edmonton and Victoria showed

increases both as compared with January, 1920, and with February, 1919. Ottawa, Hamilton, London, Brandon, Moose Jaw and Vancouver registered declines as compared with the preceding month, but in comparison with the figures for the same month of last year increases were indicated.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, FEBRUARY 1920, COMPARED WITH JANUARY, 1920, AND WITH FEBRUARY, 1919.

City.	Number of employees temporarily employed during the month of:			Amount of wages paid employees temporarily employed during the month of:		
	January, 1920	February, 1920	February, 1919	January, 1920	February, 1920	February, 1919
				\$	\$	\$
St. John.....	281	429	180	16,701.23	30,531.80	10,694.78
Montreal.....	3,379	4,790	4,129	216,974.72	339,570.83	210,619.17
Ottawa.....	634	706	524	51,194.67	47,160.89	32,950.35
Toronto.....	1,503	1,487	999	118,745.38	121,802.61	76,812.84
Hamilton.....	408	367	371	41,891.22	32,027.33	25,044.92
London.....	352	304	170	32,239.87	22,622.42	11,843.91
Winnipeg.....	607	611	481	52,486.75	56,654.94	36,881.66
Brandon.....	37	35	36	2,724.60	2,602.92	2,130.57
Regina.....	120	124	98	10,042.58	10,152.10	7,974.28
Moose Jaw.....	116	104	79	12,196.88	11,329.70	7,066.20
Saskatoon.....	85	141	83	8,024.35	14,103.94	6,762.20
Calgary.....	299	412	310	32,779.15	35,821.64	20,219.70
Edmonton.....	151	*140	99	11,283.70	*11,575.40	7,797.25
Vancouver.....	613	600	448	51,352.72	50,677.24	35,211.62
Victoria.....	191	220	159	17,060.74	19,412.60	14,121.35
Total.....	8,776	10,470	8,166	\$ 675,698.56	\$ 806,046.36	\$ 506,180.80

\*Estimated.

### UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF FEBRUARY, 1920.

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of February, 1920, and is based on returns received from 1,445 labour organizations with a total membership of 181,405. For all occupations report-

ing, 4.33 per cent of the members were unemployed as compared with 4.28 per cent in January, 1920, and with 5.61 per cent in February, 1919. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other

than their own trades or who are idle because of sickness, or as a direct result of strikes or lockouts, are not considered as unemployed.

The nominal increase in the percentage out of work at the end of February as compared with January was due to there having been a slight increase in unemployment for workers in the transportation, mining, and building and construction groups. The manufacturing industries, however, reported improvement. As compared with returns for February, 1919, a substantial decline in unemployment is recorded, the improvement being chiefly in manufacturing and transportation.

Tables I and II on page 443 summarize the returns by districts and provinces. Quebec alone showed considerably less unemployment than in January, all other districts reporting larger percentages. The improvement in Quebec was chiefly due to better conditions for transportation employees, particularly in the navigation sub-group. Workers in the manufacturing and mechanical industries and in building and construction were also more fully engaged. As compared with February, 1919, Quebec and Ontario recorded improvement, that in the former district being especially marked. In the Maritime Provinces a decline in the number out of work was reported by New Brunswick as compared with January, 1920, and in comparison with the figures for February, 1919, Nova Scotia, Prince Edward Island and New Brunswick showed less unemployment. In the three Prairie Provinces and British Columbia, however, conditions as reported by trade unions were not as good at the end of February as in the preceding month or as in February of last year.

Unemployment in the manufacturing and mechanical industries as reported by 370 unions, having a combined membership of 47,442, was slightly less prevalent than at the end of January and also at the end of February, 1919, 2.49 per cent of the members having been unemployed as compared with 2.96 per cent in the preceding month and with 4.29 per cent in February, 1919. Workers in metals, machinery, and conveyances, textiles, carpets and cordage, clothing, pulp, paper and fibre, wood-working and furniture, glass bottle blowing, jewelry working, and oil refining, reported smaller percentages of unemployment than in January, 1920, and also than in February, 1919. Tradesmen in the food, tobacco and liquors group registered more unemployment than in January or in February, 1919. There was no change in the percentage of unemployment as reported by the printing, publishing and paper goods group in comparison with the figures for the preceding month, but in comparison with February of last year the percentage unemployed was slightly larger. Workers in the leather, boots, shoes, and rubber group, showed a small increase in the percentage out of work as compared with January, but there was a substantial decline as compared with February, 1919. Some short time was reported by unions of boilermakers, boot and shoe workers, meat cutters and butcher workmen, pressmen, typographers, brewery workers and tailors.

Reports from 600 organizations of transportation workers having a total membership of 75,710 indicated that 2.77 per cent of the members were unemployed as compared with 2.73 per cent in January, 1920, and with 4.56 per cent in February, 1919. There was

less unemployment recorded by steam railway employees (whose returns constituted over 72 per cent of the entire group membership reporting) than in either the preceding month or in the corresponding month of last year. Some short time, however, continued to be reported by unions of engineers, firemen, trainmen, railway employees, and maintenance of way employees. Navigation workers and teamsters and chauffeurs also were more fully employed than in January or February, 1919. Longshoremen, however, reported considerable short time. Street and electric railway employees registered a nominal increase in the percentage unemployed as compared with January. In comparison with the figures for 1919, however, there was a pronounced decline in the percentage idle.

In the mining, quarrying and refining of ores group, reports were received from 37 unions with an aggregate membership of 10,832, and show that 4.78 per cent of the members were unemployed as compared with .84 per cent in January, and with 3.79 per cent at the end of February, 1919. Seasonal inactivity for miners and mill and smelter men was accountable for this increase in unemployment. Quarry workers continued to report no members out of work.

The percentage out of work in the building and construction group as reported by 231 organizations having a combined membership of 27,134 was 12.14, as compared with percentages of 11.77 in January, 1920, and 16.44 in February of last year. Seasonal dullness in these trades accounts for the large percentage unemployed, while continued inactivity in shipbuilding in British Columbia also added to the number

unemployed, especially among carpenters and joiners. Bricklayers, masons and plasterers, electrical workers, tile layers, lathers and roofers, and hod carriers and building labourers showed larger percentages unemployed than in January, but the percentages were smaller than in February, 1919. Carpenters and joiners, painters, decorators and paperhangers, plumbers and steamfitters, bridge and structural iron workers, and steam shovel and dredge-men registered less unemployment than in January, 1920, and February, 1919. Granite and stone cutters, however, showed more unemployment than in either month. There was some short time reported by unions of bricklayers, masons and plasterers, carpenters and joiners, electrical workers, painters, decorators and paperhangers, plumbers and steamfitters, and wood, wire and metal lathers.

In the public employment group, as reported by 77 unions having a total membership of 6,557, the percentage out of work was 1.63 as compared with unemployed percentages of .68 in January, and .48 in February, 1919. Civic employees were not as fully engaged as in either of the comparative months.

Unemployment in the group of miscellaneous trades as indicated by returns received from 127 unions with 13,310 members was less prevalent than in January, though the percentage unemployed was slightly larger than in February of last year. Retail clerks as reported by five unions showed no members out of work in January or February, 1920. In February of last year, however, 1.80 per cent of the members were idle. Hotel and restaurant employees showed more unemployment than in the preceding month, but the percentage was somewhat



TABLE I—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY DISTRICTS

	Feb., 1920	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916
Maritime Provinces.....	4.13	3.11	3.08	1.30	5.25	1.41	4.18	3.28	2.38	4.31	2.43	2.58	<b>4.82</b>	1.15	1.39	.09	.19	.07	2.85	.11	.22	2.24	.93	.30	.61
Quebec.....	1.83	4.38	5.39	2.93	2.39	2.12	2.52	2.51	3.79	5.15	4.21	6.93	<b>6.70</b>	4.07	3.46	1.41	.44	3.90	2.96	4.66	2.23	2.95	3.62	2.43	2.13
Ontario.....	3.04	2.66	1.99	2.02	.81	1.41	1.25	1.52	1.87	2.60	4.25	6.65	<b>6.48</b>	4.64	2.95	.22	.37	1.75	2.44	.99	.94	1.53	1.55	.72	1.66
Prairie Provinces.....	4.92	4.40	4.39	1.29	.97	.94	1.17	1.86	1.67	1.84	2.33	2.45	<b>3.55</b>	3.49	1.69	.56	.31	1.02	1.41	5.33	.59	2.02	1.39	1.11	2.24
British Columbia.....	14.58	12.17	18.62	16.18	7.21	8.03	5.81	5.63	3.32	6.52	9.65	8.05	<b>7.97</b>	5.11	3.81	1.95	1.70	1.59	3.05	2.05	2.51	3.03	3.86	3.37	5.37
Canada.....	<b>4.33</b>	<b>4.28</b>	<b>4.98</b>	<b>3.58</b>	<b>2.71</b>	<b>2.19</b>	<b>2.33</b>	<b>2.40</b>	<b>2.57</b>	<b>3.83</b>	<b>4.38</b>	<b>6.62</b>	<b>6.61</b>	<b>3.84</b>	<b>2.76</b>	<b>.72</b>	<b>.50</b>	<b>1.68</b>	<b>2.42</b>	<b>1.71</b>	<b>1.25</b>	<b>2.16</b>	<b>2.17</b>	<b>1.47</b>	<b>2.1</b>

TABLE II—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

	Feb., 1920	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916
Nova Scotia and Prince Edward Island..	5.08	2.72	1.47	1.21	3.19	1.53	5.44	4.11	2.68	4.66	2.41	2.41	<b>5.68</b>	1.25	2.01	.03	.16	.03	2.64	.11	.25	2.72	.74	.47	.36
New Brunswick.....	2.31	3.97	5.80	1.53	11.06	1.22	1.69	1.15	2.43	3.38	2.46	2.93	<b>3.58</b>	.84	.42	.32	.27	.24	3.07	.11	.20	1.78	1.66	.09	.7
Quebec.....	1.93	4.38	5.39	2.93	2.39	2.12	2.52	2.51	3.79	5.15	4.21	6.93	<b>6.70</b>	4.07	3.46	1.41	.44	3.90	2.96	4.66	2.23	2.95	3.62	2.43	1.8
Ontario.....	3.04	2.66	1.99	2.02	.81	1.41	1.25	1.52	1.87	2.60	4.25	6.65	<b>6.48</b>	4.64	2.95	.22	.37	1.75	2.44	.99	.94	1.53	1.55	.72	1.7
Manitoba.....	4.62	4.50	4.97	2.07	1.28	.73	.81	.92	1.19	1.47	1.65	1.20	<b>3.82</b>	3.62	1.31	.45	.29	.78	1.07	.86	.58	2.81	1.01	.83	1.2
Saskatchewan.....	5.24	4.92	6.01	1.20	.59	1.29	1.95	2.77	2.51	2.86	3.95	5.31	<b>4.47</b>	5.73	2.15	.28	.18	1.72	2.41	.46	.25	1.77	1.63	2.19	2.6
Alberta.....	5.12	4.01	2.79	.52	.93	.94	1.09	1.90	1.68	1.43	2.26	3.56	<b>4.16</b>	1.97	2.07	.89	.39	1.08	1.55	.17	.84	1.09	1.70	.92	3.03
British Columbia.....	14.58	12.17	18.62	16.18	11.58	8.03	5.81	5.82	3.32	6.52	9.65	8.05	<b>7.97</b>	5.20	3.81	1.95	1.70	1.59	3.05	2.05	2.50	3.00	3.86	3.37	5.3
Canada.....	<b>4.33</b>	<b>4.28</b>	<b>4.98</b>	<b>3.58</b>	<b>2.71</b>	<b>2.19</b>	<b>2.33</b>	<b>2.40</b>	<b>2.57</b>	<b>3.83</b>	<b>4.38</b>	<b>6.62</b>	<b>6.61</b>	<b>3.84</b>	<b>2.76</b>	<b>.72</b>	<b>.50</b>	<b>1.68</b>	<b>2.42</b>	<b>1.71</b>	<b>1.25</b>	<b>2.16</b>	<b>2.17</b>	<b>1.47</b>	<b>2.1</b>

TABLE III—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES

Occupation	Feb. 1920	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916	Dec., 1915					
<b>Manufacturing and Mechanical Industries</b>	2.49	2.96	2.79	3.16	2.27	2.57	3.33	2.95	3.16	4.05	3.17	4.18	4.29	3.32	2.89	.96	.42	.91	1.79	1.22	2.3	1.3	1.1	3.1			
Metals, machinery and conveyances...	3.38	4.11	3.72	5.73	4.60	4.60	5.39	4.84	4.69	7.27	4.26	5.51	6.54	3.21	3.53	1.24	.14	.28	.76	.15	.11	.29	.71	0	0	0	
Food, tobacco and liquors.....	10.20	7.90	11.32	1.58	1.29	.80	5.42	1.83	1.90	3.82	4.06	6.79	9.90	8.24	8.63	1.47	1.78	.85	3.29	2.12	1.50	1.75	1.2	.5	4.9	.8	
Textiles, carpets and cordage.....	0	.18	.36	.05	.05	1.08	.87	.60	1.54	.32	2.04	3.99	12.99	11.50	1.41	0	.05	.05	0	0	0	0	.5	0	0	0	
Clothing.....	.15	1.34	.12	.44	.85	.05	.55	0	.32	.73	0	2.27	.86	3.22	3.42	0	.18	3.40	11.21	11.13	4.95	5.46	6.48	1.0	.6	3.3	
Pulp, paper and fibre.....	.05	.54	.62	2.23	.21	.30	1.07	.34	1.61	1.17	.76	3.29	.96	2.23	.43	.75	0	0	.34	0	0	0	0	0	0	0	
Printing, publishing and paper goods.....	1.31	1.31	1.08	1.05	1.13	1.71	1.45	1.86	1.64	.46	.59	.59	.70	.69	.86	.83	.72	.78	.67	2.05	.79	.82	.34	1.2	.8	3.7	
Woodwork and furniture.....	.26	.44	.15	.50	.14	.13	.59	0	4.08	0	1.07	2.21	2.78	10.57	0	.63	2.20	4.60	3.00	.89	.62	.60	.6	0	5.9	3.7	
Leather boots, shoes and rubbers.....	.77	.39	.44	.47	.20	.15	.37	.06	.19	.13	8.63	4.22	4.00	1.19	1.33	0	0	7.83	2.92	30.70	6.28	4.18	4.33	1.0	0	0	
Glass bottle blowing.....	1.93	8.92	6.22	2.71	1.61	1.18	64.33	0	9.89	5.96	7.93	10.03	9.44	0	.32	1.49	0	2.23	4.48	13.84	3.56	1.92	0	12.17	0	0	
Jewelry workers.....	0	.44	0	0	0	0	0	0	0	0	0	.48	.74	.27	0	0	0	0	0	0	0	0	0	0	0	0	
Oil refiners.....	2.22	2.29	5.60	0	0	0	0	0	0	0	0	0	4.61	5.88	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Transportation</b>	2.77	2.73	5.03	3.87	2.61	2.06	2.02	2.05	1.84	2.21	3.48	4.75	4.56	2.62	1.48	.38	.42	1.22	.70	.55	.51	1.26	1.62	.6	.5	3.0	
Steam railways.....	1.78	1.90	1.59	1.17	.76	.99	1.42	1.83	1.98	1.62	2.40	2.87	2.74	1.78	.35	.16	.21	.29	.76	.25	.35	1.12	.62	.6	.5	2.4	
Street and electric railways.....	.20	.18	.62	.24	2.19	.13	1.39	.14	.53	.15	.20	.38	3.48	.33	.06	0	0	.38	.17	.44	.18	.09	.20	0	.3	2.3	
Navigation.....	9.74	13.13	29.37	17.49	10.88	8.62	5.05	3.99	2.93	10.29	9.60	17.73	18.17	6.73	7.80	1.76	2.12	8.80	.74	2.38	1.79	3.79	10.57	1.2	2.3	12.2	
Tanning and driving.....	.12	.75	2.89	3.43	1.36	.36	2.26	1.25	2.28	.82	4.26	2.63	3.69	2.98	2.57	.27	.05	.08	0	0	0	0	0	0	0	0	
<b>Mining, quarrying and refining of ores</b>	4.78	.84	2.10	1.14	.91	1.11	.45	.47	.58	2.84	2.69	1.87	3.79	1.42	1.24	.35	.18	.40	2.69	.22	.32	.80	.65	.7	1.2	5.9	
<b>Building and construction</b>	12.14	11.77	12.06	5.82	5.42	2.91	2.86	3.88	4.71	8.68	12.05	16.46	16.44	16.29	8.68	1.31	1.57	7.63	9.58	2.26	3.21	7.47	6.24	6.3	8.6	28.3	
<b>Public employment</b>	1.63	.68	.91	.47	.06	.11	.17	0	0	0	.01	.07	.48	.33	.47	1.54	.02	0	.17	.04	.04	.47	.11	.1	0	0	0
<b>Fishing</b>	3.57	24.21	72.16	20.75	0	0	0	0	4.10	0	0	0	17.54	50.50	0	0	0	0	0	0	0	0	0	0	0	23.3	
<b>Miscellaneous</b>	4.84	5.45	4.23	3.24	2.95	2.07	1.58	2.79	3.99	7.26	4.80	4.74	4.07	2.84	2.29	1.40	.49	1.25	1.56	.80	.99	2.11	1.3	1.9	3.1	8.4	
<b>All occupations</b>	4.33	4.28	4.98	3.68	2.71	2.19	2.33	2.40	2.57	3.83	4.38	5.62	5.61	3.94	2.76	.72	.50	1.68	2.42	1.71	1.25	2.16	2.17	1.4	2.1	8.01	

TABLE IV—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY CITIES

City.	Feb., 1920	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919
Halifax.....	8.45	5.65	3.77	2.74	2.14	1.65	1.12	6.13	3.56	1.90	2.69	7.36	4.10
St. John.....	5.88	3.07	10.45	2.29	24.29	1.27	2.14	.80	4.95	6.48	2.01	2.04	2.62
Montreal.....	1.61	5.10	6.94	3.11	2.88	2.35	1.93	2.97	3.10	6.30	4.95	6.77	10.31
Toronto.....	1.65	2.26	1.14	2.90	.87	2.55	.84	1.78	1.61	1.88	6.34	8.96	6.74
Winnipeg.....	4.43	4.46	4.63	.82	.91	.76	1.09	.17	1.35	.95	1.75	1.08	2.32
Regina.....	14.90	10.88	6.04	2.36	.19	1.63	2.76	2.79	.93	3.17	5.28	11.13	5.41
Edmonton.....	4.35	2.92	1.29	1.19	1.10	.86	.56	.97	1.90	2.80	3.20	4.99	5.20
Vancouver.....	6.40	8.51	8.12	7.81	11.13	3.48	5.30	5.54	3.35	4.65	6.01	8.73	6.31

TABLE IV (Cont'd.)—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY CITIES

City.	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916	Dec., 1915
Halifax.....	4.40	1.31	.12	.27	.14	.34	.42	1.03	.98	.24	0	4.03	0
St. John.....	1.94	.64	.70	1.18	.57	5.69	.16	.43	2.94	.47	.18	.09	2.92
Montreal.....	6.21	2.77	.58	.60	6.35	3.73	4.48	2.95	4.17	4.61	.50	2.6	10.6
Toronto.....	6.36	4.61	.11	.13	.81	3.81	1.68	1.74	1.06	1.32	.63	1.8	10.6
Winnipeg.....	3.55	.88	.53	.25	.76	1.07	1.02	.72	2.53	.98	.58	1.9	2.6
Regina.....	8.66	4.10	0	.10	2.64	5.63	0	0	3.73	1.75	.65	1.38	14.31
Edmonton.....	2.57	1.54	.67	.23	.51	2.41	.55	1.68	1.11	3.32	4.27	1.78	8.43
Vancouver.....	5.59	3.65	1.42	1.05	1.94	3.28	2.99	2.67	4.75	4.95	4.56	8.1	18.0

smaller than in the corresponding month in 1919. Barbers, stationary engineers and firemen and unclassified workers registered smaller percentages out of work than in January. In comparison with the returns for February, 1919, however, there was more unemployment. Musicians and theatre employees showed less activity than in either month.

The percentages reported idle in the different groups of occupations, are indicated in Table III on page 444.

The percentages reported idle in some of the larger industrial centres are indicated in Table IV above.

The tabular statement on pages 446-447 presents the returns in some detail.



UNEMPLOYMENT ON FEBRUARY 28, 1920.

OCCUPATIONS	Nova Scotia & Prince Ed. Island.				New Brunswick				Quebec				Ontario			
	No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed	
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries</b>	9	565	1	18	13	835	7	84	67	14389	178	1.24	194	21228	213	1.00
2-(a) METALS, MACHINERY & CONVEYANCES	5	201	1	50	8	520	0	0	20	3918	121	3.09	99	8485	113	1.33
3- Moulders.	2	106	1		2	79	0		1	750	25		18	1350	20	
4- Blacksmiths.					2	136	0		2	340	1		10	593	14	
5- Boilermakers and iron shipbuilders.					2	193	0		3	557	54		12	1342	2	
6- Patternmakers.									1	190	5		7	261	2	
7- Metal polishers, buffers and platers.													7	248	2	
8- Machinists.	2	80	0		1	86	0		11	1831	26		39	3857	67	
9- Sheet metal workers and tinsmiths.	1	15	0		1	26	0		2	250	10		6	834	6	
10-(b) FOOD, TOBACCO AND LIQUORS.					1	11	4	36.36	3	616	7	1.14	15	1613	8	50
11- Flour and cereal mill employees.													2	145	0	
12- Meat cutters and butchers.									2	561	7		7	848	8	
13- Bakers and confectioners.									1	55	0		4	512	0	
14- Cigar and tobacco makers.					1	11	4						2	108	0	
15- Brewery workers.													9	307	3	
16-(c) TEXTILES, CARPETS AND CORDAGE.	1	219	0	0					2	1736	0	0	2	343	0	0
17-(d) CLOTHING AND LAUNDERING.									1	48	0	0	21	1479	3	20
18- Tailors.													8	537	0	
19- Garment workers.									1	48	0		4	635	0	
20- Hat, glove and fur workers.					1	170	0		16	2229	2	.99	7	1862	0	0
21-(e) PULP, PAPER AND FIBRE.					3	134	3	2.24	10	1916	12	.63	31	4674	84	1.80
22-(f) PRINTING, PUBLISHING & PAPER GOODS	3	145	0	0	2	103	3		4	998	9		15	2232	77	
23- Compositors.	3	145	0		1	31	0		1	305	0		7	1228	0	
24- Pressmen and assistants.									2	455	0		2	583	7	
25- Bookbinders.													1	87	0	
26- Stereotypers and electrotypes.									2	136	3		5	478	0	
27- Engravers and lithographers.									1	22	0		1	66	0	
28- Others.									3	380	0	0	7	1115	0	0
29-(g) WOODWORK AND FURNITURE.									9	3087	30	.97	10	1473	5	.34
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS									2	159	0	3.77	2	184	0	0
31-(i) GLASS BOTTLE BLOWING.									1	300	0	0				
32-(j) JEWELRY WORKERS.																
33-(k) OIL REFINING.																
34-Transportation.	41	2968	19	.64	29	3890	92	2.37	86	20157	250	1.24	243	27156	564	2.08
35-(g) STRAM RAILWAYS.	38	2818	16	.58	26	3354	87	2.59	74	11337	222	2.96	212	20558	407	1.98
36- Conductors.	1	40	0		2	137	0		4	280	0		25	1095	0	
37- Locomotive engineers.	7	212	0		3	268	2		11	596	2		23	2300	2	
38- Locomotive firemen.	6	409	0		2	235	0		11	978	7		29	3062	81	
39- Carmen.	2	122	0		2	602	0		9	4558	43		29	3528	25	
40- Trainmen.	6	744	10		5	654	0		7	1544	37		23	4282	42	
41- Telegraphers (local unions).	2	98	0						1	21	0		2	108	0	
42- Telegraphers*.																
43- Road maintenance men.	6	650	3		6	495	0		18	2159	111		37	4552	255	
44- Shop employees.																
45- Railway employees (N.E.S.).	8	544	3		6	963	85		13	1204	22		34	1641	2	
46-(b) STREET & ELECTRIC RAILWAY EMP.									1	144	0	0	12	3875	0	0
47-(c) NAVIGATION.	2	121	3	2.48	2	268	2	.96	9	7790	28	.36	11	1243	157	12.63
48- Marine engineers.	2	121	3		1	78	2		4	314	20		5	267	45	
49- Longshoremen.					1	130	0		5	7476	8		5	478	112	
50- Others.													1	498	0	
51-(d) TEAMSTERS AND CHAUFFEURS.	1	20	0	0	1	328	3	.91	4	886	0	0	8	1470	0	0
52-Mining, Quarrying and Refining of Ores.	15	5946	187	3.14	1	382	0	0					2	200	10	5.00
53- Miners.	14	5626	187		1	382	0						1	80	0	
54- Quarry workers.	1	320	0													
55- Mill and smeltermen.													1	120	10	
56-Building and Construction.	9	893	140	17.43	8	323	31	9.60	31	5078	279	5.50	128	15871	1281	8.07
57- Bricklayers, masons and plasterers.	3	298	82		1	81	30		3	1255	75		29	2425	59	
58- Carpenters and joiners.	1	160	30		2	124	0		19	2461	152		42	6626	317	
59- Electrical workers.	2	141	0		1	22	1		3	834	29		11	1127	20	
60- Granite and stone cutters.	1	7	3						2	172	15		7	446	132	
61- Painters, decorators and paper hangers.	1	180	25		1	32	0		1	30	0		12	1179	15	
62- Plumbers and steam fitters.	1	17	0		3	64	0		2	293	4		15	940	40	
63- Tile layers, lathers and roofers.													4	130	8	
64- Bridge and structural iron workers.													2	210	26	
65- Steam shovel and dredgemen.													1	295	4	
66- Hod carriers and building labourers.									1	31	4		3	2493	200	
67-Public Employment.	3	84	0	0	5	194	0	0	9	802	0	0	29	2688	32	1.19
68- Civic employees.					3	138	0		5	355	0		9	2142	30	
69- Letter carriers and postal employees.	3	84	0		2	56	0		4	447	0		20	546	2	
70-Fishing.													1	40	15	37.5
71-Miscellaneous.	1	400	200	50.00					14	2728	124	4.55	72	6390	123	1.92
72- Retail clerks.									2	773	0		1	132	0	
73- Hotel and restaurant employees.													4	697	40	
74- Barbers.									3	414	0		20	742	7	
75- Musicians and theatre employees.									3	777	109		22	22760	28	
76- Stationary engineers and firemen.									2	192	10		15	881	38	
77- Others.	1	400	200						4	572	5		10	1178	10	
<b>All occupations.</b>	<b>78</b>	<b>10758</b>	<b>547</b>	<b>5.08</b>	<b>56</b>	<b>5624</b>	<b>130</b>	<b>2.31</b>	<b>209</b>	<b>43162</b>	<b>831</b>	<b>1.93</b>	<b>667</b>	<b>73573</b>	<b>2238</b>	<b>3.04</b>

\*Commercial and Railway—organized in Interprovincial Divisions.

## AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada					
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed			
Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent		
																			Jan., 1920	Feb., 1920	Feb., 1919
13	3774	286	7.58	13	686	3	.44	23	1351	11	.81	38	4614	480	10.40	370	47442	1179	2.96	2.49	4.29
3	1933	0	0	4	230	1	.44	7	580	5	.86	14	2780	389	13.99	160	18647	630	4.11	3.38	5.54
1	75	0	0									2	129	3		26	2489	49	3.32	1.97	7.47
2	1858	0	0	2	131	0	0	1	120	0	0	1	6	0		15	1075	15	2.45	1.40	3.74
												2	1832	330		24	6033	386	6.64	6.40	4.14
												1	42	0		9	493	7	1.01	1.42	4.30
												7	744	44		7	248	2	1.30	.81	16.00
2	543	280	51.57	1	171	0	0	2	62	5		7	744	44		66	7095	138	2.74	1.95	5.84
								4	146	3	2.05	1	27	12		13	1214	33	2.39	2.72	4.74
1	520	280		1	171	0	0					7	567	72	12.70	33	3667	374	7.90	10.20	8.90
1	23	0	0																.95		
												1	142	40		5	978	320	23.17	32.72	11.55
												2	234	30		13	1698	46	4.29	2.71	5.99
												2	119	2		9	708	6	.77	.85	10.58
												2	72	0		6	283	2	.59	.71	5.98
												4	237	0	0	5	2298	0	.18	0	12.99
												1	174	0		27	1968	3	1.34	.15	.26
												2	63	0		11	481	3	5.26	.62	0.18
												2	63	0		11	804	0	0	0	.31
												1	98	0	0	5	683	0	0	0	.20
6	913	3	.33	8	285	2	.70	10	401	2	.50	9	643	13	2.02	25	4349	2	5.4	.05	.96
1	506	0	0	5	220	0	0	4	270	2		4	387	3		80	9111	119	1.31	1.31	.70
2	178	3		2	53	2		3	108	0		2	144	10		38	4861	94	1.75	1.93	.50
1	157	0	0					1	11	0		2	144	10		19	2197	15	.56	.68	.88
1	30	0	0	1	12	0	0	2	12	0	0	1	20	0		7	1148	7	1.28	.61	1.00
1	42	0	0													6	161	0	.88	0	.52
																8	656	3	.73	.46	1.19
2	385	3	.78													2	88	0	0	0	.28
												1	36	2	5.56	13	1916	5	.44	.26	2.78
												1	128	1	7.78	20	4688	36	3.99	.77	4.00
																5	363	7	8.92	1.93	9.44
																1	300	0	.44	0	.74
51	8390	139	1.66	52	3512	58	1.65	43	4094	37	.96	1	135	3	2.22	1	135	3	2.29	2.22	4.61
48	6964	139	2.00	48	3240	58	1.79	41	3764	37	.98	53	5551	937	16.88	600	75710	2096	2.73	2.77	4.56
5	293	0	0	5	258	2		4	248	0		40	2590	6	2.23	527	54636	972	1.90	1.78	2.74
6	407	0	0	8	394	0	0	5	358	5		5	293	0		51	2644	2	.15	.08	.54
7	646	6		10	659	4		5	480	13		7	310	2		80	4845	13	.16	.27	.68
3	132	0	0	6	178	0	0	3	200	0		5	401	0		75	6867	111	1.45	1.62	3.68
4	704	8		6	752	0	0	5	722	16		5	152	0		59	9472	68	.38	.72	2.95
1	83	0	0									6	534	0		62	9936	113	.89	1.14	6.19
																6	310	0	0	0	.41
16	2228	121		7	646	46		11	1305	0						4	7017	6	.08	.08	0.42
6	2471	4		6	353	6		8	451	3		10	833	4		111	12868	540	3.63	4.20	2.71
1	1200	0	0	2	201	0	0	1	220	0	0	2	67	0		83	7694	125	4.28	1.62	7.97
												2	545	6	1.10	19	6185	6	.18	.20	3.42
												6	2073	924	44.57	30	11435	1114	13.13	9.74	18.17
												1	290	10		13	1070	80	15.81	7.48	7.97
												4	1283	914		15	9367	1034	14.75	11.04	23.14
												1	500	0		2	998	0	.43	0	15.00
2	226	0	0	2	71	0	0	1	110	0	0	5	343	1	.29	24	3454	4	.75	.12	3.69
								13	3100	239	7.71	6	1204	82	6.81	37	10832	518	.84	4.78	3.79
								13	3100	239		4	513	27		33	9701	453	.51	4.67	3.79
												2	691	55		1	320	0	0	0	.54
8	612	192	31.37	12	436	216	49.54	22	1426	262	18.37	15	2587	894	34.56	3	811	65	5.87	8.01	.51
2	124	77		3	120	67		6	149	92		4	199	28		231	27134	3295	11.77	12.14	16.44
2	260	35		4	159	112		3	584	89		7	2095	774		51	4651	970	12.23	20.86	30.88
				1	75	0		5	318	4						80	12469	1509	15.40	12.10	15.26
1	75	65		1	7	0										23	2517	54	1.14	2.15	6.15
				2	48	36		2	101	22		1	45	0		13	752	215	6.17	28.59	21.25
2	113	0	0	1	27	1		4	104	12						19	1570	98	11.99	6.24	8.93
												1	35	55		29	1643	112	8.03	6.82	11.92
1	40	15						1	24	15		1	19	7		5	149	15	6.37	10.07	31.71
												1	144	30		5	418	86	25.17	20.57	33.08
																2	441	32	7.71	7.26	28.02
																4	2524	204	7.15	8.08	16.31
2	73	0	0	8	437	0	0	10	728	15	2.06	11	1551	60	3.87	77	6557	107	.68	1.83	.48
				3	176	0	0	6	588	15		8	1095	60		34	4494	105	.94	2.34	.04
2	73	0	0	5	261	0	0	4	140	0		3	456	0		43	2063	2	.0	.10	1.72
												2	380	0	0	3	420	15	24.21	3.57	17.54
5	580	3	.52	11	408	10	2.45	10	759	23	3.03	14	2045	161	7.87	127	13310	644	5.45	4.84	4.07
												2	71	0		5	976	0	0	0	1.80
												2	540	70		8	1536	121	4.75	7.88	8.13
												4	93	6		38	2092	22	1.15	1.05	.48
												3	480	20		38	4520	167	3.47	3.69	3.04
												1	166	63		20	1316	117	12.68	8.89	8.47
												2	695	2		18	2870	217	8.16	7.56	1.02
79	13429	620	4.62	96	5479	287	5.24	121	11458	587	5.12	139	17932	2614	14.58	1445	181405	7854	4.28	4.33	5.61



## EMPLOYMENT IN THE BUILDING TRADES DURING FEBRUARY, 1920, AS INDICATED BY BUILDING PERMITS

**E**MPLOYMENT in the building trades as indicated by the value of building permits issued in 54 cities showed an increase during February as compared with the preceding month, the total value of building permits rising from \$3,968,472 in January to \$4,491,034 in February, an increase of \$522,562 or 13.2 per cent. All the provinces except Nova Scotia, New Brunswick and Ontario showed increases in this comparison, those in Alberta, Saskatchewan and British Columbia being substantial.

As compared with the corresponding month in 1919, there was an increase of 124.3 per cent, the value for February 1919, having been \$2,002,044. Nova Scotia and New Brunswick were the only provinces showing declines in this comparison. The increase of \$1,333,439 or 120.5 per cent in Ontario was especially noteworthy. British Columbia, Alberta, Quebec and Saskatchewan, also showed large increases in this comparison.

The returns from the 35 cities originally used in this report are tabulated separately, and show that there was an increase of \$457,002 or 11.8 per cent in the value of building permits issued during February as compared with January. As compared with the figures for February of last year, the substantial increase of \$2,441,807 or 129.6 per cent is indicated.

Of the larger cities Montreal, Winnipeg, Edmonton, and Vancouver showed increases both as compared with the returns for January, 1920, and February, 1919. In Toronto there was a nominal decline as compared with the returns for January, but as compared with the returns for February of last year there was a large increase.

Of the smaller centres, Quebec, Hamilton, Kitchener, Niagara Falls, Woodstock, St. Boniface, Regina, Calgary, New Westminster, and Victoria, showed large increases as compared with both January and February, 1919.



## ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS.

City.	January, 1920	February, 1920	February, 1919	February, 1920, compared with January, 1920.		February, 1920, compared with February, 1919.	
				Increase (+)	Decrease (-)	Increase (+)	Decrease (-)
				Amount	Per cent	Amount	Per cent
<b>Prince Edward Island.</b>	\$	\$	\$	\$		\$	
Charlottetown.....	Nil.	Nil.	Nil.				
<b>Nova Scotia.</b>	207,385	192,370	265,383	—	15.015	—	73,013
*Halifax.....	196,865	182,160	250,248	—	14,705	—	68,088
*New Glasgow.....	Nil.	Nil.	250				250
*Sydney.....	10,520	10,210	14,885	—	310	—	4,675
<b>New Brunswick.</b>	66,260	19,900	39,450	—	47,880	—	20,450
*Fredericton.....	Nil.	1,800	Nil.	+	1,800	+	1,800
*Moncton.....	54,860	9,200	26,700	—	45,660	—	17,500
*St. John.....	12,000	8,000	12,750	—	4,000	—	4,750
<b>Quebec</b>	537,105	667,920	343,770	+	130,815	+	324,150
*Montreal—Maisonneuve..	227,655	386,335	151,740	+	158,680	+	234,595
*Quebec.....	110,650	160,910	53,630	+	50,260	+	107,280
*Shawinigan Falls.....	4,700	10,000	8,000	+	5,300	+	2,000
*Sherbrooke.....	1,000	38,575	105,600	+	37,575	+	67,025
*Three Rivers.....	147,100	46,100	24,800	—	101,000	—	21,300
*Westmount.....	46,000	26,000	Nil.	—	20,000	—	26,000
<b>Ontario</b>	2,610,886	2,439,768	1,106,329	—	171,130	—	1,333,439
*Belleville.....	3,000	3,500	1,450	+	500	+	2,050
*Brantford.....	172,820	16,150	4,275	—	156,670	—	118,75
*Chatham.....	8,450	Nil.	8,100	—	8,450	—	8,100
*Fort William.....	550	7,400	4,550	+	6,850	+	2,850
*Galt.....	Nil.	Nil.	6,100				6,100
*Guelph.....	8,600	640	4,665	—	7,960	—	4,025
*Hamilton.....	116,650	218,775	189,965	+	102,125	+	28,810
*Kingston.....	6,655	1,200	11,312	—	5,455	—	10,112
*Kitchener.....	6,350	14,850	2,660	+	8,500	+	12,190
*London.....	29,685	43,525	41,795	+	13,840	+	1,730
*Niagara Falls.....	Nil.	15,900	6,800	+	15,900	+	9,100
*Oshawa.....	2,100	6,800	16,500	+	4,700	+	9,700
*Ottawa.....	79,010	57,500	20,300	—	21,510	—	37,200
*Owen Sound.....	Nil.	Nil.	1,000				1,000
*Peterborough.....	4,900	21,900	21,350	+	17,000	+	346.94
*Port Arthur.....	1,170	5,740	322	+	4,570	+	5,410
*Stratford.....	4,198	4,040	5,245	—	158	—	1,205
*St. Catharines.....	11,060	7,445	18,140	—	3,615	—	10,695
*St. Thomas.....	2,800	1,410	7,665	—	1,390	—	6,255
*Sarnia.....	35,720	21,470	22,250	—	14,250	—	780
*Sault Ste Marie.....	8,200	825	2,950	—	7,375	—	2,125
*Toronto.....	1,469,330	1,462,768	676,185	—	6,562	—	786,583
*Welland.....	1,200	8,900	14,150	+	7,700	+	5,250
*Windsor.....	635,950	492,900	15,850	—	143,050	—	477,050
*Woodstock.....	2,500	26,130	2,750	+	23,630	+	23,380
<b>Manitoba</b>	88,282	148,950	27,100	+	60,748	+	121,850
*Brandon.....	1,252	3,000	4,600	+	6,748	+	3,400
*St. Boniface.....	500	21,000	1,850	+	20,500	+	19,150
*Winnipeg.....	86,450	119,950	20,650	+	33,500	+	99,300
<b>Saskatchewan</b>	56,075	245,250	50,425	+	190,175	+	194,825
*Moose Jaw.....	12,250	4,950	1,625	—	7,300	—	3,325
*Regina.....	12,400	237,250	42,600	+	224,850	+	194,650
*Saskatoon.....	30,425	3,050	6,200	—	27,375	—	3,150
<b>Alberta</b>	68,875	265,500	53,700	+	188,625	+	211,800
*Calgary.....	52,000	108,800	47,500	+	53,800	+	58,300
*Edmonton.....	2,650	149,100	3,200	+	146,450	+	145,900
*Lethbridge.....	8,800	7,200	1,650	—	1,600	—	5,550
*Medicine Hat.....	3,425	3,400	1,550	—	25	—	2,050
<b>British Columbia</b>	336,072	512,276	115,887	+	176,204	+	396,389
*New Westminster.....	9,950	95,215	17,075	+	85,265	+	78,140
*Vancouver.....	271,317	298,799	65,810	+	27,482	+	232,989
*Victoria.....	33,725	79,952	10,100	+	46,227	+	69,852
*Prince Rupert.....	20,330	36,010	22,300	+	15,680	+	13,710
*Nanaimo.....	750	2,300	602	+	1,550	+	1,698
<b>Total—54 cities.....</b>	<b>\$3,968,472</b>	<b>\$4,491,034</b>	<b>\$2,002,044</b>	<b>+</b>	<b>\$522,562</b>	<b>+</b>	<b>\$2,488,990</b>
<b>Total—35 cities.....</b>	<b>\$3,868,797</b>	<b>\$4,325,799</b>	<b>\$1,883,992</b>	<b>+</b>	<b>\$457,002</b>	<b>+</b>	<b>\$2,441,807</b>

## RECENT INDUSTRIAL AGREEMENTS

**T**HE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Printing and Publishing

**SYDNEY, N.S. — TYPOGRAPHICAL UNION NO. 460 AND LOCAL EMPLOYERS.** Agreement in effect from January 1, 1920 to June 30, 1920.

The minimum scale of wages shall be as follows: Per week—Linotype operators, monotype keyboard operators, monotype casters, intertype operators, and any other slug casting or typesetting machine hereafter used within the jurisdiction of this union, \$27 for day shift and \$30 for night shift. Admen, job printers, and proofreaders, when proofreaders are journeymen printers, and journeymen not otherwise stated in this scale, \$25 for day shift and \$28 for night shift. Machinist operators to receive at least \$3.00 above the scale for operators.

Eight consecutive hours (with the exception of time for lunch) constitute a day's work; a week to consist of six days; the hours for day work to be between 7 a.m. and 6 p.m., and the hours for night work between 7 p.m., and 6 a.m. Overtime, meaning all time over regular day's or night's work, shall be paid for at the rate of time and a half. All work performed on Sundays, Christmas Day, Labour Day, Good Friday, New Year's Day and legal holidays shall be paid for at the rate of double time.

The minimum compensation for apprentices shall be one-quarter of a journeyman's wages for the third year of his apprenticeship, two-fifths for the

fourth year and two-thirds for the fifth year.

**VANCOUVER, B. C. — (NOTE: The agreement between the Vancouver Bookbinders' Union No. 105 and the employing printers, given on page 336 of the March issue of the LABOUR GAZETTE, relates only to the Women's Section of the Union.)**

**VICTORIA, B.C.—INTERNATIONAL BROTHERHOOD OF BOOKBINDERS UNION NO. 147 AND LOCAL EMPLOYERS.** Agreement in effect from March 1, 1920 to December 31, 1920.

The minimum rate of wages shall be \$39 per week from March 1, 1920 to August 31 1920; \$40.50 from September 1, 1920 to December 31, 1920. The minimum rate for journeywomen shall be \$19.50 per week from March 1, 1920 to August 31, 1920, and \$20.25 from September 1, 1920 to December 31, 1920.

Forty-eight hours shall constitute a week's work, and shall be performed between the hours of 7 a.m. and 6 p.m., and 8 a.m. and 12 noon on Saturdays. Overtime shall be all time in excess of the time provided for a day's work, and shall be paid for at the rate of time and one-half the regular compensation for the first four hours, after which and for all time on Sundays, New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day, and any special day set aside as a public holiday, double time shall be paid.

Boys apprenticed to the bindery trade or any branch thereof shall be paid not less than the following scale: For the first six months 25 per cent, the second six months, 30 per cent, the third six months, 40 per cent, the fourth six months, 50 per cent, the fifth six months, 60 per cent, the sixth six months, 70 per cent, the seventh six months, 80 per cent, the eighth six months, 90 per cent of the minimum scale for journeymen, after which they shall be paid not less than the minimum scale for journeymen.

Women workers shall be paid not less than the following scale: Per week—\$10



to commence, with an increase every six months as follows: End of first six months, \$11; end of first year, \$12; end of one and one-half years, \$13; end of two years, \$15; end of two and one-half years, \$17.50; end of three years, regular scale per week. Apprentices shall not be allowed to work overtime except where journeywomen are working.

VICTORIA, B.C.—INTERNATIONAL TYPOGRAPHICAL UNION NO. 201 AND EMPLOYING BOOK AND JOB PRINTERS.

Seven and one-half hours shall constitute a day's work on morning and evening newspapers. One day shall be the shortest period for which a member shall accept pay. For book and job workers eight hours shall constitute a day's work, except where the chapel and management concerned shall agree on different hours, provided that in no case shall a week's work consist of more than forty-eight hours and that the hours are between 7 a.m. and 6 p.m.

Foremen of morning and evening papers shall receive not less than 75 cents per day over the scale of journeymen. Machinist operators (linotype or monotype) shall receive not less than 50 cents per day over the scale for journeymen. Foremen in job offices employing two or more compositors shall receive not less than 75 cents and assistant foremen 50 cents per day over the scale for journeymen. All members of this union employed in job offices (except apprentices and foremen) shall be paid at the rate of \$40.50 per week. Linotype operators in job shops shall receive \$40.50 per week of forty-five hours day work and \$44.10 night work. Machinists and machinist operators shall receive not less than 50 cents per day over the above scale of wages.

Hours of labour shall be fixed as follows: Morning newspapers, between 6 p.m. and 6 a.m.; day work on evening newspapers or day work on morning newspapers, between 7 a.m. and 5 p.m. The rate for overtime shall be price and one-half. Every member called upon to work more than seven and one-half hours in any one day shall be paid for such excess at the price and a half over his or her ordinary pay. Apprentices

must not be called upon to work overtime if a journeyman is available. Overtime in job offices shall commence from the regular quitting time as fixed by the chapel and shall be charged price and a half. Work after 12 (midnight) by the same staff of men who have worked through the day shall be double price, but a job office may have a double staff of men.

Work on Labour Day and Sunday shall be charged double price. Work on New Year's Day, Twenty-fourth of May, Dominion Day and Thanksgiving Day shall be charged price and one-half, but newspapers and job offices may work a 5-hour day for a full day's pay on the holidays stated at price and one-half.

All members of this union employed on newspapers (except apprentices and those provided for above) shall be paid at the following rates: Day work shall be paid for at the rate of 90 cents per hour or \$6.75 per day of seven and one-half hours. Night work shall be paid for at the rate of 98 cents per hour or \$7.35 per night of seven and one-half hours.

The compensation for apprentices in a newspaper office in the last three years of their time shall be as follows: Night scale: Per week—First six months of the third year, \$17.60; next six months, \$19.60; next six months, \$21.60; next six months, \$23.60; next six months, \$25.60; next six months, 27.60. Day scale: First six months of the third year, \$16.20; next six months, \$18.20; next six months, \$20.20; next six months, \$22.20; next six months, \$24.20; next six months, \$26.20.

Apprentices in a job office in the last three years shall receive the following compensation per week: First six months of the third year, \$16.20; next six months, \$18.20; next six months, \$20.20; next six months, \$22.20; next six months, \$24.20; next six months, \$26.20.

WINNIPEG, MAN. — INTERNATIONAL STEREOTYPERS AND ELECTROTYPERS' UNION NO. 59 AND EMPLOYING ELECTROTYPERS OF WINNIPEG. Agreement in effect October, 1919.



Scale of wages: Per week—Foremen not less than \$40; moulders not less than \$35; finishers not less than \$35; branchmen, \$30.

Apprentice scale: Per week — First year, \$10; second year, \$12; third year, \$15; fourth year, \$20; fifth year, \$25.

All overtime to be paid at the rate of time and one-half for the first three hours, and double time thereafter. Overtime shall be construed to mean any time after regular schedule of hours regardless of number of hours worked in any one week. Proclaimed holidays shall be paid at time and one-half rate; legal holidays double time. Recognized holidays being as follows:—New Year's Day, Good Friday, Victoria Day, Dominion and Thanksgiving Day. No work permitted on Labour Day.

#### Metal Products—Steel Shipbuilding and Repairing

VANCOUVER, B.C. — INTERNATIONAL BROTHERHOOD OF BOILERMAKERS AND IRON SHIP BUILDERS No. 194. Agreement in effect from March 1, 1920 to October 1, 1921.

Forty-four hours shall constitute a week's work, regular working hours for the first five days shall be 8 a.m. to noon, and 1 p.m. to 5 p.m., with Saturdays from 8 a.m. to noon. Overtime computed at double the standard rate will be paid for all time worked during other than the employee's regular assigned hours.

Overtime rate (double time) shall prevail on all Dominion holidays, including the following: New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day, also Saturday afternoons and Sundays. No work is to be performed on Labour Day, except to preserve life or property. Men working under permit shall receive the minimum rate of pay for the class of work for which permit has been granted.

#### WAGE SCALE

	Day rate.	Hourly rate.
Acetylene welders.....	\$6.24	78c.
Acetylene burners.....	6.24	78c.
Acetylene helpers.....	4.24	53c.

	Day rate.	Hourly rate.
Angle iron smiths.....	7.36	92c.
Angle iron smiths, 1st helper.	4.95	61 $\frac{1}{2}$ c.
Angle iron smiths, 2nd helper	4.29	56 $\frac{3}{4}$
Bolters-up.....	4.24	53c.
Boilermakers.....	6.24	78c.
Boilermakers' helpers.....	4.54	56 $\frac{3}{4}$
Countersinkers.....	4.89	61 $\frac{1}{2}$ c.
Chippers and caulkers.....	6.24	78c.
Crane chasers.....	4.54	56 $\frac{3}{4}$ c.
Drillers and reamers.....	4.74	59 $\frac{1}{4}$ c.
Drillers and reamers' helpers.	4.24	53c.
Holders on.....	4.89	61 $\frac{1}{2}$ c.
Heaters (rivet).....	4.24	53c.
Hosemen.....	5.19	64 $\frac{1}{2}$ c.
Hosemen helpers.....	4.24	53c.
Loftsmen.....	6.24	78c.
Linermen.....	4.74	59 $\frac{1}{4}$ c.
Plainermen.....	5.19	64 $\frac{1}{2}$ c.
Punchers and shearers.....	5.19	64 $\frac{1}{2}$ c.
Punchers and shearers, first helpers.....	4.74	56 $\frac{3}{4}$ c.
Punchers and shearers, second helpers.....	4.24	53c.
Passer boys (rivet).....	2.00	25c.
Platehangers.....	5.74	71 $\frac{3}{4}$ c.
Packers.....	6.04	75 $\frac{1}{2}$ c.
Platehangers' helpers.....	4.54	56 $\frac{3}{4}$
Riggers.....	6.24	78c.
Riggers' helpers.....	4.64	58c.
Riveters.....	6.24	78c.
Rivet testers.....	6.50	81 $\frac{1}{4}$ c.
Rollermen.....	8.00	to \$1.00.
Rollermen, 1st helpers.....	7.00	87 $\frac{1}{2}$ c.
Rollermen, 2nd helpers.....	4.53	56 $\frac{1}{2}$ c.
Shipfitters.....	4.24	53c.
Shipfitters' helpers.....	6.24	78c.
Slab helpers.....	4.24	53c.
	4.95	61 $\frac{1}{2}$ c.

AMHERST, N.S.—INTERNATIONAL MOULDERS UNION OF N.A. LOCAL No. 253 AND THE AMHERST FOUNDRY COMPANY. Agreement to take effect from March 1, 1920 to March 1, 1921.

Moulding prices on all work coming under the Stone Plate Agreement and now paying 65 per cent on board prices shall receive an advance of 20 points on board prices, making the new price 85 per cent on board prices instead of 65 per cent as previously paid. Board prices on all enamelware shall be adjusted to compare with similar work made by Port Hope Sanitary Manufacturing Company at Port Hope, Ontario, and 35 per cent shall apply to bath tubs, and any additional percentage advance that may be granted on this class of work at Port Hope shall apply to the Amherst Foundry.

The minimum rate for all day work shall be \$6.00 per day. Weekly pay day to become effective after April 1.

**Building and Construction (other than railway)**

VANCOUVER, B.C.—BRIDGE STRUCTURAL ORNAMENTAL AND REINFORCED IRON WORKERS, No. 97 AND LOCAL EMPLOYERS. Agreement to become effective March 1, 1917.

Eight hours shall constitute a day's work for the first five days in the week and four hours on Saturday, in all incorporated towns and cities. On jobs known as jungle jobs, or where shop is in camps outside such towns or cities, eight hours shall constitute a day's work for the first six days of the week from 8 a.m. to 12, and 1 p.m. to 5 p.m.

Wages: Per hour—All structural and ornamental iron work, also the handling, erecting or framing of derricks, travellers and false work, 62½ cents. Reinforced concrete work, 56¼ cents. In either class of work foremen to receive at least \$1 per day more than journeymen. Apprentice scale shall be two-thirds that of journeymen.

Two or more shifts may be employed at the regular scale; but seven and one-half hours will constitute a day's work, and must be paid for at the rate of eight hours, and no shifts shall receive less than eight hours pay. Double time shall be paid to anyone working in more than one shift. When more than one shift is employed, they will be allowed to work 4 hours each on Saturday. Saturday afternoons, Sundays, Good Friday, May 24, July 1, Labour Day, Thanksgiving Day, Christmas Day and New Year's Day are observed as holidays.

SAULT STE. MARIE, ONT. — BUILDERS' EXCHANGE AND THE BRICKLAYERS' AND MASONS' INTERNATIONAL UNION No. 16. Agreement in effect from February 1, 1920 to January 31, 1921.

The minimum wage rate for bricklayers and masons shall be \$1.15 per hour, subject to the following clause; wherever and whenever a foreman is employed the rate for such shall not be

less than 10 cents above the regular minimum rate to bricklayers and masons.

Eight hours shall constitute a day's work between the hours of 8 a.m. and noon, and 1 p.m. and 5 p.m., unless it is mutually agreed to work from 12.30 p.m. until 4.30 p.m. Time worked after the regular hours (except Sundays and holidays) shall be regular overtime, and workmen shall be paid at the rate of time and one-half. For time worked on Sundays or holidays the workmen shall be paid at double rate.

Regular holidays shall be Dominion Day, Labour Day and Christmas Day.

All questions or differences arising between the parties to this agreement shall be first referred to a joint committee of the said parties, said committee to be composed only of practical men of the bricklaying or mason trade.

TORONTO, ONT.—MASONS' SECTION BUILDERS' EXCHANGE AND BRICKLAYERS' UNION No. 2 AND STONE MASONS' UNION No. 26. Agreement to take effect from January 1, 1920 to December 31, 1920.

The wages of a bricklayer and stonemason shall be 90 cents per hour from January 1 to March 31, and \$1 per hour from April 1 for the balance of the term of this agreement.

Eight hours shall constitute the time for a day or night shift; one hour extra for meals midway in each shift. Overtime to be paid at the rate of time and one-half. All work done after noon on Saturday, also Sunday, New Year's Day, Victoria Day, Dominion Day, Labour Day, Christmas Day, also on the day of election of members to the Provincial or Federal Parliament, shall be paid at the rate of double time.

A joint Arbitration Committee, consisting of three members from Unions Nos. 2 and 26, and three members from the Masons' Section and General Contractors of the Exchange shall be appointed forthwith and shall meet at least once in every three months.

**Local Transportation—Electric Tramways**

SHERBROOKE, QUE.—RAILWAY AND POWER COMPANY AND ITS CAR OPER-

ATORS. Agreement to take effect February 1, 1920.

Scale of wages: Per hour—First class beginners, 35 cents; second class (after 12 months' service,) 37 cents; third class (after 5 years' service), 39 cents. All rates to be increased one cent per hour as soon as the revenue for a month averages \$200 per day. Operators will be paid for platform time only—9 hours per day starting from 6 a.m. to 6.10 a.m. and finishing from 11.50 p.m. to 12.10 a.m. according to shift. No overtime within these hours. All extra time outside these hours will be paid for at same rate.

Shifts: (1) 6 a.m. to 11 a.m. and 2 p.m. to 6 p.m.; (2) 11 a.m. to 2 p.m. and 6 p.m. to 12 p.m.

These shifts will vary a few minutes, depending on the different routes, and will change every Sunday.

#### Public Service—Municipal Employment

EDMONTON, ALTA.—Schedule of wages and hours for the several classes of labour employed on city work, same to apply to such trades as are not governed by the agreements entered into direct by the local unions and the city.

#### SCHEDULE OF WAGES AND WORKING HOURS.

Trade or Class of Labour.	Rate of Wages.	Hours per day	
		Week Day.	Sat.
	<i>Per hour.</i>		
Tilelayers.....	\$ 1.00	8	4
Improvers.....	.85	8	4
Helpers.....	.75	8	4
Stonecutters.....	1.00	8	4
Bricklayers.....	1.00	8	4
Masons.....	1.00	8	4
Plasterers.....	.90	8	4
Carpenters (Feb. 15 to May 1st).....	.70	8	4
Carpenters (May 1 to July 1st).....	.80	8	4
Carpenters (after July 1st).....	.85	8	4
Electrical workers.....	.70	8	4
Plumbers (Feb. 15 to May 1st).....	.85	8	4
Plumbers (on and after May 1st).....	1.00	8	4
Steamfitters (Feb. 12 to April 1st).....	.70	8	4
Steamfitters (on and after May 1st).....	1.00	8	4

Sheetmetal workers (Feb. 15-Apr. 1st).....	.70	8	4
Sheetmetal workers (Apr. 1st-May 1st).....	.90	8	4
Sheetmetal workers (on and after May 1st)....	1.00	8	4
Blacksmiths.....	.72	8	4
Contract machinists and auto mechanics.....	.80	8	4
<i>Per yard.</i>			
Wood lathers.....	.08	8	4
<i>Per month.</i>			
Engineers, crane men....	200.00	8	8
Operators of derricks....	175.00	8	8
Steam shovel engineers..	200.00	8	8
Engineers, hoisting.....	175.00	8	8
Operators of derricks....	175.00	8	8
Engineers on pumps.....	175.00	8	8
Cranemen.....	150.00	8	8
Firemen.....	110.00	8	8
Watchman.....	100.00	8	8
Engineers on pumps, cement mixers, road rollers, and thawing machines.....	175.00	8	8
<i>Per hour.</i>			
Team and wagon driver..	1.25	8	4
Teamsters.....	.60	8	4
Drivers of one ton truck and under.....	.65	8	4
<i>Per hour.</i>			
Drivers of two ton truck and over.....	.70	8	4
Plasterers' labourers....	.65	8	4
Bricklayers' labourers....	.65	8	4
Excavators.....	.70	8	4
Common labourers.....	.60	8	4
Cement finishers.....	.90	8	4
<i>Stationary Engineers:</i>			
<i>Per month.</i>			
1st class.....	260.00	8	8
2nd class.....	200.00	8	8
3rd class.....	162.00	8	8
Head oiler attendants...	160.00	8	8
<i>Per hour.</i>			
Helpers and ash wheelers	.65	8	8
Boiler cleaners.....	.72	8	8
Combustion men.....	.65	8	8
Coal elevator attendants	.68	8	8
Firemen, oilers and temperature men.....	.68½	8	8

Overtime shall be paid for at the rate of time and one-half up to midnight except in the case of structural bridge and ornamental iron workers, who are to be paid double time for all overtime work. On Sundays and all holidays and on Saturdays from noon, all organized trades are to be paid double time.

Machinists.—When one shift is employed, the starting time shall not be earlier than 8 o'clock a.m. and not later than 9 o'clock a.m. Each shift shall be allowed 20 minutes for lunch and be



paid for same, lunch to be eaten in the fifth hour of each shift. Overtime shall be paid for at rate of time and one-half for the first four hours, then double time thereafter.

The rate of pay for steam shovel and dredge men including men operating drag lines, ditchers, steam shovels, locomotive cranes, orange peels, clam shells, dredges and other excavating machines is based on a month consisting of calendar days or nights, Sundays and holidays excepted, and includes board or its equivalent, 8 hours to constitute a day's work.

Holidays observed are New Year's Day, First of July, Labour Day, Thanksgiving Day, Christmas Day, Victoria Day, Good Friday, and any other public holidays appointed.

The following is the wage, for the steam shovel men, composed of men in charge of machines in all excavating jobs other than the excavating men, such as the operating of small locomotives, pumps and ledgerwood,—\$150 for 26 eight-hour days and board or its equivalent, and overtime conditions same as above. Workmen acting as foremen to be paid an additional five cents per hour over the price prevailing for that class of work.

CALGARY, ALTA.—Agreement between the City Commissioners and the Calgary Federation of Civic Employees, for the calendar year 1920.

(This agreement is given in detail on page 457 of this issue.)

#### Miscellaneous Service

MONTREAL, QUE.—MONTREAL LIGHT, HEAT & POWER CONSOLIDATED AND THEIR EMPLOYEES, MEMBERS OF THE VARIOUS UNIONS.

*Hochelaga Gas Works.—Local Union 16571.*

Eight hours shall constitute a day's work. All hours worked beyond the regular working day will be paid for at overtime rates. Continuous operation of the Gas Works being necessary, overtime for Sundays and holidays will not be paid the seven day or shift workers. Overtime for six day or non-shift work-

ers will be paid for at the rate of time and one-half except on the following specified holidays when overtime will be paid for at the rate of double time viz: Sundays, New Year's Day, Good Friday, Empire Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day.

Rates of pay will be as follows:

#### COAL GANG:

Coal foreman.....	\$150.00 per month; no overtime.
Cable-way operators....	.55 per hour.
Sub-foreman (Belt Man).....	.45 "
Coal tripper operator....	.48 "
Transporter operator....	.55 "
Locomotive driver.....	.55 "
Labourers.....	.35 "

#### YARD GANG:

Sub-foreman.....	.40 per hour.
Coke loader operator....	.40 (or increased piece price)
Labourers.....	.35 per hour.
Watchmen.....	3.00 per full night.

#### WATER GAS MEN:

Gas makers.....	.53½ per hour.
Labourers, coaling.....	.37½ "

#### RETORT HOUSE GANG:

Machine men.....	.56 "
Pipe jumpers.....	.56 "
Stokers.....	.53½ "
Coke hoist and poker men	.53½ "
Tripper and screen men..	.50 "
Mains and scurf.....	.53½ "
Mains and scurf helper..	.35 per hour
Sulphate men.....	.41¼ "
Sulphate men helper....	.37½ "

#### MAINTENANCE:

Pipe fitters.....	.55, .50 per hr.
Pipe fitters' helpers ....	.37½ per hour.
Machinists .....	.70 per hour.
Machinists' apprentices and helpers.....	.40, .35, .30, .25 per hour
Handy men.....	.45, .40, .37½ per hour.
Boiler men.....	.50 "
Engineers (exhausters & boosters).....	.45 "
Blacksmiths.....	.68, .60, .55, per hour.
Blacksmiths' helpers....	.45 per hour.
Pump man at wharf....	.37½ "
Electricians 1st class....	.68 per hour.
Electricians (construction and maintenance).....	.50 to .60 per hour.

Men having any grievance, either specific or of a general nature, may pre-

sent their case to the proper officer of the company. If they desire representation by a committee and so notify the foreman, an officer of the company will, during working hours, meet a committee representing the aggrieved parties and if possible adjust the grievance.

*La Salle Gas Works—Local Union 16571.*

Hours and overtime and holidays same as in previous agreement.

Rates of pay will be as follows:

Engineers and booster men.....	\$ .45 per hour.
Bricklayers.....	.55 "
Retort men.....	.53½ "
Coke bridge operator....	.50 "
Cable splicer.....	.50 "
Clam operator.....	.50 and .55 per hour.
Bridgemen.....	.50 per hour.
Dumper.....	.50 "
Cable man.....	.50 "
Seal man.....	.50 "
Screen man.....	.50 "
Sulphate men.....	.41¼ "
Sulphate men's helper....	.37½ "
Coke loader operator....	.40 (or increased piece price)
Machinist.....	.70 per hour.
Machinists' apprentices & helpers.....	.40, .35, .30
Handy men.....	.25 per hour
	.45, .40, .35 per hour.
Blacksmiths.....	.68, .60, .55 per hour.
Blacksmiths' helpers....	.45 per hour.
Pipe fitters.....	.55, .50 per hour
Pipe fitters' helpers....	.37½ per hour.
Labourers.....	.35 "
Electricians, 1st class...	.68 "
Electricians (construction & maintenance).....	.50 to .60 per hour.
Watchmen.....	3.00 per full night.

*Gas Distribution—Local Union 16571.*

**Mains and Services:**

Forty-four hours shall constitute a week's work to be worked as follows: All year round excepting Saturdays and Sundays 8 a.m. to noon, and 1 p.m. to 5½ p.m.; Saturdays 8 a.m. to noon.

Overtime and grievances same as in previous agreement.

Rates of pay as follows:

Per hour—Fitters (first class), 55 cents; Fitters (second class,) 40 cents; governor man (7 days a week), 55 cents; calkers, 42½ cents; syphon men, 40

cents; helpers, 37½ cents; labourers, 35 cents; store men, 37½ cents.

**Fitting Department:**

Hours, overtime and holidays, same as above.

Rates of pay: Per hour—Fitters, 55 cents; helpers, 37½ cents; gas and electric meter installers, 40 cents; trouble men, 40 cents; Per month—clerks, \$75, \$80, \$85; improvers, \$40.

*International Brotherhood of Electrical Workers, No. 492.*

**City Stations:**

Eight-hours will constitute a day's work and fifty-six hours a week's work.

Overtime, holidays and grievances same as in previous agreement.

Rates of pay: Per hour—Operators, Central Station, 57 cents; Côté St. Paul Station, 52 cents; Chenneville Station, 52 cents; Mentana Station, Workman Station, 52 cents; Shawinigan Station, 52 cents; Floormen, Central Station, 45 cents; all other stations, 42 cents. Per month—Telephone Inspector, \$100.

**Construction and Maintenance:**

Hours, overtime, holidays and grievances same as in previous agreement.

Rates of pay: Per hour—Construction and Maintenance men, first class, 60 cents; second class, 50 cents; labourers, 35 cents.

**Generating Stations:**

Eight hours will constitute a day's work and fifty-six hours a week's work.

Rates of pay: Per hour—chief operators, cedars, 57 cents; switchboard operators, all stations, 48 cents.

**Construction and Maintenance:**

Hours and overtime and holidays same as in previous agreements.

Rates of pay: Per hour—Construction and Maintenance men, first class, 50 cents; second class, 47½ cents; labourers, 32½ cents.

**Line Department:**

Eight hours shall constitute a day's work and forty-eight hours a week's work from 8 a.m. to noon and 1 p.m. to 5 p.m.

Overtime same as in previous agreement.



Rates of pay to be as follows: Per month—foremen, qualified truck drivers, \$130; foremen, ordinary, \$120; Per hour—Linemen, first class, 50 cents; linemen, second class, 45 cents; ground men, 42 cents; truck drivers, 42 cents; labourers, 35 cents.

#### Cable Department:

Per hour—combination cable splicer and lineman, 52 cents; cable splicers, 50 cents; cable splicers' helper, 45 cents; truck driver, 42 cents; labourers, 35 cents.

#### Fire Patrol Department:

Eight hours will constitute a day's work and fifty-six hours a week's work. All hours worked after the regular eight hours will be paid for at straight time.

Rates of pay are as follows: Per month—head patrolmen, \$125; assistant patrolmen, \$115; arc lamp patrolmen, \$97.50; arc lamp changer, \$90; assistant arc lamp changer and cleaner, \$87.50; arc lamp trimmer, \$85; arc lamp trimmer for wharf, \$95; arc lamp trimmer for inverted lamps, \$90; power inspector, \$97.50; assistant power inspector, \$92.50; incandescent inspector, \$85; assistant incandescent inspector, \$75; line inspector, \$90.

#### *International Brotherhood of Electrical Workers, Local 561.*

Forty-four hours shall constitute a week's work, from 8 a.m. to noon and 1 p.m. to 5 p.m., Saturdays 8 a.m. to noon.

Overtime, holidays and grievances same as in previous agreement.

Rates of pay: Per hour—Electricians,

68 cents; armature winders, 68 cents; specialists—arc lamp assemblers (first class), 60 cents; meter assemblers and repairers, 60 cents; testers (meters, transformers and motors), 60 cents; transformer winders, 60 cents; transformer assemblers, 60 cents. Apprentices—(first year), 25 cents; second year, 32½ cents; third year, 40 cents. Charge hands to be paid 10 cents per hour over and above rate paid to the men over whom they have charge.

#### *International Association of Machinists.*

Hours, overtime and holidays same as in previous agreement.

Rates of pay are as follows: Per hour—gas meter makers, and repairers, first class, 70 cents for other than piece work; mechanics, 70 cents; mechanics specialists, including drill operators, turret lathe operators using fixed tools, punch press operators and motor assemblers: first year, 50 cents; second year, 55 cents; third year, 60 cents; helpers, 35 cents; apprentices:—first year, 25 cents; second year, 30 cents; third year, 35 cents; fourth year, 40 cents.

#### *Carters and Stablemen.*

Ten hours will constitute a day's work and sixty hours a week's work for teamsters or drivers; eleven hours will constitute a day's work and seventy-seven hours a week's work for stablemen.

Overtime and holidays same as in previous agreement.

Rates of pay: Per hour—Single rig, 30 cents; double rig, 33½ cents; stablemen, 30 cents.

## NEW WAGE AGREEMENT BETWEEN THE CITY OF CALGARY AND ITS EMPLOYEES

**A** NEW agreement affecting wages and working conditions has recently been entered into between the Commissioners of the City of Calgary and the Calgary Federation of Civic Employees. The agreement supersedes the agreement in effect during 1919, which appeared in the July, 1919, issue of the *LABOUR GAZETTE*, on pages 784-9, and is effective

as to wage rates from January 1, 1920, and as to working conditions from the date of its adoption, to January, 1921, in each case.

The chief features of the agreement are as follows:

General Preamble.—The City Commissioners shall at all times receive a Grievance Committee.



The regular working time shall be 8 hours per day, 44 hours per week, except in cases of double running or revolving shifts, or when otherwise mentioned in the different agreements attached hereto. Overtime shall be paid for as follows: Time and one-half for the first four hours; double time thereafter until relieved. Double time for Sundays and holidays and for emergency work or calls after 10 p.m. and not less than two hours for any call.

The minimum wage for 1920 shall be as follows: Able-bodied men in the service of the City who are paid by the month, \$110 per month; able-bodied general labourers, except street cleaners, 60 cents per hour; street cleaners and men not able-bodied, 50 cents per hour.

#### CITY HALL STAFF ASSOCIATION.

This deals with individual salaries and rates of wages. In the matter of overtime and holidays, the corresponding clauses of the Preamble will be followed.

#### STEAM AND OPERATING ENGINEERS, No. 536.

Scale of wages: Per hour for a day of eight hours—Engineers in charge of or operating derricks, irrespective of motive power used, settling steel, stone or other structural material, \$1.00. This does not apply to concrete work or reinforcing steel. Engineers in charge of, or operating boom and guy derricks, dinkey locomotives, cranes, orange peels, travellers, clam shells, cable ways, dragline, pile drivers, road rollers, tractors, irrespective of the motive power, 85 cents. Engineers in charge of or operating any portable boiler engine, hoist, concrete mixer, pumps, syphons, pslometers, stone crushers or compressors, irrespective of motive power used, 75 cents. Firemen on construction work, 70 cents. In cases where plants are operated by gas, electricity or compressed air, where motive power is less than six horse-power the above schedule shall not apply.

#### INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL 348.

Eight hours work from 8 a.m. to noon and from 1 p.m. to 5 p.m. shall

constitute a day's work, except Saturday when the time shall be from 8 a.m. to noon; but where the requirements of the service demand shift work 8 consecutive hours shall constitute a day and such shift hours will be those that the service require to be filled constantly. This applies to automobile mechanics and operators. An agreement as to shift hours shall be made for not less than 14 calendar days or shift hours shall be paid at the overtime rate. Shift hours shall be arranged so that there shall be 16 consecutive hours rest between shifts, and should an operator be requested to do work during this intermission other than when changing shifts or working relief, he shall be paid at the overtime rate. Work during any period of hours other than those mentioned in the preceding clauses shall be considered as overtime, provided that maintenance men may work any nine consecutive hours out of the 24 with one hour off for lunch.

The first five hours after the ordinary working hours, viz; between 5 p.m. and 10 p.m. shall be considered as being equivalent to one and one-half times the corresponding period of the ordinary working hours and payment therefor shall be computed in that proportion on the basis of the wage schedule mentioned hereinafter. All overtime shall be computed on the basis of eight hours per day for daily men and twenty-five and one-half days per month for monthly men. Overtime other than that mentioned in the preceding clause, viz; work commencing on or at any time after 10 p.m. up to 8 a.m. or until relieved shall be considered as double time, and payment therefor shall be computed in that proportion on the basis of the wage schedule mentioned below, with the omission of the time necessary for meals.

All time worked on Sundays and Dominion Holidays shall be considered as equivalent to double time of ordinary working hours and payment therefor shall be made accordingly. All time worked on Saturday afternoons shall be considered as equivalent to one and one-half times the ordinary working

hours, and after 5 p.m. shall be paid double time. The following shall be considered Dominion holidays: New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day.

The wage schedule shall be as follows:

*Linemen:* Per day—Foreman, \$7.75; line inspector, \$7.50; man in charge of meter rig, \$7.50; journeymen linemen, \$7.00; apprentices, first year, \$4.85; second year, \$5.35; third year, \$5.85; fourth year, \$6.35; groundmen (in gangs) \$5.40.

*Cablemen:* Per day—Foremen, \$8.30; journeymen, \$7.80; underground conduit foreman, \$7.75.

*Station and Inside Wiremen:* Per day — Foreman, \$7.75; journeymen, \$7.00; apprentices, first year, \$4.60; second year, \$5.00; third year, \$5.40; fourth year, \$5.80.

*Repair and Testing Department:* Per day — Foreman, \$7.75; journeymen, \$7.00; apprentices, first year, \$4.60; second year, \$5.00; third year, \$5.40; fourth year, \$6.20.

*Maintenance Men:* Per day — Foreman, \$7.75; journeymen, \$7.00; arc trimmers, first year, \$5.00; second year, \$5.40; third year, \$5.80.

*Operators:* Per month — Chief Operator and plant electrician, \$184; Central Station, \$164; Class A Station, \$154; Class B Station, \$144; Senior operator, No. 2 pumping station, \$159; Class C Station, \$139; Class D Station, \$134; Apprentice, first year, \$104; second year, \$114; third year, \$124.

*Meter Readers:* Per month— Foreman, \$144; automobile electricians and mechanics: Per month — Garage Foreman, \$169; night battery man, \$149; truck driver and trimmer, \$134.

*Miscellaneous:* Per month — Chief wiring inspector, \$174; wiring inspector, \$164. Man in charge of police signalling system, \$174.

Armature Winders, \$7.00 per day.

CALGARY FIRE FIGHTERS FEDERAL UNION, No. 9.

Salaries: Per month — Fire alarm superintendent, \$180; master of mechanics, \$175; senior fire captain, head-

quarters, \$175; motor mechanic, \$150; captains, \$165; lieutenants, \$150; carpenters, \$150; painters, \$150; plumbers, \$150; firemen, first class, \$140; second class, \$130; third class, \$120; fire alarm operators, first class, \$117.50; second class, \$115; third class, \$110; fire chief's secretary, \$110.

INTERNATIONAL ASSOCIATION OF MACHINISTS.

The minimum rate of wage shall be paid as follows: Foreman, \$1.95 per month; machinists, 88 cents per hour; specialists, 75 cents per hour.

INTERNATIONAL BROTHERHOOD OF BLACKSMITHS AND HELPERS.

The minimum rate of wages:—Per hour, Blacksmiths, 88 cents; blacksmiths helpers, 68 cents.

Working hours, overtime, holidays and grievances quoted in corresponding clauses in preamble.

CALGARY CIVIC EMPLOYEES' ASSOCIATION No. 37.

Rates of pay are as follows:

*Parks Department:* Per hour — Labourers, 60 cents; gardeners, 65 cents; Per month — caretakers (3), \$130, (1) \$117; green house men, \$135; green house men, \$144; cemetery caretaker, \$150.60.

*Waterworks Department:* Per hour — Machine shop plumber, 88 cents; pipe layers, 65 cents; labourers, 60 cents; hydrant foreman, 68 cents.

*Sewer Maintenance Department:* Per hour — Pipe layers, etc., 65 cents; labourers, 60 cents.

*Public Works Department:* Per hour — labourers, 60 cents; street cleaners, 50 cents; garbage men, 60 cents.

*Power House Department:* Per hour — labourers, 60 cents; fitters, 75 cents; fitters helpers, 65 cents. Per month — firemen (3 head), \$135; firemen, \$132; ashmen, janitor, coal handler, cleaner, etc., \$117.50.

POUND: Dogcatcher —\$90 per month plus commission of 25 cents on each dog impounded.

The regular working time shall be eight hours per day; 44 hours per week,



except in cases of double running or revolving shifts; 48 hours per week when two or more shifts are in operation. One month's work shall consist of twenty-five and one-half days for running or revolving shifts.

#### THE POLICE PROTECTION ASSOCIATION.

The wage schedule shall be as follows: Per month — Inspector of detectives, \$190; inspector of police, \$185; detective sergeants, \$175; station sergeants, \$165; detectives, \$155; patrol sergeants, \$150; first class constables, \$140; second class constables, \$130; third class constables, \$120.

Men shall be granted one day off in seven and in the event of any man on night duty attending court he shall be allowed a corresponding period of time off. Eight consecutive hours shall constitute a day's work for uniform department and patrol drivers and six days shall constitute a week's duty.

#### THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS.

The rate of pay shall be as follows: Per month — teamsters, \$131.50; single horse drivers, \$131.50; truck drivers, \$131.50; stablemen, \$131.50; helpers, \$117.20.

Eight and one-half hours' road work shall constitute a day's work from March 16 to November 15. The teams shall leave the stable at 7.45 a.m. with one hour for lunch, returning to stable at 5.15 p.m. except Saturdays when the return shall be at 12.15 p.m. Eight hours shall constitute a day's work from November 16 to March 15. The teams shall leave the stable at 8 a.m. with one hour off for lunch returning to the stable at 5 p.m. except Saturdays when the return shall be at noon.

#### CALGARY STREET RAILWAY DEPARTMENT.

The wage schedules are as follows:

*Conductors and Motormen:* Per hour — First six months, 52½ cents; second six months, 57½ cents; third six months, 62½ cents; fourth six months and thereafter, 62½ cents; motor-conductors first

six months, 57½ cents; second six months, 62½ cents; third six months, 67½ cents; fourth six months, 72½ cents. This scale shall apply to new men coming into the service after the first day of January 1920, and the employees on the system up to January 1 shall receive the maximum wage. Motormen and conductors required to work on the following days, viz; Good Friday, May 24, Dominion Day, Civic Holidays, Labour Day, Thanksgiving Day, Christmas Day and New Year's Day, shall be paid double time. All men operating cars shall be paid on the same basis with one hour extra allowed for the time worked on Sundays, except in cases where called out on the seventh day, when regular overtime rate shall be given. Five cents per hour extra shall be paid motormen while training students. All employees shall be paid on the basis of 8 hours per day, six days or 48 hours per week. Time and one-half for overtime first four hours and double time thereafter. Spare men to be guaranteed seven hours per day or forty-two hours per week of six days. Any motor-conductor in the city's employ for one year or more to be given one week's vacation with pay.

*Trackmen, Repairmen, Greasers, Switch Cleaners and Labourers:*—The wages for trackmen repairmen (not exceeding five in number, to be named by the superintendent of the street railway) shall be 62½ cents, per hour, and for greasers and switch cleaners and labourers 60 cents per hour. Eight hours per day, six days per week; time and one-half for overtime first four hours and double time thereafter, and all holidays herein specified double time; one hour extra allowed for Sunday work. Senior men to be given preference of overtime and Sunday work.

Per month—Shop foreman, \$190; day foreman, \$185; night foreman, \$180. These three to work 6 days a week of 8 hours per day including legal holidays. Per hour—Blacksmiths, 85 cents; foreman carpenter, 85 cents; carpenters, January 1 to June 30, 77½ cents; carpenters, July 1 to December 31, 80 cents; armature winder, 87½ cents;



motor and controller men, 82½ cents; airbrake and wheel lathe operators, 82½ cents; foreman painter, 85 cents; painters, 75 cents; cleaners, washers and yardmen, 60 cents; motor mechanics and sash box repairer, 72½ cents; brake and truck men, first six months, 65 cents; second six months, 70 cents; third six months, 72½ cents.

*Office Staff*:—Per month—chief inspector, \$185; assistant inspector, \$175; chief of claim and complaints department, \$160; cash box collector, \$170; accountant, \$165; night cashier and advertising, \$150; timekeeper and cashier, \$120; work order and timekeeper, \$120; stenographer, \$100.

#### HOSPITAL EMPLOYEES' ASSOCIATION LOCAL No. 8.

Schedule for salaries and wages shall be as follows:

Per month—Business secretary, \$190; accountant, \$150; assistant accountant, \$125; collector, \$125; admission and discharge clerk, \$110; admission and discharge clerk, \$100; switchboard operators, \$90; stenographers technical, \$105; stenographers correspondence, \$100; general duty clerk, \$90; case record clerk, \$115; storekeeper, \$175; engineers (chief), \$190; engineers, (shift), \$150; plumber, \$170; carpenter, \$150; painter, \$150; laundry foreman, \$150; floor polishers, \$115; orderlies, porters and elevator men, \$110; laundry washer, \$115; maids, \$50 with room;

kitchen help, \$70 and board; head cook, \$150 with meals; second cook, \$110 with two meals; hand ironers, \$16 per week; mangle hands, \$16 per week; laundry hands, \$15 per week.

Forty-eight hours shall constitute a week's work for engineers, orderlies, etc., second cook, kitchen help and maids. Forty-four hours per week for plumber, painter, carpenter, floor polishers, laundry foreman washer, hand ironers, mangle ironers, laundry help.

Holidays to be observed as in preamble.

#### CALGARY CARPENTERS' DISTRICT COUNCIL.

*Wages*—The minimum wage for journeymen carpenters shall be 75 cents per hour, subject however to redécisions on wages by the Contractors' Association and the Carpenters' District Council, effective July 1, 1920.

The regular working time shall be 8 hours per day; 44 hours per week, except in cases of double running or revolving shifts, night shift shall be eight hours' work with nine hours' pay. Overtime shall be paid for as in preamble.

Holidays without pay as follows:—Christmas Day, New Year's Day, Dominion Day and Labour Day. If necessary to work on these days, double time to be allowed. On civic employees' half-holiday regular pay shall be allowed. No work to be performed on Labour Day except to save life or property.

#### FAIR WAGE CONTRACTS, MARCH, 1920

**D**URING March the Department of

Labour received for insertion in the LABOUR GAZETTE the following information relative to 13 fair wage contracts, 10 of which were awarded by the Department of Public Works, and three by the Department of Railways and Canals. All the contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which

the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

## DEPARTMENT OF PUBLIC WORKS

Alterations and additions to main building of "Mowat Sanatorium," Kingston, Ont. Name of contractor, H. W. Watts, Kingston, Ont. Date of contract, February 28, 1920. Amount of contract, \$17,975.

Reconstruction of breakwater (being renewal of superstructure of part of eastern breakwater), Collingwood, Ont. Name of contractors, The York Construction Co., Ltd., Toronto, Ont. Date of contract, February 27, 1920. Amount of contract: schedule of prices.

Construction of grain conveyor, St. John Harbour, N.B. Name of contractors, Grant & Horne, St. John, N.B. Date of contract, March 2, 1920. Amount of contract: schedule of prices.

Installation of new elevator and alterations in postal station "A" (Immigration Building) Winnipeg, Man. Name of contractors, Wallace & Akins Ltd., Winnipeg, Man. Date of contract, March 1, 1920. Amount of contract, \$12,863.

Construction of roadways, side-walks, etc., in connection with Tuxedo Military Hospital, Winnipeg, Man. Name of contractors, Carter-Halls-Aldinger Co. Ltd., Winnipeg, Man. Date of contract, March 8, 1920. Amount of contract, \$40,000.

Overhauling and repairing of Dredge "Ajax" P. W. D. No. 301, Vancouver, B.C. Name of contractors, B. C. Marine Ltd., Vancouver, B.C. Date of contract, March 6, 1920. Amount of contract, \$4,938, and unit prices for works mentioned in contract.

Alterations and supply and installation of equipment at Detention Building, St. John, N.B. (Partridge Island.) Name

of contractors, James H. McPartland & Sons, St. John, N.B. Date of contract, March 17, 1920. Amount of contract, \$2,840.

Repairs of coal wharf at quarantine station, William Head, B.C. Name of contractor, Robert Moncrieff, Victoria, B.C. Date of contract, March 20, 1920. Amount of contract: schedule of prices.

Rebuilding of the Ell of main breakwater, Meteghan, N.S. Name of contractors, A. W. Girroir & W. F. MacKinnon, Antigonish, N.S. Date of contract, March 26, 1920. Amount of contract: schedule of prices.

Alterations and additions to the Post Office, Portage La Prairie, Man. Name of contractors, Snyder Bros., Portage La Prairie and Winnipeg, Man. Date of contract, March 22, 1920. Amount of contract, \$27,660.

## DEPARTMENT OF RAILWAYS AND CANALS

Construction, erection and completion of a train shed at the Halifax Ocean Terminals, Halifax, N.S. Name of contractors, The James Shearer Co., Ltd., Montreal, Que. Date of contract, March 3, 1920. Amount of contract, \$219,307.

Furnishing, fabricating and delivering F. O. B. cars certain new steel work, making alterations to and strengthening certain old bridge spans, framing and placing timber bridge decks, erecting certain bridges complete, including old and new steel, and removing superstructure of existing bridges at each of the following locations; Mile 10.3, 21.9, 42.3, Albert Subdivision; Mile 10.2, 16.9, 17.2, 19.8, St. Martin's Subdivision. Name of contractors, Dominion Bridge Co., Ltd., Lachine, Que. Date of con-

tract, March 3, 1920. Amount of contract; schedule prices.

Construction of a concrete dam at Lakefield, Ont. Name of contractor, F. R. Wilford, Lindsay, Ont. Date of contract, March 3, 1920. Amount of contract: schedule rates.

#### POST OFFICE DEPARTMENT

The following is a statement of payments made in March for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals.....	\$ 659.52
Making rubber stamps.....	129.85
Supplying stamping materials, pads and ink.....	602.71
Supplying mail bag fittings.....	1,690.10
Repairing scales.....	22.70
Making up and supplying letter carriers' uniforms.....	24,739.55
Mail clerks' boxes and letter boxes new and repaired ..	363.00
Making up new mail bags.....	620.61
Letter carriers' satchels.....	4,656.14
Mail bagging.....	18,998.10
Blue and grey serge for letter carriers' uniforms.....	21,003.15
Glasses for letter boxes.....	60.00

#### ANNUAL REPORTS OF MANITOBA BUREAU OF LABOUR AND MINIMUM WAGE BOARD

THE fourth annual report of the Manitoba Bureau of Labour shows a continued expansion of the activities of this branch of the Department of Public Works during the financial year 1918-19. Inspections increased from 1,154 in 1915, the year in which they were first instituted, to 14,332 in the period under review, while orders issued by the Bureau to industrial concerns grew from 1,220 to 7,503. As the report points out the very fact of inspection led to good results which cannot be recorded as orders were not always required to be issued.

A marked improvement is shown over the previous year in the frequency of accidents and especially fatalities, the figures for the past year being 921 accidents (including 11 fatalities) against 1,123 (including 21 fatalities) reported in 1918. A large proportion of eye-accidents was noted. Acting in co-operation with printing firms and the Typographical Union, the Bureau undertook a study of printing shop conditions with a view especially to securing means of carrying off by ventilation the fumes of the metal in the pots of lino-

type machines. Builders and architects were asked to familiarize themselves with provincial standards and their co-operation was invited. During the latter part of the year the proportion of accidents in building operations was substantially reduced. Following a serious accident caused by a boiler explosion in one of the railway shops, steps were being taken to secure for Provincial inspectors authority to inspect steam boilers used by the railways. The Railway companies claim to be governed only by the Dominion Railway Act, but the provincial Bureau desiring the right of inspection in the interest of public safety has asked the Federal Department of Railways and the Board of Railway Commissioners to give a ruling on this point.

During the year the Bureau was successful in bringing about the formation of safety committees in a number of the large plants, and it intends, in the near future, to give publicity by exhibition of slides, and other such means, of how accidents have occurred, and how the same might have been avoided had due care been exercised.



Illegal employment of child labour was found in 58 instances of which 20 occurred in stores and offices and 19 in the printing, lithographing and book-binding trades, and where sufficient proof of correct age was not forthcoming dismissal was ordered. The Manitoba Shops Regulation Act permits the employment of a child over 13 and under 14 years of age for a period under two hours and on holidays for 8 hours, on obtaining a permit from the Bureau of Labour, but applications for such permits showed a marked decline.

The administration of the Minimum Wage Act, passed in 1918, devolved much additional work upon the Bureau, and the enforcement of the new regulations resulted in a considerable improvement in the standard of wages, hours and conditions. Practically all female workers in Manitoba are affected by these regulations, in connection with which 2,569 inspections were carried out during the year, 11,090 employees coming under review. Of these 3,812 were city office employees, 2,206 employees in mail order houses, and 2,000 employees in departmental stores. The three prosecutions made by the Bureau during the year were all under the Minimum Wage Act.

Other acts administered by the Bureau included the Passenger and Freight Elevator Act of 1916, the good effects of which are seen in the smaller number of accidents. Under the Steam Boiler Act, numerous inspections were carried out, no accidents occurring in connection with boilers under the jurisdiction of the Bureau. Under the Building Trades Protection Act inspections showed improved conditions, no fatalities being reported during the year.

The section of the report dealing with strikes and labour disputes contains the following comment on the Winnipeg strike: "After the experience of last summer the Bureau would strongly recommend that our Manitoba Government, at the earliest possible moment, set up machinery whereby a painstaking and sympathetic enquiry can be made into the real economic mer-

its of all controversies. In this connection the Bureau is not advocating coercive measures, but consider that when this machinery for investigation and mediation has been tried out for a while, along proper co-operative lines, experience will no doubt lead us up to the point where a better understanding of the questions will prevail. While at the present moment, labour feels that it cannot give up its strike weapon, it realizes that this weapon has a dangerous double blade for the wielder as well as the victim." The Bureau itself although possessing no formal authority to arbitrate, was requested on many occasions during the year to use its good offices toward the settlement of disputes, and it is noted in the report that amicable settlements were reached in the majority of these appeals. Several general complaints were satisfactorily adjusted during the year and gratification is expressed at the receipt of several letters of appreciation from labour organizations and manufacturers.

#### Minimum Wage Board Report

Appended to the report of the Bureau is that of the Minimum Wage Board of Manitoba for the year November 30, 1918, to November 30, 1919. In the opinion of the Board experience proves that minimum wage regulations are having a stimulating effect upon wages. Practically all women engaged in industry now come within the scope of the Act, and the conditions of the woman wage-earner in Manitoba, it is claimed, "is now second to none in the Dominion." As the result of the regulation providing "that wages shall be paid weekly and after that they have been earned shall be paid within three days," weekly pay is now the rule not only for women but for men, even in establishments where payments were formerly made monthly or fortnightly. Among the decisions of the year was a ruling that gratuities such as are sometimes given to waitresses are not to be regarded as wages, and that living wages must be paid to such

workers. The problem of apprenticeship was encountered in the dressmaking and millinery trades, where it is admitted that the minors employed could not earn the proposed wage. The Board suggests a solution in the use of technical schools combined with some system of part-time employment. Disproof of the assertion that "minimums become maximums" was found in the fact that when the Board proposed an increased minimum for some trade to meet advanced cost of living, they discovered that proposed higher minimum was already adopted by the employers.

"The complete survey of the field having been made," says the report, "it is

now one of the aims of the Board to endeavour to standardize the hours of labour. Members of the Board are unanimous in the opinion that 48 hours is a sufficient portion of the week to devote to labour, and we hope to be able to amend all regulations to that point."

The original orders issued by the board with respect to minimum wages, maximum hours, and learners' and minors' rates for each class of employment, have been summarized from time to time in the LABOUR GAZETTE, but as amendments to certain of these orders have since been made, the following table, giving the present prevailing rates, is reproduced from the report:

WAGES AND HOURS FOR FEMALE EMPLOYEES IN BRANDON.

Industry.	Minimum Wage.	Adult Learners' Rates.	Minors' Rates.	Maximum Hours.
Dressmaking establishments.	\$12.00 per week.....	3 months, \$ 8.00..... 3 months, 9.00. 3 months, 10.00. 3 months, 11.00.	Probationary period of four weeks—6 mos. at \$6.00, increasing \$1.00 per week at the end of each successive six months for two years.	8½ hrs. per day. 49 hrs. per week. One half day off each week. Exceptions made when establishments are associated with store.
Millinery establishments...	\$12.00 per week.....	1st season \$5.00 p. w. 2nd season, 6.00 p. w. 3rd season, 8.00 p. w. 4th season, 10.00 p. w.	To be classed as learners.	8½ hrs. per day. 50 hrs. per week. Exceptions made where establishments are associated with store
Hotels (except workers employed at news counters and office staff.	\$12.50 per week.....	No learning period....  (Classed as experienced help)	No rate for minors...	52 hrs. per week. One full day off per week or two afternoons from 2 p.m.
Offices.....	\$12.50 per week.....	3 months, \$10.50..... 3 months, 11.50.	15 years, \$ 8.00..... 16 years, 9.00 17 years, 10.50 17½ years, 10.50	8 hrs. per day. 44 hrs. per week.
Seed packing and fireworks factories.	\$12.00 per week.....	3 months, \$ 9.00..... 3 months, 10.00. 3 months, 11.00.	3 months, \$ 7.50..... 3 months, 8.50. 3 months, 10.00.	9 hrs. per day. 48 hrs. per week. Exceptions for seed and fireworks factories.
Printing and other manufacturing operations of wholesale stationery.	\$12.00 per week.....	6 months, \$ 8.00..... 6 months, 9.00. 6 months, 10.00. 6 months, 11.00.	To be classed as learners.	9 hrs. per day. 48 hrs. per week.
Restaurants.....	\$12.50 per week.....	No learning or minor's period.		10 hrs. per day. 48 hrs. per week. One full day off each week.

## WAGES AND HOURS FOR FEMALE EMPLOYEES IN WINNIPEG, ST. BONIFACE AND ST. JAMES

Industry.	Minimum Wage.	Adult Learners' Rates.	Minors' Rates.	Maximum Hours.
Abattoirs.....	\$11.00 per week.....	First three mos. \$9.00 Sec. three mos. 10.00	Three mos. \$ 9.00.... Three mos. 10.00....	9 hrs. per day. 48 hrs. per week.
Amusement places.....	Class A., Class B., \$12.00 per week. Class C., .35 per hr.	No learners.....	No minors to be classed as learners.	9 hrs. per day. 48 hrs. per week.
Auto tops, caskets, leather goods, tents and awning, paint, bag, broom and seed packing.	\$12.00 per week.....	No learners.....	No minors to be classed as learners	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Bag factories.....	Skilled work..... \$12.00 per week. Unskilled work: \$11.00 per week.	Skilled work..... 3 months, \$11.00. 3 months, 11.50. Unskilled work: 3 months, \$10.50 3 months, 10.50	12 years \$8.00 16 years 9.00 17 years 9.75 Increasing \$1.00 per week at end of each six months.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Bedding factories.....	\$12.00 per week.....	3 months, \$ 9.00.... 3 months, 10.00.	No minors to be classed as learners.	9 hrs. per day. 50 hrs. per week.
Cigar factories.....	Skilled work, No min. Unskilled work: \$11.00 per week.	3 months, \$9.00.....	No minors to be classed as learners.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Confectionery B is c u i t s group.	\$11.00 per week.....	3 months, \$ 9.00.... 3 months, 10.00....	6 months, \$8.00..... 6 months, 8.50..... 6 months, 9.00.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Creameries group.....	\$11.00 per week.....	3 months, \$ 9.50.... 3 months, 10.00.	3 months, \$ 9.50.... 3 months, 10.00.	9 hrs. per day. 48 hrs. per week.
Dyeing and dry cleaning..	A. \$12.00 per week.... B. 12.00 per week. C. 11.00 per week.	"A" 6 mos., \$10.00.. 6 mos., 11.00 "B" 6 mos., 10.00 "C" 6 mos., 9.00	Minors come under class "C."	
Printing and wholesale sta- tionery establishments.	\$12.00 per week.....	6 months, \$ 8.00.... 6 months, 9.00 6 months, 10.00 6 months, 11.00	To be classed as learn- ers.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Shops or stores except dept. and 5, 10, 15 cent stores.	\$12.00 per week.....	6 months, \$ 9.00.... 6 months, 11.00	14 or 15 yrs. \$7.00... 16 yrs. 8.00. 17 yrs. 9.00.	8½ hrs per day. 49 hrs. per week ex- cept Saturday, when 11½ hrs. may be worked. Exception made for December.
Restaurants in Winnipeg and St. Boniface.	\$12.50 per week.....	No learning period...	No minors to be em- ployed under 16 yrs.	10 hrs. per day. 48 hrs. per week. One full day off each week.
Soap factories.....	\$11.00 per week.....	3 months, \$9.00..... 3 months, 9.50.	6 months, \$ 9.00.... 6 months, 9.50. 6 months, 10.00.	9 hrs. per day. 49 hrs. per week. Saturday half holiday.
Tailoring establishments...	\$12.00 per week.....	\$6.00 per week—this to be increased \$1.00 per week at the end of each four weeks, un- til the minimum of \$12.00 is reached.	Minors to be classed as learners.	9 hrs. per day. 50 hrs. per week. Saturday half holiday.



WAGES AND HOURS FOR FEMALE EMPLOYEES IN WINNIPEG, ST. BONIFACE AND ST. JAMES—*Con.*

Industry.	Minimum Wage.	Adult Learners' Rates.	Minors' Rates.	Maximum Hours.
Ladies' wear factories .....	Skilled work— \$12.00 per week. Unskilled work— \$10.00 per week.	Skilled work— 6 months, \$ 8.00. 6 months, 10.00. Unskilled work— No learning period.	Minors to be classed as learners.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Drug factories.....	\$11.00 per week.....	3 months, \$ 9.00..... 3 months, 10.00.	To be classed as learners.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Departmental stores.....	\$12.00 per week.....	6 months, \$ 9.00..... 6 months, 11.00.	14-15 years, \$7.00. 16 years, 8.00. 17 years, 9.00.	8½ hrs. per day. 50 hrs. per week.
Dressmaking establishments.	\$12.00 per week.....	3 months, \$ 8.00..... 3 months, 9.00. 3 months, 10.00. 3 months, 11.00.	6 months at \$6.00 increasing \$1.00 at the end of each six mos. for two years.	8½ hrs. per day except Saturday, when 11½ hrs. may be worked—49 hrs. per week.
Five, ten and fifteen cent stores	\$12.00 per week.....	6 months, \$ 9.00..... 6 months, 11.00.	14 & 15 yrs. \$7.00.... 16 yrs. 8.00. 17 yrs. 9.00.	9 hrs. per day. 48 hrs. per week. Saturday 11½—53 hrs. per week during December.
Furriers' establishments ...	\$12.00 per week.....	3 months, \$ 9.00..... 3 months, 10.50.	6 months, \$ 8.00..... 6 months, 9.00. 6 months, 10.00.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Garments and regalia factories, except millinery, dressmaking, tailoring & ladies' wear factories	\$12.00 per week.....	3 months, \$ 9.00 .... 3 months, 10.50.	Minors to be classed as learners.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Glove factories.....	\$12.00 per week.....	6 months, \$ 9.00..... 6 months, 10.00. 6 months, 11.00.	15 years, \$7.00..... 16 years, 8.00. 17 years, 8.75. increasing \$1.00 per week at end of each six-month period.	9 hrs. per day. 50 hrs. per week. Saturday half holiday.
Groceries group.....	\$11.00 per week.....	3 months, \$9.00..... 3 months, \$9.50.	6 months, \$ 9.00..... 6 months, 9.50. 6 months, 10.00.	9 hrs. per day. 50 hrs. per week. Saturday half holiday.
Shops and stores, including those engaged in candy-making with any store.	\$12.00 per week.....	6 months, \$ 9.00..... 6 months, 10.00. 6 months, 11.00.	14 or 15 yrs. \$7.00.... 16 yrs. 8.00. 17 yrs. 9.00.	8½ hrs. per day, except Saturday, when 11½ hrs. may be worked—51 hrs. per week. Exceptions made from June to Sept., inclusive and during Fair week and seven days prior to Christmas.

WAGES AND HOURS FOR FEMALE EMPLOYEES IN WINNIPEG, ST. BONIFACE AND ST. JAMES—*Con.*

Industry.	Minimum Wage.	Adult Learners' Rates.	Minors' Rates.	Maximum Hours.
Yeast group.....	\$11.00 per week.....	3 months, \$9.00..... 3 months, 9.50.	3 months, \$9.00..... 3 months, 9.50.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Macaroni and vermicelli factories.	\$11.00 per week.....	3 months, \$ 9.00..... 3 months, \$10.00.	6 months, \$8.00..... 6 months, 8.50. 6 months, 9.00.	9 hrs. per day. 52 hrs. per week. Saturday half holiday.
Mail order establishments.	Class A.— \$12.00 per week. . . Class B.— \$11.00 per week.	Class A.— 1st year \$10.00. 2nd year, 11.00. Class B.— 1st year, \$10.00.	15 years, \$7.00..... 16 years, 8.00. 17 years, 9.00.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.
Millinery establishments...	\$12.00 per week.....	1st season, \$5.00 2nd season, 6.00 3rd season, 8.00 4th season, 10.00	To be classed as learn- ers.	8½ hrs. per day. 50 hrs. per week. Saturday half holiday. June, July and Aug.
Offices in Winnipeg, St. Bo- niface and St. James.	\$12.50 per week.....	3 months, \$10.50..... 3 months, 11.50.	15 years, \$ 8.00.... 16 years, 9.00. 17 years, 10.50. 17½ years, 10.50.	8 hrs. per day. 44 hrs. per week. One half holiday each week.
Paper box factories.....	\$11.00 per week.....	3 months, \$9.00..... 3 months, 9.50.	6 months, \$ 8.00.... 6 months, 9.00. 6 months, 10.00.	9 hrs. per day. 49 hrs. per week. Saturday half holiday.
Pickles group.....	\$11.00 per week.....	3 months, \$9.00..... 3 months, 10.00.	3 months, \$ 9.00..... 3 months, 10.00.	9 hrs. per day. 50 hrs. per week. Saturday half holiday.
Hair dressing establish- ments.	\$12.00 per week.....	6 months, \$ 8.00..... 6 months, 9.50. 6 months, 11.00.	Minors not permitted to work except by permission of the Board.	9 hrs. per day. 48 hrs. per week. Except Saturday, when 11 hours may be worked. Half holiday each week.
Hotels (except workers em- ployed at news counters and on the office staff).	\$12.50 per week.....	No learning period ...	No minors.....	52 hrs. per week, two afternoons from 2 o'clock p.m., or one whole day off each week.
Jewelry factories .....	\$12.00 per week.....	6 months, \$ 8.00..... 3 months, 9.00. 3 months, 10.00.	To be classed as learn- ers.	9 hrs. per day. 49 hrs. per week. Saturday half holiday.
Knitting factories.....	\$12.00 per week.....	6 months, \$ 9.00..... 6 months, 10.00. 6 months, 11.00.	15 years, \$7.00..... 16 years, 8.00 17 years, 8.75	9 hrs. per day. 50 hrs. per week. Saturday half holiday.
Laundries.....	\$11.00 per week.....	3 months, \$ 9.00..... 3 months, 10.00.	6 months, 8.00..... 6 months, 8.50. 6 months, 9.00.	9 hrs. per day. 52 hrs. per week. Saturday half holiday.
Ladies' hat factories .....	\$12.00 per week.....	3 months, \$8.00. .... 3 months, 9.00. 3 months, 10.00.	To be classed as learn- ers.	9 hrs. per day. 48 hrs. per week. Saturday half holiday.

## SUPPLEMENTS Nos. 24 AND 25 TO THE McADOO AWARD— AFFECTING EMPLOYEES IN ENGINE AND TRAIN SERVICE

**Supplements (which supersede Supplements Nos. 15 and 16) to be  
effective on Canadian Railways**

IN December last, the Director General of United States Railroads issued Supplements Nos. 24 and 25 to General Order No. 27, standardizing wage rates of engineers, firemen, conductors and trainmen on all roads under federal control in the United States. These Supplements supersede Supplements Nos. 15 and 16 respectively, which were printed in the May, 1919, issue of the LABOUR GAZETTE, at pages 609-616. Many of the articles in the superseded supplements are repeated in the new supplements. Such articles are merely noted below, but new articles are in every case reproduced in full.

### Supplement No. 24

Effective December 1, 1919, and superseding Supplement, No. 15 to General Order No. 27 as of that date, as to employees herein named, the following rates of pay and rules for overtime and working conditions upon railroads in Federal operation are hereby ordered:

#### PASSENGER SERVICE.

ARTICLE I—*Rates of Pay*: (See Art. I—Supp. 15.)

ARTICLE II—*Basic Day*: (See Art. II—Supp. 15.)

ARTICLE III—*Overtime*: (See Art. III—Supp. 15.)

#### FREIGHT SERVICE.

ARTICLE IV—*Rates of Pay*: (See Art. IV—Supp. 15.)

ARTICLE V—(Same as Art. V—Supp. 15, except that Clause (c) is omitted.)

ARTICLE VI—(See Art. VI—Supp. 15.)

ARTICLE VII—*Basic Day and Overtime*:

(a) In all classes of service covered by Article IV, 100 miles or less, 8 hours or less (straightaway or turnaround), shall constitute a day's work; miles in excess of 100 will be paid for at the mileage rates provided, according to class of engine or other power used.

(b) On runs of 100 miles or less, overtime will begin at the expiration of 8 hours; on runs of over 100 miles, overtime will begin when the time on duty exceeds the miles run divided by  $12\frac{1}{2}$ . Overtime shall be paid for on the minute basis, at an hourly rate of three-sixteenths of the daily rate, according to class of engine or other power used.

(c) Road engineers, firemen, and helpers performing more than one class of road service in a day or trip will be paid for the entire service at the highest rate applicable to any class of service performed with a minimum of 100 miles for the combined service. The overtime basis for the rate paid will apply for the entire trip.

When two or more locomotives of different weights on drivers are used during a trip or day's work, the highest rate applicable to any engine used shall be paid for the entire day or trip.

#### ARTICLE VIII — *Held-Away-From-Home Terminal*:

Engineers, firemen, and helpers in pool freight and in unassigned service held at other than home terminal will be paid continuous time for all time so held after the expiration of 16 hours from the time relieved from previous duty, at the regular rate per hour paid them for the last service performed. If held 16 hours after the expiration of the first 24-hour period, they will be paid continuous time for the next succeeding 8 hours, or until the end of the 24-hour period, and similarly for each 24-hour period thereafter. Should an engineer, fireman, or helper be called for duty after pay begins, time will be computed continuously, provided that if overtime accrues on the trip that portion of the overtime due to starting pay at the expiration of the 16-hour period instead of at the time actually required to report for duty shall be paid at the pro rata rate, in order that time and one-half time for overtime will not be so applied as to increase the rates paid for time growing out of the held-away-from-home terminal rule.

For the purpose of applying this rule the railroad will designate a home terminal for each crew in pool freight and in unassigned service.

ARTICLE IX—*Monthly, Daily, or Trip Basis*:  
(See Art. IX—Supp. 15.)

ARTICLE X—*Arbitrariness and Special Allowances*:



(a) Excepting payments under rules applying to work performed at initial and final terminals, and to final terminal delays, all arbitrariness and special allowances applying to road service other than passenger, under rules, regulations, or practices, which conflict with the payment of single time, in miles or hours, from the time required to report for duty until released from duty at the end of the trip shall be eliminated.

On roads where no rules are in effect covering work performed at terminals, the practices in regard to the character of work permissible or duties required at terminals are not to be extended.

(b) Where the special payments under the rules, regulations, or practices which are retained under section (a) have been allowed independently or separately from the trip, they will continue to be so allowed, but at the former rates.

#### EXAMPLES.

(b 1) Under certain rules, allowed a minimum of 1 hour for switching independently of time or road trip; road time begins at expiration of time consumed performing switching.

Required to report at A, 7 a.m.; switches at A until 7.30 a.m.; runs A to B, 100 miles; arrives at B, 4.30 p.m.; switches 1 hour at B; relieved at B, 5.30 p.m.

Compensation—100 miles plus 1 hour initial switching at former rates, 1 hour road overtime and 1 hour final switching, both at  $\frac{3}{16}$  of the daily rate.

(b 2) Under certain rules, allowed a minimum of 1 hour for switching independently of time or road trip, but road time begins at expiration of the time allowed.

Required to report at A, 7 a.m.; switches at A until 7.30 a.m. (allowed 1 hour for 30 minutes' work); road time begins at A, 8 a.m.; runs A to B, 100 miles; arrives at B, 3.25 p.m.; relieved at B, 3.30 p.m.; time on road trip, 7 hours 30 minutes.

Compensation—100 miles plus 1 hour switching at former rates.

(b 3) Under same rules as stated in example (b 2).

Required to report at A, 7 a.m.; switches at A until 7.30 a.m. (allowed 1 hour for 30 minutes' work); road time begins at A, 8 a.m.; runs A to B, 100 miles; arrives at B, 4.25 p.m.; relieved at B, 4.50 p.m.; time on road trip, 8 hours 50 minutes.

Compensation—100 miles plus 1 hour switching at former rates and 50 minutes road overtime at  $\frac{3}{16}$  of the daily rate per hour.

Where, under any schedule rules, it has been the practice to allow the special payments and in addition calculate the road overtime for the trip from the time required to report for duty until final release at end of day, the duplication of time is eliminated and compensation for the trip will be calculated on the basis shown in the foregoing examples.

(c) Where the special payments under the rules, regulations, or practices which are retained under section (a) have been absorbable by the train movement not exceeding the speed basis of the overtime rule, they shall be allowed as follows:

1. When the train reaches the final terminal before overtime commences calculated from the time of reporting for duty, the special payments will be allowed at the former rates.

#### EXAMPLE.

Under certain rules, allowed 1 hour for switching when time amounts to 30 minutes or more; less than 30 minutes not counted.

Required to report at A, 7 a.m.; switches at A, 7 a.m. to 7.30 a.m.; leaves A at 7.30 a.m. and runs to B, 100 miles; arrives at B, 2.25 p.m.; switches 35 minutes; relieved at B, 3 p.m.

Compensation—100 miles plus 1 hour switching at each initial and final terminal at former rates.

2. If the train is not on overtime on arrival at the final terminal, but the overtime period commences before final release, special payments accruing at the final terminal up to the period when overtime commences will be allowed on the basis of the former rates, but time thereafter shall be paid on the actual minute basis of three-sixteenths of the daily rate.

#### EXAMPLES.

(a) Under same rule as used in examples of section (c) 1; final terminal delay being paid on same basis as shown for switching.

Required to report at A, 7 a.m.; leaves A at 7.15 a.m. and runs to B, 100 miles; arrives at B, 2 p.m.; delayed at final terminal 1 hour 20 minutes; relieved at B, 3.20 p.m.

Compensation will be 100 miles plus 1 hour final delay at former rates for period until overtime commences, and for the time thereafter 20 minutes final delay at  $\frac{3}{16}$  of the daily rate per hour.

(b) Under rule allowing minimum of 1 hour for switching, etc., consuming 30 minutes or more.

Run of 100 miles—required to report at A, 7 a.m.; leaves A at 7.25 a.m.; arrives at B, 2.45 p.m.; switches until 3.25 p.m.; relieved at B, 3.25 p.m.

Under the rule 1 hour's pay is allowed for switching at final terminal, and as 1 hour's pay equals 40 minutes at one and one-half time, the 1 hour terminal switching at pro rata will be paid in addition to the 100 miles.

(c) If in a similar case the switching at final terminal consumed one (1) hour and crew is released at 3.45 p.m., 1 hour after arrival, they would receive 1 hour at pro rata or overtime on the actual minute basis after 8 hours on duty at  $\frac{3}{16}$  of the daily rate per hour, whichever is the greater.

(d) Where the special payments under the rules, regulations, or practices which are retained under section (a) have been applied on varying bases in relation to the time of the road trip and not as covered by sections (b) or (c), they will be applied as follows:

1. Where the allowance has correspondingly extended the period before which overtime begins, time of the road service will continue to be so calculated.

#### EXAMPLES.

(a) Under certain rules, a minimum of 1 hour's pay is allowed for 30 minutes' work or more, but the time of road trip is extended to correspond with the time consumed in the switching, etc.

Required to report at A, 7 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7 a.m.; runs A to B, 100 miles; arrives at B, 3.25 p.m.; relieved at B, 3.30 p.m.; total time on duty, 8 hours 30 minutes.

Compensation—100 miles plus 1 hour's switching at former rates.

(b) Required to report at A, 7 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7 a.m.; runs A to B, 100 miles; arrives at B, 4.25 p.m.; relieved at B, 4.30 p.m.; total time on duty, 9 hours 30 minutes.

Compensation—100 miles plus 1 hour's switching at former rates and 1 hour overtime at 3/16 of the daily rate per hour.

(c) Under certain rules, a minimum of 1 hour's pay is allowed for 30 minutes' work or more and time of road trip is extended to correspond with the time paid for before overtime commences.

Required to report at A, 7 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7 a.m.; runs A to B, 100 miles; arrives at B, 3.25 p.m.; relieved at B, 3.30 p.m.

As the period when overtime accrues is extended to correspond with the allowance for the switching and 1 hour's pay is equal to 40 minutes at one and one-half time, the period when overtime commences is extended to 8 hours 40 minutes. In the example 8 hours and 30 minutes elapsed from time of going on duty, therefore the hour at former rates would be paid for the switching, with 100 miles for the trip.

(d) Under same rule as shown in example (c) of section (d) 1.

Required to report at A, 7 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7 a.m.; runs A to B, 100 miles; arrives at B, 4.25 p.m.; relieved at B, 4.30 p.m.; total time on duty, 9 hours 30 minutes.

The hour allowance for switching extends by 40 minutes the period when overtime commences. Compensation will be 100 miles plus 1 hour at pro rata for the switching plus 50 minutes overtime at 3/16 of the daily rate per hour.

2. Where either the allowance or the overtime based on the total time on duty, whichever is the greater, has been paid, payments will continue to be so applied.

#### EXAMPLES.

(a) Required to report at A, 7 a.m.; switches at A until 9 a.m.; leaves A at 9 a.m. and runs to B, 100 miles; relieved at B, 3 p.m.

Compensation—100 miles plus 2 hours' switching at former rates.

(b) Required to report at A, 7 a.m.; switches at A until 9 a.m.; leaves A at 9 a.m. and runs to B, 100 miles; relieved at B, 4 p.m.

Compensation—100 miles plus 2 hours' switching at former rates, such allowance being greater than 1 hour overtime at one and one-half time.

(c) Required to report at A, 7 a.m.; switches at A until 9 a.m.; leaves A at 9 a.m. and runs to B, 100 miles; relieved at B, 4.20 p.m.

Compensation—Either 100 miles plus 2 hours' switching at former rates or 100 miles and 1 hour 20 minutes' road overtime at 3/16 of the daily rate per hour, because the money value of the former allowance and the money value of the road overtime at 3/16 of the daily rate are equal.

(d) Required to report at A, 7 a.m.; switches at A until 9 a.m.; leaves A at 9 a.m. and runs to B, 100 miles; relieved at B, 5 p.m.

Compensation—100 miles plus 2 hours' overtime at 3/16 of the daily rate per hour. In this case the

money value of the road overtime at 3/16 of the daily rate exceeds the allowance of 2 hours' switching at former rates.

NOTE.—In calculating the time engaged in switching under the rules, regulations, or practices which are retained under section (a), it is understood that the time will be continuous from the time the work is begun until it is completed and train is coupled together.

(e) Special provisions of schedules for irregular conditions, such as crews called and not used, deadheading, attending court and investigations, and similar miscellaneous rules covering conditions which are not connected with the handling of a train and which provide for payments on the basis of "overtime rates," shall be changed to provide for payments at the former rates, it being the intent that the time and one-half basis shall not apply in such cases. Where, under such rules, time in excess of the limits of the day is paid for as overtime, the overtime rates of this order apply.

#### ARTICLE XI—Beginning and Ending of Day:

(a) In all classes of service, other than passenger, engineers', firemen's, and helpers' time will commence at the time they are required to report for duty and shall continue until the time the engine is placed on the designated track or they are relieved at terminal. All advance call time rules are superseded, and the management may designate the time for reporting for duty.

(b) Engineers, firemen, and helpers in pool or irregular freight service may be called to make short trips and turnarounds, with the understanding that one or more turnaround trips may be started out of the same terminal and paid actual miles, with a minimum of 100 miles for a day, provided (1) that the mileage of all the trips does not exceed 100 miles, (2) that the distance run from the terminal to the turning point does not exceed 25 miles, and (3) that engineers, firemen, or helpers shall not be required to begin work on a succeeding trip out of the initial terminal after having been on duty eight consecutive hours, except as a new day, subject to the first-in first-out rule or practice.

#### YARD SERVICE.

ARTICLE XII—*Rates of Pay:* (See Art. XII—Supp. 15.)

ARTICLE XIII—*Basic Day:* (See Art. XIII—Supp. 15.)

ARTICLE XIV—*Overtime:* (See Art. XIV—Supp. 15.)

ARTICLE XV—*Assignments:* (See Art. XV—Supp. 15.)

ARTICLE XVI—*Starting Time:* (See Art. XVI—Supp. 15.)

ARTICLE XVII—*Calculating Assignment and Meal Periods:* (See Art. XVII—Supp. 15.)

ARTICLE XVIII—*Point of Beginning and Ending Day:* (See Art. XVIII—Supp. 15.)

ARTICLE XIX—*Lunch Time:* (See Art. XIX Supp. 15.)

ARTICLE XX—*Arbitrariness and Special Allowances:*

(a) Where it has been the practice or rule to pay a yard engine crew or either member thereof arbitrariness or special allowances, or to allow another minimum day for extra or additional service performed during the course of or continuous after the end of the regularly assigned hours, such practice or rule is hereby eliminated, except where such allowances are for individual service not properly within the scope of yard service, or as provided in section (b).

(b) Where regularly assigned to perform service within switching limits, yard men shall not be used in road service when road crews are available, except in case of emergency. When yard crews are used in road service under conditions just referred to, they shall be paid miles or hours, whichever is the greater, with a minimum of one hour, for the class of service performed, in addition to the regular yard pay and without any reduction therefrom for the time consumed in said service.

ARTICLE XXI—*Hostlers and Hostler Helpers:* (See Art. XXI—Supp. 15.)

ARTICLE XXII—*Rules for Application of this Order:*

(a) In consideration of granting overtime on the basis provided in Article VII, all rules, regulations, or practices, and interpretations to Supplement No. 15 to General Order No. 27 applicable to freight service covered by Article VI which conflict with the application

of the rules contained in this order shall be changed to conform therewith.

(b) Rates of pay in road, yard, or hostling service which are not affected by Article IX and which are higher than those herein provided shall not be reduced. Existing differentials for divisions or portions thereof; or mountain or desert territory as compared with valley territory, whether expressed in the rates or constructive mileage allowances, are preserved.

(c) Questions and answers on interpretations of certain articles of this order are listed below:

#### ARTICLE III.

QUESTION 1. Will it be permissible for the management to definitely assign crews on the basis of a minimum day in each direction?

ANSWER. Yes (in accordance with decisions of Commission of Eight and arbitration boards).

QUESTION 2. May railroads which have a common overtime basis applicable to passenger service, as described in sections (a) and (b), adopt sections (a) and (b)?

ANSWER. Sections (a) and (b) of Article III apply to all passenger service.

#### Supplement No. 25

Effective December 1, 1919, and superseding Supplement No. 16 to General Order No. 27 as of that date, as to employees herein named, the following rates of pay and rules for overtime and working conditions upon railroads in Federal operation are hereby ordered:

#### PASSENGER SERVICE.

ARTICLE I—*Rates of Pay:*

(a) Rates for trainmen on trains propelled by steam or other motive power except as provided in Section (b).

CLASS.	Per mile.	Per day.	Per month.
	Cents.		
Conductors .....	4.00	\$6.00	\$180.00
Assistant Conductors or Ticket Collectors .....	3.20	4.80	144.00
Baggagemen operating dynamo .....	3.00	4.50	135.00
*Baggagemen handling express .....	3.00	4.50	135.00
Baggagemen .....	2.77	4.16	124.80
Flagmen and Brakemen .....	2.66	4.00	120.00
Baggagemen handling both express and dynamo .....	3.23	4.84	145.20

\*Rates specified for "Baggagemen handling express" apply to baggagemen in the employ of railroads who shall be paid exclusively by the railroads.

(b) The above rates apply on all roads except exclusively suburban roads doing passenger business only, upon which the following rates shall apply:



CLASS.	Per mile.	Per day.	Per month.
	Cents.-		
Conductors .....	3.00	\$4.50	\$135.00
Ticket Collectors .....	2.77	4.16	124.80
Guards performing duties of brakemen or flagmen...	2.45	3.68	110.40

ARTICLE II—*Basic Day*: (See Art. II—Supp. 16.)

ARTICLE III—*Overtime*: (See Art. III—Supp. 16.)

ARTICLE IV—*Guarantees*: (See Art. IV—Supp. 16.)

### FREIGHT SERVICE.

ARTICLE V—*Rates of Pay*: (See Art. V—Supp. 16.)

### MILK, MIXED AND MISCELLANEOUS TRAIN SERVICE.

ARTICLE VI—*Basic Day and Overtime*:

(a) In all road service, except passenger service, 100 miles or less, eight hours or less (straight-away or turn-around), shall constitute a day's work. Miles in excess of 100 will be paid for at the mileage rates provided.

(b) On runs of 100 miles or less, overtime will begin at the expiration of eight hours; on runs of over 100 miles, overtime will begin when the time on duty exceeds the miles run divided by  $12\frac{1}{2}$ . Overtime shall be paid for on the minute basis, at a rate per hour  $\frac{3}{16}$  of the daily rate.

(c) Road conductors and trainmen performing more than one class of road service in a day or trip will be paid for the entire service at the highest rate applicable to any class of service performed. The overtime basis for the rate paid will apply for the entire trip.

ARTICLE VII—*Guarantees*: (See Art. VII—Supp. 16.)

ARTICLE VIII—*Held Away from Home Terminal*:

Conductors and trainmen in pool freight and in unassigned service held at other than home terminal will be paid continuous time for all time so held after the expiration of 16 hours from the time relieved from previous duty, at the regular rate per hour paid them for the last service performed. If held 16 hours after the expiration of the first 24 hours' period, they will be paid continuous time for the next succeeding eight hours, or until the end of the 24-hour period, and similarly for each 24-hour period thereafter. Should a conductor or trainman be called for duty after pay begins, time will be computed continuously provided that, if overtime accrues on the trip, that portion of the overtime due to starting pay at the expiration

of the 16-hour period instead of at the time actually required to report for duty shall be paid at the pro rata rate in order that time and one-half time for overtime will not be so applied as to increase the rates paid for time growing out of the held away from home terminal rule.

For the purpose of applying this rule the railroad will designate a home terminal for each crew in pool freight and in unassigned service.

ARTICLE IX—*Monthly, Daily or Trip Basis*: (See Art. IX—Supp. 16.)

ARTICLE X—*Arbitrariness and Special Allowances*:

(a) Excepting payments under rules applying to work performed at initial and final terminals, and to final terminal delays, all arbitrariness and special allowances applying to road service other than passenger, under rules, regulations, or practices, which conflict with the payment of single time, in miles or hours, from the time required to report for duty until released from duty at the end of the trip shall be eliminated.

On roads where no rules are in effect covering work performed at terminals, the practices in regard to the character of work permissible or duties required at terminals are not to be extended.

(b) Where the special payments under the rules, regulations or practices which are retained under Section (a), have been allowed independently or separately from the trip, they will continue to be so allowed, but at the former rates.

### EXAMPLES.

(b-1) Under certain rules, allowed a minimum of 1 hour for switching independently of time of road trip; road time begins at expiration of time consumed performing switching.

Required to report at A, 7.00 a.m.; switches at A until 7.30 a.m.; runs A to B, 100 miles; arrives at B, 4.30 p.m.; switches 1 hour at B; relieved at B, 5.30 p.m.

Compensation—100 miles plus 1 hour initial switching at former rates, 1 hour road overtime and 1 hour final switching both at  $\frac{3}{16}$  of the daily rate.

(b-2) Under certain rules, allowed a minimum of one hour for switching independently of time of road trip, but road time begins at expiration of the time allowed.

Required to report at A, 7.00 a.m.; switches at A until 7.30 a.m. (allowed 1 hour for 30 minutes' work); road time begins at A, 8.00 a.m.; runs A to B, 100 miles; arrives at B, 3.25 p.m.; relieved at B, 3.30 p.m.; time on road trip, 7 hours 30 minutes.

Compensation—100 miles plus 1 hour switching at former rates.

(3) Under same rules as stated in Example b-2. Required to report at A, 7.00 a.m.; switches at A until 7.30 a.m. (allowed 1 hour for 30 minutes' work), road time begins at A, 8.00 a.m.; runs A to B, 100 miles; arrives at B, 4.25 p.m.; relieved at B, 4.50 p.m.; time on road trip, 8 hours 50 minutes.

Compensation—100 miles plus 1 hour switching at former rates and 50 minutes' road overtime at 3/16 of the daily rate per hour.

Where, under any schedule rules, it has been the practice to allow the special payments and in addition calculate the road overtime for the trip from the time required to report for duty until final release at end of day, the duplication of time is eliminated and compensation for the trip will be calculated on the basis shown in the foregoing examples.

(c) Where the special payments under the rules, regulations or practices which are retained under Section (a) have been absorbable by the train movement not exceeding the speed basis of the overtime rule, they shall be allowed as follows:

1. When the train reaches the final terminal before overtime commences calculated from the time of reporting for duty, the special payments will be allowed at the former rates.

#### EXAMPLES.

Under certain rules, allowed 1 hour for switching when time amounts to 30 minutes or more; less than 30 minutes not counted.

Required to report at A, 7.00 a.m.; switches at A, 7.00 a.m. to 7.30 a.m.; leaves A at 7.30 a.m. and runs to B, 100 miles; arrives at B, 2.25 p.m.; switches 35 minutes; relieved at B, 3.00 p.m.

Compensation—100 miles plus 1 hour switching at each initial and final terminal at former rates.

2. If the train is not on overtime on arrival at the final terminal, but the overtime period commences before final release, special payments accruing at the final terminal up to the period when overtime commences will be allowed on the basis of the former rates, but time thereafter shall be paid on the actual minute basis at 3/16 of the daily rate.

#### EXAMPLES

(a) Under same rule as used in examples of Section (c)—1 and 2; final terminal delay being paid on same basis as shown for switching.

Required to report at A, 7.00 a.m.; leaves A at 7.15 a.m. and runs to B, 100 miles; arrives at B, 2.00 p.m.; delayed at final terminal 1 hour 20 minutes; relieved at B, 3.20 p.m.

Compensation will be 100 miles plus 1 hour final delay at former rates for period until overtime commences, and for the time thereafter, 20 minutes' final delay at 3/16 of the daily rate per hour.

(b) Under rule allowing minimum of 1 hour for switching, etc., consuming 30 minutes or more.

#### RUN OF 100 MILES.

Required to report at A, 7.00 a.m.; leaves A at 7.25 a.m.; arrives at B, 2.45 p.m.; switches until 3.25 p.m.; relieved at B, 3.25 p.m.

Under the rule 1 hour pay is allowed for switching at final terminal and as 1 hour's pay equals 40 minutes at 1½ time, the 1 hour terminal switching at pro rata will be paid in addition to the 100 miles.

(c) If in a similar case the switching at final terminal consumed one (1) hour, and crew is released at 3.45 p.m.—1 hour after arrival—they would receive 1 hour at pro rata, or overtime on the actual minute basis after 8 hours on duty at 3/16 of the daily rate per hour, whichever is the greater.

(d) Where the special payments under the rules, regulations, or practices which are retained under Section (a), have been applied on varying bases in relation to the time of the road trip and not as covered by Sections (b) or (c) they will be applied as follows:

1. Where the allowance has correspondingly extended the period before which overtime begins, time of the road service will continue to be so calculated.

#### EXAMPLES.

(a) Under certain rules, a minimum of 1 hour's pay is allowed for 30 minutes' work or more, but the time of road trip is extended to correspond with the time consumed in the switching, etc.

Required to report at A, 7.00 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7.00 a.m.; runs A to B, 100 miles; arrives at B, 3.25 p.m.; relieved at B, 3.30 p.m.; total time on duty, 8 hours 30 minutes.

Compensation—100 miles plus 1 hour's switching at former rates.

(b) Required to report at A, 7.00 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7.00 a.m.; runs A to B, 100 miles; arrives at B, 4.25 p.m.; relieved at B, 4.30 p.m.; total time on duty, 9 hours 30 minutes.

Compensation—100 miles, plus 1 hour's switching at former rates and 1 hour overtime at 3/16 of the daily rate per hour.

(c) Under certain rules, a minimum of 1 hour's pay is allowed for 30 minutes' work or more, and time of road trip is extended to correspond with the time paid for before overtime commences.

Required to report at A, 7.00 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7.00 a.m.; runs A to B, 100 miles; arrives at B, 3.25 p.m.; relieved at B, 3.30 p.m.

As the period when overtime accrues is extended to correspond with the allowance for the switching and 1 hour's pay is equal to 40 minutes at 1½ time, the period when overtime commences is extended to 8 hours 40 minutes. In the example, 8 hours and 30 minutes elapsed from time of going on duty; therefore the hour at former rates would be paid for the switching, with 100 miles for the trip.

(d) Under same rule as shown in Example (c) of Section (d)-1.

Required to report at A, 7.00 a.m.; switches at A until 7.30 a.m.; road time begins at A at 7.00 a.m.; runs A to B, 100 miles; arrives at B, 4.25 p.m.; relieved at B, 4.30 p.m.; total time on duty, 9 hours 30 minutes.

The hour allowance for switching extends by 40 minutes the period when overtime commences. Compensation will be 100 miles, plus 1 hour at pro rata for the switching, plus 50 minutes' overtime at 3/16 of the daily rate per hour.

2. Where either the allowance, or the overtime based on the total time on duty, whichever is the greater, has been paid, payments will continue to be so applied.

(a) Required to report at A, 7.00 a.m.; switches at A until 9.00 a.m.; leaves A at 9.00 a.m. and runs to B, 100 miles; relieved at B, 3.00 p.m.

Compensation—100 miles plus 2 hours' switching at former rates.

(b) Required to report at A, 7.00 a.m.; switches at A until 9.00 a.m.; leaves A at 9.00 a.m. and runs to B, 100 miles; relieved at B, 4.00 p.m.

Compensation—100 miles plus 2 hours' switching at former rates, such allowance being greater than 1 hour overtime at one and one-half time.

(c) Required to report at A, 7.00 a.m.; switches at A until 9.00 a.m.; leaves A at 9.00 a.m. and runs to B, 100 miles; relieved at B, 4.20 p.m.

Compensation—Either 100 miles plus 2 hours' switching at former rates, or 100 miles and 1 hour 20 minutes' road overtime at 3/16 of the daily rate per hour, because the money value of the former allowance and the money value of the road overtime at 3/16 of the daily rate are equal.

(d) Required to report at A, 7.00 a.m.; switches at A until 9.00 a.m.; leaves A at 9.00 a.m. and runs to B, 100 miles; relieved at B, 5.00 p.m.

Compensation—100 miles plus 2 hours' overtime at 3/16 of the daily rate per hour. In this case the money value of the road overtime at 3/16 of the daily rate exceeds the allowance of 2 hours' switching at former rates.

NOTE.—In calculating the time engaged in switching, under the rules, regulations, or practices which are retained under Section (a), it is understood that the time will be continuous from the time the work is begun until it is completed and train is coupled together.

(e) Special provisions of schedules for irregular conditions such as crews called and not used, deadheading, attending court and investigations and similar miscellaneous rules covering conditions which are not connected with the handling of a train, and which provide for payments on the basis of "overtime rates" shall be changed to provide for payments at the former rates, it being the intent that the time and one-half basis shall not apply in such cases. Where, under such rules, time in excess of the limits of the day is paid for as overtime, the overtime rates of this Order apply.

#### ARTICLE XI—*Beginning and Ending of Day:*

(a) In all classes of service other than passenger, trainmen's time will commence at the time they are required to report for duty, and shall continue until the time they are relieved from duty. All advance call time rules are superseded, and the management may designate the time for reporting for duty.

(b) Trainmen in pool or irregular freight service may be called to make short trips and turn-arounds with the understanding that one or more turn-around trips may be started out of the same terminal and paid actual miles with a minimum of 100 miles for a day, provided, (1) that the mileage of all the trips does not exceed 100 miles, (2) that the distance run from the terminal to the turning point does not exceed 25 miles, and (3) that trainmen shall not be required to begin work on a succeeding trip out of the initial terminal after having been on duty eight consecutive hours, except as a new day subject to the first-in first-out rule or practice.

#### YARD SERVICE.

ARTICLE XII—*Rates of Pay:* (See Art. XII—Supp. 16.)

ARTICLE XIII—*Basic Day:* (See Art. XIII—Supp. 16.)

ARTICLE XIV—*Overtime:* (See Art. XIV—Supp. 16.)

ARTICLE XV—*Assignments:* (See Art. XV—Supp. 16.)

ARTICLE XVI—*Starting Time:* (See Art. XVI—Supp. 16.)

ARTICLE XVII—*Calculating Assignments and Meal Periods:* (See Art. XVII—Supp. 16.)

ARTICLE XVIII—*Point for Beginning and Ending Day:* (See Art. XVIII—Supp. 16.)

ARTICLE XIX—*Lunch Time:* (See Art. XIX—Supp. 16.)

ARTICLE XX—*Arbitraries and Special Allowances:*

(a) Where it has been the practice or rule to pay a yard crew, or any member thereof, arbitraries or special allowances, or to allow another minimum day for extra or additional service performed during the course of or continuous after end of the regularly assigned hours, such practice or rule is hereby eliminated, except where such allowances are for individual service not properly within the scope of yard service, or as provided in Section (b).

(b) Where regularly assigned to perform service within switching limits yard men shall not be used in road service when road crews are available, except in case of emergency. When yard crews are used in road service under conditions just referred to, they shall be paid miles or hours, whichever is the greater, with a minimum of one hour, for the class of service performed, in addition to the regular yard pay, and without any deduction therefrom for the time consumed in said service.

ARTICLE XXI—*Rules for Application of this Order:*

(a) In consideration of granting overtime on the basis provided in Article VI all rules, regulations or practices, and Interpretations to Supplement No. 16 to General Order No. 27 applicable to freight service covered by Article V, which conflict with the application of the rules contained in this order shall be changed to conform therewith.

(b) Rates of pay in road or yard service, which are not affected by Article IX, and which are higher than those herein provided, shall not be reduced, and money monthly guarantees in passenger service shall be preserved as per Section (a) of Article IV. Existing differentials for divisions or portions thereof; or mountain or desert territory as compared with valley territory, whether expressed in the rates or constructive mileage allowances are preserved.

(c) Questions and answers on interpretations of certain articles of this order are listed below:



## ARTICLE I.

QUESTION 1. Do train auditors or ticket collectors who are not transportation employees and who have no status as such, come within the provisions for ticket collectors?

ANSWER. No.

QUESTION 2. Shall baggagemen, flagmen or brakemen who assist conductors in collecting tickets and fares receive the rate provided for assistant conductors or ticket collectors?

ANSWER. Only where designated and classified as assistant conductors or ticket collectors.

QUESTION 3. In view of different rates being provided for baggagemen handling express, and baggagemen not performing such work, how will baggagemen handling express on certain days and not handling it on other days be compensated?

ANSWER. On any day where express is handled the combination rate will apply for that day; in such cases minimum monthly guarantee shall apply.

QUESTION 4. Does the provision for higher rates for handling express cancel all existing understandings between the managements and the men in regard to bonuses or special compensation that they have heretofore received from either their road or the express company for handling express?

ANSWER. Yes; provided the new rates do not reduce previous combined earnings.

## ARTICLE III.

QUESTION 1. Will it be permissible for the managements to definitely assign crews on the basis of a minimum day in each direction?

ANSWER. Yes (in accordance with decisions of Commission of Eight and Arbitration Boards).

QUESTION 2. May railroads which have a common overtime basis applicable to passenger service, as described in Sections (a) and (b), adopt Sections (a) and (b)?

ANSWER. Sections (a) and (b) of Article III apply to all passenger service.

## PRICES RETAIL AND WHOLESALE IN CANADA, MARCH, 1920

THE movement in prices continued upward, the chief increases appearing in vegetables, sugar, metals and building materials, but there were appreciable increases in grains and fodder, livestock and meats, fruits, and miscellaneous foods, with smaller increases in a number of articles in nearly all of the groups. There were seasonal decreases in eggs, fish, and in hides.

In retail prices the cost of a weekly family budget of staple foods in some sixty cities averaged \$15.98 at the middle of March as compared with \$15.77 at the middle of February, \$13.05 in March, 1919, and \$7.68 in March, 1914. The chief changes were substantial increases in sugar and potatoes, with slight increases in meats and a number of the other items. Eggs declined 10 cents per dozen. Dairy butter averaged slightly higher, but creamery butter slightly lower. Coal, wood, coal oil and rent averaged slightly higher.

In wholesale prices the index number rose to 349.0 for March as compared with 343.5 for February, 277.6 for March, 1919, and 137.0 for March, 1914. The chief features of the movement were increases in metals and in building materials. Slight increases appeared in grain, fodder, livestock and meats, fruits and vegetables, miscellaneous foods, and

textiles, while there were decreases in dairy products, fish and hides. As compared with prices in March, 1919, increases appeared in all the groups, except Animals and Meats, Drugs and Chemicals.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc.

Owing to varying local conditions and customs in cutting meats, in buying groceries in larger or smaller quantities, in buying wood four feet long or in stove lengths, etc., such comparisons will reflect general conditions better if averages

over some time or for several cities are taken, and if the several articles are grouped together as in a family budget in order that the tendencies to be comparatively high or low in some cases may be offset by the opposite tendency in other cases. Owing to the difficulties in securing quotations for exactly the same quality of foods for each city, from month to month and year to year, or in obtaining and compiling figures from so large a number of dealers that the differences in quality would be largely eliminated in the averages for each city and province each month, it is preferable to make such comparisons by using index numbers calculated for each commodity from the prices reported by each dealer for each city, as is done in the Departmental index number of wholesale prices, and in the index numbers of retail food prices of various countries. The calculations of such index numbers involve the use of series of quotations over a considerable period of time, with somewhat elaborate statistics for proper weighting, and require considerable time for the calculation each month. The calculation of a family budget in terms of the average prices, for the Dominion, for each province or each city, is comparatively a simple and short process and affords approximately the same results in showing the comparative changes in price levels from time to time.

The calculation and publication of such a budget each month in the LABOUR GAZETTE was therefore decided upon, and commenced in August, 1915, as the index number of wholesale prices which had previously reflected approximately the changes in the cost of living no longer did so, owing to the violent changes in prices of metals, chemicals and other war materials included in the list. The budget adopted for this purpose and published in the LABOUR GAZETTE each month since August, 1915, appeared annually in an appendix to the reports on wholesale prices in Canada back to 1911, and also in the report of the Board of Inquiry into the Cost of Living, 1914-1915, including prices for

December, 1900 and 1905. Only the commodities for which quotations were available back to 1910 were included, but arrangements were made to secure quotations for many more lines in the future with a view to the calculation eventually of a complete index number of the retail prices of all commodities of importance in family consumption.

This weekly budget for a family of five, including staple foods, laundry starch, coal, wood and coal oil, and rent, was based upon the estimated importance of the various commodities included, the quantities being slight modifications of those employed in similar calculations by the various official bodies. For some articles comparatively large quantities were included, owing to the omission of other important foods of the same class. For instance, the only fruits were evaporated apples and prunes and the only fresh vegetable was potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained. In fuel and lighting the quantities were estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance was made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or any one province. The quantities of meats, dairy products, cereals, etc., included



were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

In the table of retail prices the list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun. The original list contained the thirty foods and groceries in the weekly family budget together with coal, wood, coal oil and rentals, and in 1916 it was extended to include forty-one foods and groceries, as well as seven other items covering fuel, light and rentals, so that quotations for this list of forty-eight items were published monthly from the beginning of 1916 until February, 1920. At this date quotations for wood in stove lengths and for mill wood, etc., were also included.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central without modern conveniences or with incomplete conveniences. From January, 1910, until September, 1911, rentals were quoted for simply "a typical workingman's dwelling of the better class." Since that date quotations have been given for two classes of workmen's houses, with and without sanitary conveniences. Owing to variations in houses and local conditions such as building by-laws, water supply, sewer connection, etc., it was found that the present definition of the two classes describes more clearly and accurately the kinds of houses commonly rented and actually quoted since 1911.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of

the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and averaged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

Meats were slightly higher on the average throughout the country. In sirloin steak, increases appeared in many of the cities from Ottawa to the Pacific Coast. In round steak and other beef cuts there were comparatively few changes. In veal, as is usual, prices fluctuated, rising in some of the cities but falling in others. Mutton advanced in a number of the cities. Pork, bacon and lard showed a number of slight advances. Eggs were lower in nearly all of the cities, the decrease being greatest in Ontario and the Western Provinces. Milk advanced at Charlottetown and Stratford, but declined at Kingston, Brandon, Calgary and Nelson. Butter advanced in some of the cities, but declined in others, the averages in some provinces and for the Dominion being higher for dairy butter but lower for creamery, and *vice versa*. Bread and flour were almost unchanged, but rolled oats advanced in several cities. Canned vegetables showed very little change. Potatoes advanced in many of the cities. Fruit and jam showed little change. Sugar advanced appreciably in nearly all the cities, prices being two cents higher than in February and four cents higher than in January in many cases. Tea, coffee, vinegar, salt, etc., were steady, but laundry soap was up in many of the cities. Anthracite coal advanced between 25 and 50 cents per ton in a number of the cities. Bituminous coal was also higher in four cities in Ontario, two in New Brunswick, at Win-



nipege and Lethbridge. Wood advanced in a small number of cities. In coal oil there were some increases, but these were more numerous after the middle of the month owing to an increase in the wholesale price. Rent advanced in a number of the cities, and all round advances to take effect later were reported in nearly all localities.

### Wholesale Prices

**GRAINS AND FODDER.**—Wheat was unchanged at the prices fixed early in the year. Other grains rose but receded toward the end of the month. Barley fluctuated at Winnipeg between \$1.68 and \$1.73, but fell to \$1.64 $\frac{7}{8}$  in the last week. At Toronto good malting barley rose from \$1.77 to \$1.86, but fell to \$1.80. Oats advanced steeply, rising from 94c. to \$1.01 at Winnipeg and from \$1.00 to \$1.04 at Toronto. American corn advanced at Toronto from \$1.87 to \$1.96. Flaxseed rose from \$5.16 to \$5.56. Rye rose from \$1.80 to \$1.88 and fell to \$1.85. Hay rose from \$26 to \$29-30 for No. 2 timothy at Montreal.

**ANIMALS AND MEATS.**—Best butcher cattle were higher at Winnipeg, being up to \$11.50-\$12.50 per hundred pounds. At Toronto choice butchers were steady at \$11-\$13.25, the price reached in February. Dressed beef was steady at the higher levels reached in February. Hogs rose at shipping points in Ontario from \$17.50 per hundred pounds to \$18.75, but fell to \$17.75 in the last week. Bacon advanced from 40-42c. to 42-43c. at the end of the month, and medium weight hams rose from 37c. to 38-39c. Sheep rose to \$8-15, but eased off to \$8-13. Turkeys were up to 53-54c. per lb.

**DAIRY PRODUCTS.**—Finest creamery butter at Montreal fell to 60-61c. per lb. at the beginning of the month, but rose to 67-68c. later. Creamery solids advanced at Toronto from 58c. to 63c. Dairy butter was steady. Cheese was up from 26 $\frac{1}{2}$ -27c. at Montreal. Eggs

declined at Montreal from 76-77c. to 55c., and at Toronto from 74-75c. to 55-56c. In some cities prices of milk were reduced to take effect in April.

**FISH.**—Salt mackerel was down from 12c. per lb. to 10c. at the Atlantic coast. Stocks of salt herring were being reduced and prices were steady at \$6.50 per barrel f.o.b. vessel.

**FRUITS AND VEGETABLES.**—Bananas were up, but oranges were lower. Potatoes were up from \$4.00 per bag to \$4.25-4.50 in small lots at Toronto, and at Montreal from \$3.50 to \$3.75-3.85 in car lots. Onions were firmer. Canned corn declined 5c. and 10c. per dozen.

**MISCELLANEOUS FOODS.**—Flour and bread were steady. Soda biscuits rose from 16c. per lb. to 17c. Rolled oats advanced but tapioca declined. Sugar rose from \$14.71 per hundred at Toronto to \$16.51-16.76. Maple sugar came on the market for the new season at 30c. per lb. at Montreal as compared with 25c. a year ago. Glucose, cream of tartar and baking soda were higher.

**TEXTILES.**—Raw cotton was higher at 41c. per lb. and coloured cottons averaged higher at 110.72c. per lb. Raw silk dropped from \$16.00 per lb. to \$13.75 for Japan filatures, Kansai No. 1 at New York. Silk thread advanced. Jute and hessians declined slightly. Flax fibre rose to 70-80c. per lb. Oilcloth rose 10 per cent.

**HIDES, LEATHER, BOOTS AND SHOES.**—Beef hides declined to 23c. per lb., calfskins to 45c., and horse hides to \$8-10 each.

**METALS AND IMPLEMENTS.**—Iron bar, tinplates, wrought iron scrap, steel bar and cast steel advanced approximately 10 per cent. Brass was up, but copper was down. Quicksilver, lead, solder and zinc were up, but bar silver and tin declined. Axes, chain, soldering coppers and horseshoes advanced.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					PORK					BACON			
	Sirloin steak, per lb.	Round Steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Stewing, per lb.	Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	Fresh, roast ham, per lb.	Fresh chops, loin, per lb.	Salt, mess, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	Ham, boiled, sliced, per lb.
Dominion Average.....	cents 37.3	cents 32.4	cents 29.3	cents 24.4	cents 20.4	cents 26.3	cents 33.9	cents 35.7	cents 37.5	cents 40.9	cents 35.8	cents 52.6	cents 56.5	cents 67.9
Nova Scotia (Average).....	38.7	34.3	31.3	26.2	22.3	23.6	29.3	37.0	34.1	37.5	36.0	47.6	53.5	67.5
1-Sydney.....	40	35	35	28-32	25-28	20-30	24-32	20	40	40	40	55	60	80
2-New Glasgow and District(a).....	35	30	25	20	18	20-25	15-25	25	30-35	35	35	50	55	65
3-Amherst.....	32-35	32-35	22-28	20-25	15-25	20-25	25	35	30	30-35	35	40-52	50-55	65
4-Halifax.....	45	32-40	35-38	25-28	20-24	25	35	45	35	45	35	42	50	60
5-Truro.....	40	37	35	32	25	22	.....	.....	33	35	35	45	50	.....
6-P.E.I.—Charlottetown.....	25-30	25-30	25-30	20-25	16-20	12-14	20-25	25-30	32-35	32-35	35	46	48	55
New Brunswick (Average).....	37.5	31.9	28.4	22.5	18.3	18.0	27.7	32.7	34.5	35.0	38.7	48.3	51.3	67.5
7-Moncton.....	35-40	30-35	28	24	18	.....	35	38	35	35	35	48	50	.....
8-St. John.....	45	35	35	25	20	22	35	38	38	40	40	50	55	75
9-Fredericton.....	35	30	28	23	20	20	30	35	35	35	36	40	45	60
10-Bathurst (b).....	30-35	30	20-25	18	15	12	18	25	30	30	35	55	55	.....
Quebec (Average).....	31.2	30.5	24.7	21.3	17.9	24.1	29.9	32.4	34.3	34.2	33.3	53.9	54.5	66.1
11-Quebec.....	20-30	28-30	23-24	16-19	14	20-25	25-28	25-28	30-32	28-30	30-32	48	48	70
12-Three Rivers.....	38	35	30	25	22	20	30	35	35	35	35	55	60	75
13-Sherbrooke.....	25	25	25	20	18	18	.....	.....	35	35	32	52	55	80
14-Sorel.....	30	30	25	20	15	25	30	25	32	32	32	55	55	65
15-St. Hyacinthe.....	30	30	22	22	22	28	28	35	32	32	35	65	65	42
16-St. John's.....	33	33	35	23	20	25	35	38	35	35	35	60	60	80
17-Theford Mines.....	35	35	30	29	25	25	35	35	35	35	40	50	55	70
18-Montreal.....	25-35	25-30	22	15	14-15	18-22	30	35	38-40	38-40	34-35	44-48	47-50	65-70
19-Hull.....	30	30	20	20	15	33	25	30	35	35	25	.....	65	.....
Ontario (Average).....	38.0	34.2	29.8	26.0	21.6	29.8	34.4	38.8	38.5	42.6	35.5	50.6	55.0	67.0
20-Ottawa.....	35	30	25	20-22	15-20	25	35-38	35	30-35	35	50	50	55	65
21-Brockville.....	35-40	30-35	28-35	25-30	20-23	35	32	35	35-40	35-40	30-35	45-50	45-55	64-65
22-Kingston.....	40-42	35-40	35-38	25-30	22	22	35	38	38-42	40-45	35	50	55	60-75
23-Belleville.....	35	30	25	20	18	30	40	40	35	35	30	50	55	60
24-Peterborough.....	40	35	25	23	20	30	35	40	40	45	30	50	55	70
25-Orillia.....	35-38	30-32	25-30	23-25	17-18	32-33	30-35	40	30-32	38	35	58	60	70
26-Toronto.....	27-40	25-30	25-35	20-25	15-20	20-30	25-30	40-45	40-45	40-45	35-40	45-50	50-55	60-65
27-Niagara Falls.....	45	40	32	28	25	30	40	45	40	45	35	50	52	65
28-St. Catharines.....	36-38	32-35	30-33	25-28	18-25	25-30	35-37	38	37	40-42	35	45	50	60
29-Hamilton.....	35	30	28	25	15-20	27	20	35	38	35	35	50	55	70
30-Brantford.....	40	35	33	28	25	35	35	40	45	50	40	50	55	70
31-Galt.....	45	38	35	30	28	38	35	45	40	45	40	48	50	70
32-Guelph.....	40	35	31-33	28-30	25-30	30-35	35	40	35	43	33	46	53	63
33-Kitchener.....	40	35	35	28	23-25	35	40	40	40	43	35	45	50	65
34-Woodstock.....	38-40	32-35	35	25	23	35	25	35-40	40-45	48	50	55	60	72
35-Stratford.....	36	35	34	30	28	38	35	38	44	44	32	60	60	70
36-London.....	35-40	32-35	32	25	22	25-30	35	35	38	42	35	50	52	55
37-St. Thomas.....	32-38	33	27	25	22	33	35	40	38	45	35	55	60	65
38-Chatham.....	42	38	29	25	20	32	34	40	38	45	35	60	65	80
39-Windsor.....	38	36	28-36	30	25-28	35	38	40	38-42	52	50	55	60	70
40-Owen Sound.....	38	35	30	25-28	20-25	28-30	35	35	35-38	38	32-35	50	55	60
41-Cobalt.....	43	35-40	35	22-30	15-30	40	40	40	40	40	40	50-58	60	70
42-Sault Ste. Marie.....	40	35	30	25	15	35	30	35	35	35	45	52	54	65
43-Port Arthur.....	40	35	30	25-28	18	25	42	45	45	50	45	55	60	75
44-Fort William.....	40	.....	28	20	15-18	18-22	35	35	40	45-50	.....	55-60	65-75	.....
Manitoba (Average).....	37.5	30.0	27.5	23.5	21.0	27.3	37.5	40.0	36.5	42.5	.....	50.0	57.5	75.0
45-Winnipeg.....	45	35	30	25	20	22	35	40	35	45	.....	55	60	80
46-Brandon.....	30	25	25	22	22	30-35	40	40	38	40	.....	45	55	70
Saskatchewan (Average).....	38.3	31.7	26.7	22.7	20.0	22.3	36.0	36.7	37.0	41.7	32.0	56.7	63.3	73.3
47-Regina.....	35	30	28	25	25	25	38	40	38	40	32	60	70	70
48-Prince Albert.....	40	30	25	18	12	15	35	35	33	45	.....	50	55	70
49-Saskatoon.....	40	35	27	25	23	27	35	35	40	40	32	60	65	80
50-Moose Jaw.....	40	35	27	25	23	27	35	35	40	40	32	60	65	80
Alberta (Average).....	36.3	31.8	30.3	22.8	17.8	21.3	34.5	37.5	40.3	45.5	37.5	59.5	63.8	70.0
51-Medicine Hat.....	35	30	30	22	15	20	35	40	38	40	35	65	70	70
52-Edmonton.....	35	30	30	22	20	18	30	35	45	50	40	50	55	70
53-Calgary.....	40	35	35	22	18	25	38	40	40	50	40	58	60	70
54-Lethbridge.....	35	32	26	25	18	22	35	35	38	42	35	65	70	70
British Columbia (Average).....	40.4	34.6	29.0	25.0	20.3	28.7	40.4	42.8	41.6	46.8	39.1	58.1	62.7	70.2
55-Fernie.....	40	35	30	25	15	25	42	45	45	50	35	55	60	70
56-Nelson.....	40	35	25	20	15	25	38	40	40	45	22	65	70	67
57-Trail.....	40	35	25	20	15	25	38	40	40	45	42	65	70	67
58-New Westminster.....	40	30	25	25	18-22	32	35	42	42-45	40-55	45	55	60	70
59-Vancouver.....	42	35	40	22	24	28	40	45	35	45	45	50	55	65
60-Victoria.....	38	35	28	25	25	35	45	45	45-50	50	50	50-63	57-65	70-75
61-Nanaimo.....	40-45	35-40	30	28	28	35	45	45	45	50	50	50-63	57-65	70-75

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district.







## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY.	EGGS.					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
	Fresh, specials, per doz.	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage, per dozen.		Dairy, solid, per lb.	Creamery, prints, per lb.		Old, per lb.	New, per lb.
<b>Dominion Average</b> .....	cents. 73.9	cents. 69.8	cents. 64.8	cents. 63.3	cents. 63.3	cents. 15.1	cents. 66.3	cents. 72.9	cents. 43.4	cents. 40.7	cents. 38.2
<b>Nova Scotia (Average)</b> .....	74.4	72.5			75.0	14	68.4	72.9	45.5	39.4	39.3
1-Sydney.....		80				14-16		85	48	40	
2-New Glasgow & District(a).....	65					13	68	70		40	
3-Amherst.....	70-75	65				13	65-70	75	42-45	35-40	38
4-Halifax.....	85				75	14c	68	75-80		40	40
5-Truro.....	75					14	70	80	45		40
<b>6-P.E.I.—Charlottetown</b> .....	60	55	50			12-13	59-60	70		35	35
<b>New Brunswick (Average)</b> ..	80.0	72.5			70.0	14.1	65.6	75.0	43.8	40.0	37.6
7-Moncton.....		75				14-15	70	75	45		35
8-St. John.....		75				15	65-70	75	40		38
9-Fredericton.....	85	80			70	15	70	75	45	40	38
10-Bathurst (b).....	75	60				12	55	75	45	40	
<b>Quebec (Average)</b> .....	79.7	70.7	70.0	67.5	62.5	14.8	65.3	70.1	41.6	40.3	38.8
11-Quebec.....	80				60	16	60-63	66-68	40	38-40	34-36
12-Three Rivers.....	90	80				16	70	73	40	45	40
13-Sherbrooke.....	90	70				14.3c		75	43	40	
14-Sorel.....	70	65				14	60	65	40	35	35
15-St. Hyacinthe.....		65			55	14	70	75			35
16-St. John's.....	80	75	70	65	55	14	66	70	40	45	35
17-Theftford Mines.....	90	70	70	70	70		70		45	40	40
18-Montreal.....	70-75	70				16	62-67	66-70	40-42	38	35-38
19-Hull.....	65					14	60	68	38-49		38
<b>Ontario (Average)</b> .....	74.3	71.0	69.4	70.0	63.6	15.1	67.0	70.8	42.0	41.3	38.6
20-Ottawa.....	70					14	68	73	38-40	45	40
21-Brockville.....	80						65	70	40-45	37-40	
22-Kingston.....	80-90	80-85	75-80		65	14	60-65	65-68	37-40	40	35
23-Bellefleur.....					60	13c			45	38	
24-Peterborough.....	75	68			60	13.6c	68	70	42	44	40
25-Orillia.....	60					14	60	65	42	45	40
26-Toronto.....	75					15.4c		70	42	40	
27-Niagara Falls.....	78	75				16		70	42		38
28-St. Catharines.....	75				65	15	70	68	36	38	40
29-Hamilton.....	75	68	60			15	65	68	47	40	40
30-Brantford.....	75				65	14-15	69	73	38-40	40	30
31-Galt.....	68-70	68-70				12.5c	68-70	70		45	40
32-Guelph.....	80	80			70	14	68	72	40	42	
33-Kitchener.....		65				14.3c	68d	70	44	40	40
34-Woodstock.....	75	70				12	65d	70	45	44	42
35-Stratford.....	70					13	70		39-42	42	38
36-London.....	80	70				14c	68	70	42	43	40
37-St. Thomas.....	65	62				13.3	70	72	42	40	35
38-Chatham.....	60				60	16	65	68	42	45	40
39-Windsor.....	68	65	65			16-20	68	70	42	45	40
40-Owen Sound.....		65				14.3c	68	68	40		38
41-Cobalt.....	80	80	75	70		20		75	42	40	40
42-Sault Ste. Marie.....	90	75				16	65	75	45	40	
43-Port Arthur.....	75					20		75	45	40	
44-Fort William.....	75	70				20	65-70	75	40	40	40
<b>Manitoba (Average)</b> .....	75.0		60.0			15.0	70.0	76.0	46.5	40.0	40.0
45-Winnipeg.....	70					15		77	50	40	40
46-Brandon.....	80		60			15	70	75	43	40	
<b>Saskatchewan (Average)</b> .....	71.3	60.0	60.0	70.0	60.0	15.5	63.3	71.3	45.0	41.3	
47-Regina.....	75		60			15	65	75	45	40	
48-Prince Albert.....	75			70				70	45	40	
49-Saskatoon.....	60	60				16	65	80	45	40	
50-Moose Jaw.....	75				60		60	65	45	45	
<b>Alberta (Average)</b> .....	70.8	65.0	60.0	52.5	50.0	15.4	65.0	71.9	45.0	37.5	38.8
51-Medicine Hat.....	65					17	60d	75	45	45	40
52-Edmonton.....	80	70	60	50	50	15.4c		70	45	35	35
53-Calgary.....	68			55		15		65-70	45	40	40
54-Lethbridge.....	70	60				14.3c	70	75	45		40
<b>British Columbia (Average)</b> .....	68.9	65.0	65.0		63.0	17.1	67.7	79.4	47.4	41.7	38.9
55-Fernie.....	85		65			16.7c		75	50		40
56-Nelson.....	75					19c		85		45	
57-Trail.....	80					20		85		45	
58-New Westminster.....	55					47	16.5	75d	80	40	35
59-Vancouver.....	70	65			55	15	55	73	42	38	38
60-Victoria.....	55					15.4c	73	80	45	42	40
61-Nanaimo.....	60-65							75-80	50	40	40-45

(a) Including Stellarton, Westville and Trenton.  
higher. (d) Dairy Prints.

(b) Representing the former Newcastle district.

(c) Price by single quart

## AND RENTALS IN CANADA AT MIDDLE OF MARCH, 1920.—Continued.

Bread, plain white, per lb.	Soda Biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLE			
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				Rangoon "B", per lb.	Patna, per lb.	Japan, per lb.	Siam, per lb.		Tomatoes, 2½'s, per can.	Peas, standard, 2's, per can.	Corn, 2's, per can.	
cents. 9.1	cents. 21.1	cents. 7.8	cents. 7.6	cents. 8.3	cents. 8.8	cents. 11.2	cents. 16.0	cents. 18.3	cents. 19.0	cents. 17.1	cents. 19.2	cents. 21.4	cents. 20.8	cents. 21.6	
9.5	21.4	8.3	8.3	8.4	8.3	9.4	16.6	17.5	17.0	17.0	22.0	24.5	23.1	22.5	1
10	24	9.2	8.9	8.9	8.9	9	18	12-15			22-25	25	25	25	2
8.7-9.3	18-20	7.7-8.8	7.9	8	6-10	8-12	15-20		17	18	20-25	25	17.5-23	20-25	3
9.3	24	7.7	8.1	9		10	16	21		16	18-20	25	25	20	4
9.3	24	7.9	8.3	8	9	10	15	18		20	20	25	20	20	5
9.3	20	7.3	6.7	8	8	8	15		13		20	18-20	18-20	18-20	6
10.2	20.5	8.2	7.9	8.6	8.5	9.3	17.0	19.5	18.0	16.3	21.0	20.5	19.5	20.0	7
9.3-10	20	8.3	7.9	8-9	9	9	17.0	19.5	18.0	16	20	20-22	18-20	22-24	8
10-10.7	22	8.3	8.1	9	5-9	10	15	18-20		15	24	20	20	20	9
10	20	8.1	7.7	9	8	10	18	20	18	18	22	18-20	18-20	16-18	10
10.7	20	8.1		8	10	8	18				18	22	20	20	
8.4	21.1	8.1	8.0	8.4	9.5	11.7	15.8	19.1	19.5	17.3	19.5	19.9	19.9	20.9	11
8.5	20	8.5	8.5	8			15	16		18	16	20	18	20	12
8.7	22	8.3	8.3	8	12.5	12	15	20			20	20-25	19-20	23-25	13
9.3		8.3	8.3	9.2	10	12.5	18	20	25		22.5	20	20	20	14
8.0	20		7.7	10	10	12	15	18			20	17	25	20	15
6.7			7.9	8			15	18			20	20	20	20	16
8.0	22	7.3	7.3	8	8	13	15	20	20		20	20-22	20	20-22	17
	22	8.3	8.3	8		12				16	20	20	20	25	18
9.3	22	7.3-8.8	7.9-8.8	8.3-9.1	8.3-10	12-13	15-18	22	18	18	18-20	18-20	18-20	16-20	19
8.7	20	7.9	7.5	7.5	7.5	8			15		18	20	18	20	
8.8	20.8	7.6	7.5	8.0	8.6	11.2	16.3	18.4	19.5	18.0	19.4	20.2	19.6	20.8	20
9.3	20	8.8	7.3	9	8	12	15-18	18	25	20	20	20	18-20	20	21
8.7	20-22	7.9-8.3	7.3-7.9	6.5-7	8-9	8-10	15	20			20	20	20	20	22
8.7	18	7.5	7.5	7	6	13	15				18	18	20	20	23
8.0	20	7.3	7.9	9	9	12		18		25	20	20	20	20	24
8.7	18	7.5	7.1	8	8	10	15		20		18	19-20	17-20	20-22	25
8.7	20	6.7	7.9	7	7	15	15	18	18	15	25	25	25	25	26
8.0	22	8.8	7.3	7.5	10	10	18				18	20	20	20	27
8.7	18		7.3	8	10	10	17	25	23	25	20	19-20	18-20	18-20	28
8.0	20	9.2	7.5	7.1	8.3	10	18	20	20		18	19	18	20	29
8.7	22	6.0	6.7	6.3	7	10	15	15	17	15	17	18	18	18-20	30
8.7	22	8.3	7.5	10	10	10	20	20	22	20	20	18-20	20	18-20	31
8.7	22	6.9	7.7	8.3	8.3	10	15	20	20	15	20	20	20	20	32
8.7	20	7.9	7.1	8.3	8.3	15	15	15	20	15	18	22	20	20	33
8.7	22	7.5	7.4	8	10	15		20	20		20	20	20	20	34
8.7	22	7.7	7.7	8.3	8.3	8.3	20	25	25	20	20	20	20	20	35
8.7	20		7.5	10	10	10	12.5		17		20	20	20	20	36
8.7	25	7.9	7.7	8.3	9	9		18			20	19-20	19-20	18-20	37
8.7	22	7.9	7.9	7	10	10	15-20	15-20	15-20	15-20	18	20	15	20	38
8.7	22	7.9	7.9	8.3	8	10	17	18	20		18	25	20	25	39
8.7	20	9	7.7	7	8	10	15	12	15		18-20	22-25	20-22	20-22	40
7.3	22	7.7	6.3-6.7	8	10	13	9	17	20	18	18	18-20	18-20	24-25	41
12	20	8.1	8.1	8	10	10	18	20	20	18	20	24-25	19-20	24-25	42
9.3	20	8.3		8	8	10	18	20	20	18	20	18-20	18-20	18-20	43
10	22			10	12.5	12.5	15	20	13	20	20	16.7-20	19-20	24-25	44
10	18-20	7.5	7.5	7.5-8	8	12	15	15	12.5	15	20	16.7-20	19-20	20	
8.4	22	7.4	7.7	8.5	10.0	11.5	13.0	15.0	20.0	15.0	18.0	24.0	22.0	24.0	45
8.0	22	7.7	7.7	10	10	13	13		20	17	18	25	25	25	46
8.8		7.1		7	10	10		15		13	18	23	18-20	23	
9.3	22.0	7.3	7.2	8.0	9.6	13.1	13.3	20.0	12.5	15.8	18.8	24.1	23.5	24.5	47
8.9	20		7.3	8.5	10	15	12.5	20	12.5	13	20	23	23	25	48
10	21		7.3	8	10	15			17.5	17.5	20-25	21-25	21-25	25	49
8.3	22	7.3		7.5	8.3	12.5	15		18	17.5	22.5-25	23	25	25	50
10	25	7.3	6.9	8	10	10	12.5		12.5	12.5	20	25	25	25	
9.2	21.8	6.6	6.9	8.5	7.6	10.7		16.9	19.4	17.7	18.0	22.6	23.1	24.5	51
7.7	20	7.1		7	7.5	8.3			17.5	17.5	18.5	20.5-25	21-25	21-25	52
9.6	22	6		8	7	12			20		17.5	22.5	22.5	25	53
9.6	25		7.3	8.8	10	12.5		20	20	18	18	22	25	25	54
10	20		7.5	10	6	10		12	20	17.5	18	23	22	25	
9.9	21.7	7.6	7.7	8.5	9.7	13.4	17.5	17.5	20.6	17.0	16.7	23.3	22.8	22.1	55
10	22	7.7	7.7	8.1	9	15			20		17.5	25	22.5	22.5	56
10	20	8.1	8.1	9.4	10	12.5			25		20	25	25	25	57
10	20	7.5		10	9	12.5			23		20	25	23	25	58
9.8	20	7.7	7.7	8	10	12.5	20	15			12.5	22.5-25	22.5-25	20	59
9.8	22	7.7	7.5	8.5	10	12.5			20	18	15	20	20	20	60
9.8	28	7.3	7.3	7	7	12.5	15		17	15	17	23	23	20	61
9.8	20	6.9-7.3		8-9	8-9	12.5-15		20	17.5-20	18	12.5-17	18-25	20-25	20-25	62

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING,

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow red, etc. per lb.	POTATOES		APPLES				Raisins, seeded, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (90 lb.)	Per peck, (15 lbs.)	Fresh, best or eating, per gall.	Fresh, cooking, per gallon.	Evaporated, bright, per lb.	Prunes, medium size, per lb.		
<b>Dominion Average</b> .....	cents. 11.7	cents. 10.6	\$ 4.21	cents. 69.8	cents. 56.0	cents. 45.5	cents. 28.7	cents. 27.0	cents. 25.1	cents. 29.5
<b>Nova Scotia (Average)</b> .....	12.6	9.8	4.38	68.1	33.8	28.5	28.8	26.6	26.8	30.8
1-Sydney.....	14	10	4.50	75		53	24	25-30	25-30	30
2-New Glasgow and District (a).....	12	8	6.30				30	25	30	
3-Amherst.....	12-14	8-10	2.40-3.38	50-65	25-40	20-25	30	25-30	25-28	30-35
4-Halifax.....	12	12	4.50	80	35	30	30	30	25	30
5-Truro.....	12	10	3.60	60			30	23	25	
6-P.E.I.—Charlottetown.....	11	10	3.60	60				24	22	30
<b>New Brunswick (Average)</b> .....	11.8	9.5	3.86	68.8	36.3	27.5	25.7	25.8	23.9	32.8
7-Moncton.....	13	10	3.00	60	35c	30c	24	22	22	33
8-St. John.....	10	10	4.95	85	37.5c	25c	26	30	26	30
9-Fredericton.....	12	8	4.25	75			27	26	25	35
10-Bathurst (b).....	12	10	3.25	55				25	22-23	33
<b>Quebec (Average)</b> .....	11.5	11.6	3.51	65.3	52.9	45.3	27.4	25.9	24.3	29.4
11-Quebec.....	9	12	3.00	65			20	30	20	
12-Three Rivers.....	12.5	12	3.50d	50			30	30	30	35
13-Sherbrooke.....	15	10	4.50	75	63	40	30	30	25	30
14-Sorel.....	13	10	2.25	45	55		30	25	20	30
15-St. Hyacinthe.....	10		3.33		30			18		
16-St. John's.....	8	10	3.60	65	45c	37.5c	30	25	20	20
17-Theftford Mines.....	12	12	2.75	75	60	60c	30	28	25	30
18-Montreal.....	12-12.5	15	4.25-4.50	70-75	45-75	38-60	23-30	25-30	30	30-35
19-Hull.....	12	12	4.25	75	50	30-40	25	20		38
<b>Ontario (Average)</b> .....	12.3	16.8	4.33	75.0	46.7	42.5	28.6	27.0	25.9	30.0
20-Ottawa.....	15		4.25		50	40	30	30	25	
21-Brockville.....	10-13	12.5-13		80-85	38	35	30	22-30	23-25	28-30
22-Kingston.....	10	12	4.00-4.50	80-90	30-50c	30c	28	20	20-22	28
23-Belleville.....	12.5	12.5	4.50	80	40-50c			30	27	30
24-Peterborough.....	12.5	15	4.50	80	70	60	25	25	20	28
25-Orillia.....	10	10	3.75	65			28	30	25	30
26-Toronto.....	13	13	4.75	80			25	30	30	30
27-Niagara Falls.....	12.5	12	4.75	80	50	45	30	27	30	
28-St. Catharines.....	12.5	10	4.80	80	52.5c	42.5c	28	28	25	28-30
29-Hamilton.....	10	10	4.75	90	50	50	25	25	30	27
30-Brantford.....	15	15	4.25		40c	30c	35	30	30	30
31-Galt.....	10.5	12.5	4.00	75	30-45c		25	20-30	25-30	30
32-Guelph.....	10	12.5	4.00	75	30c		30	28	30	30
33-Kitchener.....	12.5	12.5	4.50	80	38	33	20	35	28	35
34-Woodstock.....	12.5	12.5	4.50	80	40	30	30	25	30	30
35-Stratford.....	15	15	4.00-4.25	75	50	20	20	25	30	30
36-London.....	12.5	12.5	4.50	80	50	40	30-33	25	28	
37-St. Thomas.....	10	10	4.60	80	50	40	28-30	25	30	
38-Chatham.....	12.5	8	4.80	70	40-50		28-30	25	28	
39-Windsor.....	12.5	10	5.00	85	50	40	30	25	32	
40-Owen Sound.....	12.5	10	3.75	70	30	30	25	25	25	32
41-Cobalt.....	15	12	4.00	60	45	40	25	25	30	35
42-Sault Ste. Marie.....	12	8	5.00	90	50	40	28	25	25	32
43-Port Arthur.....	12.5	8.3	3.50	60			25	25-30	30	
44-Fort William.....	10-15	6.3	3.50	60	80	70-90	30-35	20	20	35
<b>Manitoba (Average)</b> .....	13.0	7.5	3.38	69.0	1.13	75.0	25.0	27.5	20.5	30.0
45-Winnipeg.....	13	10	3.75		1.15c	75c		30	23	30
46-Brandon.....	13	5	3.00	50			25	25	18	30
<b>Saskatchewan (Average)</b> .....	11.7	9.7	3.63	77.5	84.4	56.5	30.0	27.5	20.6	36.3
47-Regina.....	12.5	8	3.75		75c	46.9c	25	35	15	35
48-Prince Albert.....	12.5	12.5	3.40	90	93.8c		35	25	22.5	35
49-Saskatoon.....	12.5	8.3	3.60		75c	60c	35	25	25	35
50-Moose Jaw.....	10	10	3.75	65	93.8c	62.5c	25	25	20	40
<b>Alberta (Average)</b> .....	10.9	9.2	4.23	65.0	75.0	71.3	31.3	27.5	23.1	35.0
51-Medicine Hat.....	12.5	8.3	4.50		75c	63.8c	30	30	20	35
52-Edmonton.....	10	10	3.00	50	75c		30	25	17.5	30
53-Calgary.....	11	8.3	4.41d				35	30	30	40
54-Lethbridge.....	10	10	5.00	80	75c	75c	30	25	25	35
<b>British Columbia (Average)</b> .....	10.9	9.7	4.87	95.0	75.0	47.5	28.4	28.8	27.9	32.4
55-Fernie.....	10	8	4.50d		60c		25	30	30	35
56-Nelson.....	12.5	8	5.40d					30	30	35
57-Trail.....	12.5	8	5.50					25	30	35
58-New Westminster.....	10	10	4.05d	85	75c	45c	30	25	25	30
59-Vancouver.....	10	12.5	4.95	1.05	90c	37.5c	32	32	28	30
60-Victoria.....	10	10	5.40d				32	32	27	30
61-Nanaimo.....	10-12.5	10-15	3.65-4.95		75c	60c	30	25-30	25	30-33.3

(a) Including Stellarton, Westville and Trenton (b) Representing the former Newcastle district. (c) Calculated per gallon from prices quoted. (d) Calculated per bag from price reported.



AND RENTALS IN CANADA AT MIDDLE OF MARCH, 1920.—Continued.

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Corn, Syrup, per 5-lb. tin.	Honey, clover, strain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's, per can.	Pears, 2's, per can.	Plums, 2's, per can				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (in packets), per lb.	Green, medium (in bulk), per lb.	Green, medium, (packets, per lb.
\$ 1.35	\$ 1.32	cents. 39.4	cents. 38.7	cents. 28.5	\$ 1.07	cents. 67.0	\$ 1.77	cents. 18.2	cents. 16.9	cents. 64.3	cents. 68.7	cents. 67.2	cents. 67.9
1.28	1.19	39.2	40.0	26.3	1.20	78.3	1.83	18.6	17.8	62.0	65.0		60.0
1.00	1.00							19	18	60-75	70		
1.50								18-20	17	60-65	65-70		
1.10-1.50	1.10-1.40	35-40	40	25-30	1.25-1.75	65-75		18	17.5-18	50-60	60-65		60
1.35	1.25	40	40	25	1.00	1.00	2.00			60	60		
1.25	1.25	40		1.10		65		18.2		65	65		
1.25	1.25	35	30	25	1.00	50	1.50	17.4	16.7	60	65		
1.30	1.32	44.1	47.1	35.0	1.08	58.3		17.0	15.9	58.7	61.7	70.0	65.0
1.30	1.35	40	40	40	1.00	65		15.4	14.3	55	55		
1.35	1.35	40	40	35	1.00	60		19	18	60	65	70	65
1.25	1.25	55	65		1.25	50		15.4	14.3	55	65	70	
		38-45	40-47	30				18	17				
1.41	1.37	41.4	39.8	30	1.12	61.8	1.88	18.1	16.8	66.3	62.1	65.3	61.1
1.50	1.40	40	40	30	1.25	60	2.50	18	17	70	65	70	65
1.50	1.50	40	40	30	1.15	65	2.25	20	18	60	50	70	50
1.25	1.25	40	40	25		65		17	16	55	70	55	70
								18	17	70	70	70	
1.40	1.40	45	40	35	1.40	60	1.50	18.2	16.7	70	60	70	60
1.40	1.30	40	35	35	1.00	60	2.00	17		75		65	
1.30-1.50	1.25-1.50	40	40-45	30	90-95	60-65	1.50	18-19	17-17.5	55-65	70	45-60	70-75
1.40	1.35	45	40	25	1.00	60		18	17	70	70	50	
1.34	1.32	38.8	38.0	28.5	1.03	64.1	1.66	18.5	17.0	65.5	67.6	64.7	67.4
1.35	1.35	40	40	35	1.10	60		19	18	70		70	
1.25-1.60	1.60	30-60	30-60	25	1.00-1.20	60	1.25-1.75	16-19	14-13.8	60-70	70	60	60-70
1.25	1.25					50		18.2	15.4	70	60	70	60
1.45	1.35	35	60	25	1.00	75	1.75	18.2	17.4	70	60	70	60
1.40	1.35	30	30	25	1.25	60	1.60	16	15.4	70	70	75	70
1.25	1.25	20	20	1.10		65	1.50	20	50-60	70	50-60	70	25
1.25	1.15	40	30	30	1.00		1.65	19	18	60	70	60	70
1.45	1.25	40	40		1.00		1.75	19	18.2	75	70	70	27
1.40	1.40	30	28	22	1.00	65	1.75	16	15.5	60-70	70	55-65	70
1.15	1.00			20-35	85-1.00	55	1.45	18-20	16	60	70	60	70
1.30	1.30	35	35	30	1.00	65	1.50	20	18.2	70	70	70	30
1.30	1.20	25-40	35-40	20	90-1.00	60	1.75	20	18.2	60		60	31
1.40	1.30	40	40	30	1.00	65	1.50	20	60	65	60	65	32
1.45	1.45	35	30	25	95	60	1.25	16.7	16.7	65	70	65	70
1.25	1.25	45	40	35	1.00	65	1.50	18.2	18.2	60	70	70	34
1.50	1.50	30	30		1.00	85	1.75	20	10	65	70	65	35
1.25	1.25	35	30	20	1.00	60	1.60	18	16	65	70	65	36
1.40	1.40	35	30	25	1.25	55	1.50	18.2	17.4	60	70	60	37
1.40	1.40	35-40	20	30	1.00-1.25	65	1.75	16.7	16.7	60-80	70-80	60-80	70
1.35	1.35	40	40	38	1.10	95	2.25	16.7	15.3	50-80	50-80	50-80	38
1.35	1.35					90	1.60	18.2	16.7	70	60	60	40
1.35	1.35	35	30	25	1.00	65	1.75	20	17.3	65	70	70	41
1.25	1.25	40	40	30	1.00	60	1.75	18.2	18.2	65	70	65	42
1.40	1.35	40-60	35	25-30	1.00	65	1.75	20	18.2	60-70	65	60-70	60
1.25	1.25	30-50	25	25	1.00	60	1.90	20	18.2	60-70	55	55-60	44
1.35	1.30	37.5	35	26.5	98	72.5	1.85	20.0	19.6	70.0	72.5	70.0	72.5
1.40	1.30	40	35	30	1.05	80	1.80	20	19	70	75	70	45
1.30	1.30	35	35	23	90	65	1.90	20	20	70	70	70	46
1.31	1.30	37.5	35.0	23.8	1.09	71.3	1.71	18.6	15.4	68.4	70.0	68.8	
1.25	1.25	30	25	25	1.00	70	1.75	20		70	65-75	70	47
1.35	1.35	50	45	25	1.00	75	2.25	18.2	16.7	70	75		48
1.40	1.35	35	35	20	1.10	75	1.10	19.5	17.0	65		65	49
1.25	1.25	35	35	25	1.25	65	1.75	16.7	12.5		65	60	50
1.43	1.31	45.0	46.0	31.3	1.05	75.0	2.08	17.2	15.8	62.5	71.3	73.3	72.5
1.35	1.35	40	40	25	1.00	70	1.85	17	15.3	55	65		51
1.35	1.30	40	40	30	95	70	2.00	17.4	16.7	60	70	70	52
1.60	1.30	45	45	40	1.10	75	2.20	17.5	17	70	75	80	53
1.40	1.30	55	55	30	1.15	85	2.25	16.7	14.3	65	75	70	54
1.32	1.37	42.1	44.7	26.9	1.12	74.5	1.94	17.3	17.6	62.5	66.4	73.9	78.3
1.35	1.35	45	45	30	1.35	75	2.25			70	70	85	55
1.50	1.50	30	25		1.25	75	2.00	15.4	15.4	65	75	80	56
1.30	1.30	30	48		1.05	70	1.70	20	20	65	50	60	57
1.40	1.40	60	60		1.00	75	1.75	17.5	20	60	70	75	58
1.40	1.30	35	35	25	1.00	75	1.85	16.7	16.7	55	70	70	59
1.34	1.34	60	50	98	74	74	2.10	16.7	16.7	60	65	75	60
1.40-1.45	1.40-1.45	35	50	30-35	1.15-1.20	75-80		17-18.2	16-17	50-75	65	70-75	61

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½-lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ¼ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans, roasted, Rio, etc., per lb.								Laundry standard, per bar.	Toilet, castile, per lb.
<b>Dominion Average.....</b>	cents. 60.6	cents. 57.1	cents. 30.0	cents. 14.6	cents. 10.4	cents. 15.1	1.15	cents. 9.2	cents. 13.9	cents. 10.8	cents. 29.7
<b>Nova Scotia (Average).....</b>	62.0	58.3	31.4	12.0	9.3	14.5	97.0	8.2	14.7	11.4	27.5
1-Sydney.....	60		33	13	8	14	1.00	10	15	12	30
2-New Glasgow and District(a).....	60		30	10	10	12	1.00	7	12-15	10	.....
3-Amherst.....	60-70	60	30-35	10-12	10-15	15-18	90-1.00	6-8	15	10-12	25
4-Halifax.....	60	50	30	13	8	15	90	7	15	12	.....
5-Truro.....	65	65		13	8	15	1.00	10	15	12	.....
<b>6-P.E.I.—Charlottetown.....</b>	65	50	25	15	7	15	1.00	7	14	9.5-10	24
<b>New Brunswick (Average).....</b>	63.8	55.0	30.0	12.3	10.3	17.5	92.5	6.0	14.0	10.9	27.5
7-Moncton.....	65	50	25	12	6	15	90	6	15	9-10	25
8-St. John.....	65	60	35	12	15	25	1.00	6	12	12	20
9-Fredericton.....	60		30	10	8	15	80	7	14	12	30
10-Bathurst (b).....	65		30	15	12	15	1.00	5	15	10	35
<b>Quebec (Average).....</b>	59.1	57.8	28.5	14.7	10.2	17.1	98.6	9.0	13.6	9.9	20.3
11-Quebec.....	55-60	55	25	18-22	8	10-12.5			12-14	8-10	.....
12-Three Rivers.....	60	50	30	15	10	15	1.20		15	9-10	20
13-Sherbrooke.....	65		35	15	10	15	1.10	6	15	10	25
14-Sorel.....	45	60	30	13	10	15	1.00	10	15	9	.....
15-St. Hyacinthe.....		60		14					12	10	15
16-St. John's.....	70	70	25	16	16	20	80	10	12	12	.....
17-Thetford Mines.....	65	60	30	15	10	50	90	8	12	9-10	15-18
18-Montreal.....	50-70	50-65	25-32	13-15	7-8	12.5-18	80-1.00	10	14-15	9.5-10	25
19-Hull.....	50	50	25	10		15	1.00	10	13		
<b>Ontario (Average).....</b>	59.2	56.9	30.4	13.0	9.8	14.7	1.21	9.0	13.1	11.0	30.0
20-Ottawa.....	60	60	30	10	8	15	1.10	10	15	10-11	25
21-Brockville.....	55-60			12.5-13	10	15	1.00	5-7	12-13	10-12	.....
22-Kingston.....	60		25	12.5	6	15	1.30	8	13	10	25
23-Belleville.....	65	65	30	12	10	15	1.20	10	12.5	12	39
24-Peterborough.....	65	60	40	15	8	15	1.20	8	14	9-11	18
25-Orillia.....	50	60	30	15	10	15	1.00	10	15	12	24
26-Toronto.....	60	60	30	13	10	20		10	13	11	30
27-Niagara Falls.....	65	55	30	14	10	17		10	13	11	40
28-St. Catharines.....	60-70		30	13			1.20	8	13	12	40
29-Hamilton.....	60	60	25	10	10	15		5	9	10	15
30-Brantford.....		60	30	15	10		75	10	15	11	25
31-Galt.....	65	65	35	13	12	15	1.10	10	15	12.5	20
32-Guelph.....	55	45	30	15	14	15	1.00	12	13	12	.....
33-Kitchener.....	50	40	30	12	7	17	1.50	10	15	12	18
34-Woodstock.....	65	50	30	13	7	13	1.40	10	12.5	12.5	20
35-Stratford.....	60	60	25	14	15	10	1.60	10	12.5	.....	30
36-London.....	60	60	30	15	10	12.5	80	7	13	10	30
37-St. Thomas.....	60	50	30	12.5	10	15	1.00	8	12.5	10.5-12	25
38-Chatham.....	50-65	55	30	13	10	15	1.25	8	14	12	18-25
39-Windsor.....	50-65	50-65	50	10	10	15	1.50		12.5	10	35
40-Owen Sound.....	65	65	30	12.5	5	15	1.10	7	12.5	11	45
41-Cobalt.....	60	55	35	13	15	10	1.50	10	15	10	35
42-Sault Ste. Marie.....	45	50	25	15	7	15	1.00	10	15	10	35
43-Port Arthur.....	55-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Fort William.....			25	10	10	12.5	1.70	10	10	10	50
<b>Manitoba (Average).....</b>	60.0	65.0	30.0	15.0	10.0	16.0	1.00	10.0	15.0	9.5	30.0
45-Winnipeg.....	65	65	35	15	12	15	1.00	10	15	11	30
46-Brandon.....	55		25	15	8			10	15	8	30
<b>Saskatchewan (Average).....</b>	62.5	55.0	30.0	21.3	13.9	15.0	1.53	10.0	19.0	9.8	38.3
47-Regina.....	65		30	20	15	15	1.40			8-12.5	50
48-Prince Albert.....	70	60	30	15	15	15				10	25
49-Saskatoon.....	50	50	30	30	15	15	1.60	10	18	10	40
50-Moose Jaw.....	65		30	20	10	15	1.60	10	20	10	40
<b>Alberta (Average).....</b>	66.3	57.5	31.3	16.3	10.9	13.8	1.18	10	15.6	10.0	32.5
51-Medicine Hat.....	60	50	30	15	8	15	1.35	10	17.5	8-10	25
52-Edmonton.....	70	65	30	15	10	10	1.10	10	15	10	35
53-Calgary.....	65	65	35	15	15	15	1.10	10	15	11	30
54-Lethbridge.....	70	50	30	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average).....</b>	59.6	57.1	29.6	19.7	12.0	14.0	1.24	11.6	14.1	7.6	33.0
55-Fernie.....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	60	60	35-40	25	15	15	1.30	15	15	8.8	35
57-Trail.....	50	50	30	22	15	12.5	1.40	15	16	8	35
58-New Westminster.....	65	65	30	15	10	15	1.20	10	12.5	6	40
59-Vancouver.....	60	50	25	.....	10	12.5	1.15	10	12.5	6.3-7	21
60-Victoria.....	55	55	30		9	14	1.10	9	15	5.8-7	35
61-Nanaimo.....	50-75	55	25-35	20-22.5	10-15	12.5-15	1.01-20	10	10-15	5-10	30-40

(a) Including Westville, Stellarton and Trenton. (b) Representing former Newcastle district. (c) Calculated price per cord from price quoted. (d) Natural gas used. (e) Lignite. (f) Hard coal. (g) Lignite is \$9.00, \$10.50 per ton. (h) Jack pine, poplar, etc.

## AND RENTALS IN CANADA AT MIDDLE OF MARCH, 1920.—Concluded.

COAL		WOOD								RENT			
Anthracite, per ton.	Bituminous, per ton.	Hard (long), per cord.	Hard (stove lengths), per cord.	Soft, best (long), per cord.	Soft (stove lengths), per cord.	Millwood cuttings, etc., per cord.	Coal oil, per gallon.	Matches, parlour (500) per box.	Six-roomed house with modern conveniences, per month.	Six-roomed house without or with incomplete modern conveniences, per month.			
\$ 4.84	\$ 10.69	\$ 12.40	\$ 14.07	\$ 9.50	\$ 10.44	\$ 9.91	cents. 33.1	cents. 14.8	\$ 22.75	\$ 16.30			
15.58	8.78	9.00	9.75	6.50	7.00	10.00	33.2	14.2	17.88	12.83	1		
15.00	7.20	5.00	6.00	4.00	5.00		35	15	14.00-18.00	8.00-12.00	2		
17.00-18.00	7.75-8.10	8.00	8.00	8.00	8.00		35	15	18.00-25.00	12.00-18.00	3		
14.25	10.50	9.00	10.00	5.00	6.00	10.00	33	15	15.00		4		
17.00							28	11	18.00-20.00	12.00-15.00	5		
	10.50	10.00	12.00	8.00	10.00	10.50c	30-32	15	15.00	11.00	6		
17.00	10.94	12.50	14.50	7.63	8.75	7.79	29.8	15.0	21.38	16.25	7		
	8.75-10.50	10.00	12.00	7.00	8.00		30	15	25.00-40.00	18.00-24.00	8		
17.50	11.00-13.25	15.00	16.00	8.00	9.00	7.58c	26-32	15	15.00	12.00	9		
16.00	11.00	15.00	16.00	7.00	8.00	8.00c	28-32	15	18.00	14.00	10		
17.50	11.00	10.00	14.00	8.50	10.00		30	15	20.00	18.00			
13.85	10.38	12.81	15.19	9.98	10.79	10.13	30.9	15.0	17.11	11.63	11		
14.00	11.75	13.33-14.67c	13.33-14.67c	11.33-12.67c	11.33-12.67c	9.75c	22	15	20.00-25.00		12		
15.00	10.00	12.00	18.00	9.00	12.00	8.00c	30-35	15	20.00	12.00	13		
13.50	11.50	12.00	14.00	10.00	12.00		35	15	16.00	14.00	14		
13.00	10.00	12.00	13.00	7.00-9.00	8.00-10.00	8.00c	35-40	15	14.00	7.00	15		
14.00			16.00	13.33c	9.33c		32-34	15	15.00	10.00	16		
13.50	9.00	14.00	17.00	9.60	10.00c	12.00c	25-30	15	10.00-12.00	6.00-10.00	17		
14.75		12.00					30	15	20.00	15.00	18		
13.50	10.00	13.00-15.00	15.00-16.00	10.00-11.00	12.00	12.00-14.00	28-30	15	14.00-18.00	12.00-13.00	19		
13.25-13.50		12.50	14.00	8.00	10.00	10.00	29-35	15	17.00-22.00	12.00-17.00			
13.85	10.94	13.82	14.76	10.31	11.90	10.78	29.5	14.8	24.69	17.33	20		
13.25-13.50		12.50	14.00	8.00	10.00	10.00	28-30	15	20.00-28.00	15.00-20.00	21		
12.75	10.00		14.00	10.00	11.00	13.00c	30	15	18.00-25.00	15.00-20.00	22		
13.50	11.00	14.00	15.00	11.00	12.00	10.00	28-30	15	18.00-25.00	18.00-20.00	23		
14.00	10.50	10.50	11.00	6.50	7.00	4.50	25	15	20.00-25.00	18.00-20.00	24		
14.50	9.50	11.00	12.00	8.00		8.40c	28-30	15	18.00-25.00	14.00-18.00	25		
13.00		17.00	18.00	15.00	16.00	13.00	30	15	13.00-16.00	11.00-13.00	26		
d	d	d	d	d	d	d	30	15	35.00	25.00	27		
13.00							30	15	20.00-28.00	15.00-20.00	28		
14.00	12.00	14.00	14.00	12.00	12.00	12.00	30	15	25.00	20.00	29		
13.50	10.00	16.00	16.00	12.00	12.00	10.00c	23	15	25.00-30.00	19.00-20.00	30		
14.00	14.00		16.00		12.00	12.00c	30	15	20.00-30.00	15.00	31		
14.00	11.00	16.00	17.00	12.50	13.50	13.50c	30	15	18.00	14.00	32		
11.50-14.00	10.50	14.00	16.00	11.00	12.50	12.50c	30-35	15	20.00-24.00	14.00-16.00	33		
14.00	10.00	12.50	15.00	11.00	14.00	13.33c	32	15	30.00-35.00	20.00	34		
13.00	13.50	16.00		13.00			30	15	18.00	12.00	35		
14.00-14.50	13.00		18.00		14.00	12.00	30	14	24.00-30.00	14.00-16.00	36		
14.00	10.00	12.00-13.00					30	15	20.00-35.00	16.00-25.00	37		
14.50	10.00					9.00-12.00c	30	15	18.00-25.00	12.00-17.00	38		
10.50							30	15	18.00-20.00	12.00-15.00	39		
14.00	9.00	12.00	12.50	10.00	10.00		22-28	15	30.00	22.00	40		
16.50		12.00	15.00c	10.00	14.25c		30	15	13.00-16.00	10.00-13.00	41		
13.50	11.00	11.00	15.00	8.00	12.00	8.25c	30	15	22.00	14.00	42		
16.00	11.50			10.00	12.00		30-35	15	35.00	20.00	43		
16.00	10.50	11.50	12.50	7.29c	8.00c		30	13.3	25.00-40.00	15.00-30.00	44		
								15	25.00-40.00	15.00-30.00			
17.88	12.75	11.25	12.63	10.00	11.25		35.0	15.0	20.75	20.13	45		
16.75	13.00	11.00h	12.75h	10.00	11.50		35	15	25.00-35.00	17.50-25.00	46		
19.00	12.50	11.50h	12.50h	10.00	11.00		35	15	25.00-30.00	18.00-20.00			
21.25	11.62	13.00	14.00h	11.50	11.75	10.50	40.6	15.0	35.00	18.75	47		
19.50	11.85	13.00h	14.00h	11.00	12.00	12.00	40-45	15	35.00	15.00-20.00	48		
	11.50g				11.00-12.00	10.50	40	15			49		
23.00	11.50			12.00		9.00	40	15	35.00	20.00	50		
	7.63				13.00	10.00	38.3	16.3	30.00	18.50	51		
	6.50					9.00c	35	15	25.00	15.00	52		
	8.50-9.75c				13.00c	11.00c	40	15	40.00	25.00	53		
	7.25						40	20	30.00	20.00	54		
									25.00	14.00			
15.25	11.39			9.06	9.61	5.93	44.6	13.3	21.83	18.00	55		
15.00f	6.45-6.70			11.00-13.50c	12.00	7.00	50	15	20.00	18.00	56		
	12.00			7.50-8.50			60	15	17.00		57		
	12.00						40	15	30.00	20.00	58		
	12.50					5.25c	40	15	18.00-20.00	12.00-14.00	59		
15.50f	13.00			8.00-10.00		7.00-8.00	40-45	10	20.00-30.00	18.00-24.00	60		
	12.00-12.50			7.00	9.82c	5.05c			18.00-22.00		61		
							35				6		



**COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS  
OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA**

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	March 1914	March 1915	March 1916	March 1917	March 1918	March 1919	Feb., 1920	March 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	48.0	46.6	44.4	56.2	66.6	71.4	73.2	74.6
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	29.0	29.8	32.8	32.0	33.2	38.2	47.6	50.4	47.6	48.8
Veal, roast, forequarter..	1 "	19.0	11.3	12.8	14.0	14.4	15.7	17.3	17.7	17.9	21.6	26.0	27.4	25.9	26.3
Mutton, roast, hindq'r....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	20.9	20.5	22.1	26.5	32.3	30.9	33.1	33.9
Pork, fresh, roast, ham....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.2	18.5	20.5	26.8	34.4	35.4	37.0	37.5
Pork, salt, mess.....	2 "	21.9	25.0	34.4	33.0	33.2	35.2	36.8	34.8	36.8	46.8	65.2	68.0	70.6	71.6
Bacon, breakfast.....	1 "	15.4	17.8	24.8	23.8	22.5	24.7	25.9	24.9	27.2	33.3	46.5	49.3	52.2	52.6
Lard, pure leaf.....	2 "	25.2	23.2	40.6	36.0	35.6	39.4	37.6	35.2	37.2	52.8	68.0	69.2	78.4	79.2
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.0	34.3	33.7	37.0	28.6	33.9	46.9	58.9	54.6	83.9	73.9
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	28.1	33.3	26.7	29.1	41.8	50.5	49.2	63.5	63.3
Milk.....	6 qts.	36.6	39.0	43.0	49.2	49.8	61.0	53.4	55.2	52.8	60.6	72.0	82.2	91.2†	90.6
Butter, dairy, solid.....	2 lbs.	44.2	40.4	52.0	53.0	50.4	56.0	61.2	64.4	67.0	85.4	97.6	103.4	131.8	132.6
Butter, creamery prints..	1 "	25.5	27.7	31.9	31.5	31.7	33.9	35.5	37.4	38.7	48.7	54.3	58.0	73.9	87.7
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	21.2	23.4	24.3	31.9	33.1	35.8	40.7	40.7
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	19.2	21.8	23.0	31.1	30.4	34.4	38.0	38.2
Bread, plain, white.....	15 "	55.5	58.5	66.0	64.5	66.0	61.5	64.5	72.0	69.0	90.5	114.5	118.5	136.5	136.5
Flour, family.....	10 "	25.0	25.0	33.0	32.0	34.0	32.0	32.0	43.0	38.0	53.0	67.0	67.0	76.0	76.0
Rollod oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	21.0	26.0	24.0	27.5	37.5	37.5	40.5	41.5
Rice, good medium.....	2 "	10.4	10.6	10.4	10.0	11.0	11.4	11.8	11.8	12.4	13.0	20.6	24.2	31.6	32.0
Beans, handpicked.....	2 "	8.0	9.4	10.8	10.4	11.0	12.4	12.0	13.6	18.2	25.6	33.6	26.0	23.2	23.4
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	12.5	11.8	13.5	14.2	21.3	22.2	27.9	28.7
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	12.2	12.8	13.8	14.0	17.1	20.0	26.0	27.0
Sugar, granulated.....	4 "	21.0	22.0	24.0	24.0	26.0	23.0	22.4	32.4	32.8	36.4	42.4	47.6	64.4	72.8
Sugar, yellow.....	2 "	10.0	9.8	10.8	11.0	12.0	11.0	10.4	14.6	15.0	16.8	20.0	22.2	30.4	33.8
Tea, black, medium.....	½ "	8.2	8.3	8.7	8.9	8.8	8.9	8.6	9.2	9.9	10.7	12.7	15.7	16.3	16.4
Tea, green, medium.....	½ "	8.7	8.7	9.1	9.4	9.5	9.3	9.1	9.7	10.1	10.7	12.1	15.3	16.9	16.9
Coffee, medium.....	½ "	8.6	8.0	8.9	9.2	8.3	9.4	9.5	9.7	10.0	10.0	10.2	12.1	15.0	15.2
Potatoes.....	½ bag	24.1	23.0	30.3	44.0	46.3	38.0	40.7	33.0	61.0	98.7	72.2	56.3	130.3	140.3
Vinegar, white wine.....	⅛ qt.	.7	.7	.7	.7	.8	.8	.7	.8	.8	.8	.9	.9	.9	.9
<b>All foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$8.85</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.68</b>	<b>\$7.88</b>	<b>\$8.36</b>	<b>\$10.70</b>	<b>\$12.65</b>	<b>\$13.05</b>	<b>15.77†</b>	<b>\$15.98</b>
Starch, laundry.....	½ lb.	2.0	3.0	3.1	3.1	3.2	3.2	3.1	3.2	3.3	3.5	4.6	4.7	4.7	4.6
Coal, anthracite.....	⅞ ton	30.5	45.2	48.1	48.8	51.9	55.0	54.6	53.5	53.5	66.6	71.7	80.6	90.1	92.8
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	38.6	37.2	37.6	51.1	58.9	61.4	65.9	66.8
Wood, hard.....	" cord	32.5	35.3	38.8	41.4	41.3	42.5	41.9	41.4	41.6	49.6	68.6	73.6	76.5	77.5
Wood, soft.....	" "	22.0	25.5	30.4	30.0	30.0	30.0	31.9	31.3	30.3	36.1	49.4	55.6	58.8	59.4
Coal oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	23.7	23.8	23.0	23.4	26.3	28.1	32.4	33.1
<b>Fuel and lighting.....</b>		<b>\$1.60</b>	<b>\$1.63</b>	<b>\$1.70</b>	<b>\$1.70</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.91</b>	<b>\$1.87</b>	<b>\$1.86</b>	<b>\$2.27</b>	<b>\$2.74</b>	<b>\$2.99</b>	<b>\$3.24</b>	<b>\$3.30</b>
<b>Rent.....</b>	<b>½ mo'th</b>	<b>\$2.37</b>	<b>\$2.89</b>	<b>\$4.05</b>	<b>\$4.05</b>	<b>\$4.60</b>	<b>\$4.75</b>	<b>\$4.77</b>	<b>\$4.22</b>	<b>\$3.96</b>	<b>\$4.16</b>	<b>\$4.56</b>	<b>\$4.90</b>	<b>5.66</b>	<b>\$5.69</b>
<b>Grand total.....</b>		<b>\$9.87</b>	<b>\$10.60</b>	<b>\$12.79</b>	<b>\$13.90</b>	<b>\$13.79</b>	<b>\$14.02</b>	<b>\$14.39</b>	<b>\$14.01</b>	<b>\$14.22</b>	<b>\$17.16</b>	<b>\$20.00</b>	<b>\$20.99</b>	<b>24.71†</b>	<b>\$25.01</b>

**AVERAGE COST OF STAPLE FOODS BY PROVINCES**

Nova Scotia.....	\$5.61	\$5.83	\$6.32	\$6.78	\$7.17	\$7.29	\$7.43	\$7.71	\$8.49	\$10.57	\$12.61	\$13.60	\$15.95	\$16.24
Prince Edward Island.....	4.81	5.28	5.61	5.90	6.11	6.34	6.68	6.61	7.45	8.94	11.07	11.18	13.41	14.17
New Brunswick.....	5.38	5.83	5.55	6.24	7.13	7.04	7.36	7.23	8.44	10.38	12.61	12.94	15.52	15.80
Quebec.....	5.15	5.44	6.33	6.45	6.97	6.87	7.23	7.38	8.14	10.56	12.62	12.57	15.11	15.20
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.49	7.70	8.32	10.89	12.72	12.86	15.86	16.03
Manitoba.....	5.85	6.19	7.46	7.47	7.88	7.87	8.24	7.85	8.51	10.08	12.07	13.34	16.06	15.90
Saskatchewan.....	6.96	6.92	7.28	8.06	8.16	8.25	8.24	8.31	8.46	10.37	12.63	13.68	15.34	15.67
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	8.69	8.37	8.40	10.90	12.98	13.29	15.87	15.78
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.13	8.96	8.98	8.72	10.90	12.95	14.13	16.66	16.95

\*December only.

†Revised.

# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR MARCH, 1920, FEBRUARY, 1920, AND MARCH, 1919, 1918, 1917, 1916, 1915, 1914 AND 1913.

(Average price 1890-1899=100.)

	Number of commodities.	INDEX NUMBERS									
		March* 1920	Feb.* 1920	March* 1919	March* 1918	March 1917	March 1916	March 1915	March 1914	March 1913	
<b>I.—GRAINS AND FODDERS—</b>											
Grains, Ontario.....	6	403.9	400.1	281.9	443.4	297.3	176.5	230.0	144.0	137.2	
Grains, Western.....	4	433.7	424.4	286.5	383.0	255.3	162.2	199.1	125.6	116.6	
Fodder.....	5	300.4	313.6	249.9	215.3	201.4	176.1	192.6	163.8	144.8	
All.....	15	384.0	377.7	272.5	353.4	254.1	172.5	209.3	145.8	134.2	
<b>II.—ANIMALS AND MEATS—</b>											
Cattle and beef.....	6	344.5	341.5	368.4	325.5	272.1	207.0	207.7	221.0	181.7	
Hogs and hog products.....	6	363.9	360.4	344.1	358.1	272.2	192.2	154.5	175.9	180.6	
Sheep and mutton.....	3	285.8	277.5	290.5	321.1	236.3	211.0	167.5	170.4	157.1	
Poultry.....	2	476.6	459.0	444.2	382.2	296.8	271.5	200.8	221.8	190.1	
All.....	17	356.5	350.7	355.0	342.5	268.7	200.1	181.0	196.2	179.1	
<b>III.—DAIRY PRODUCTS.....</b>											
<b>IV.—FISH—</b>											
Prepared fish.....	6	229.4	235.5	246.6	241.6	186.4	151.8	153.9	153.6	160.5	
Fresh fish.....	3	263.2	263.2	247.8	225.8	212.7	182.0	153.9	161.0	171.5	
All.....	9	240.6	244.7	247.0	236.8	195.1	161.9	154.0	156.1	164.2	
<b>V.—OTHER FOODS—</b>											
<b>(a) Fruits and Vegetables—</b>											
Fresh fruits, native.....	1	312.5	312.5	275.7	193.0	248.2	174.6	128.7	165.4	124.1	
Fresh fruits, foreign.....	3	201.0	197.0	183.6	180.8	122.4	98.7	85.3	84.2	100.1	
Dried fruits.....	4	283.4	283.4	249.0	272.0	198.6	150.3	121.9	119.1	113.2	
Fresh vegetables.....	5	589.3	573.0	236.0	319.2	473.0	266.1	136.5	188.7	128.3	
Canned vegetables.....	3	216.3	219.0	202.4	252.9	196.8	102.4	101.2	97.7	125.2	
All.....	16	352.7	347.1	225.6	261.1	288.3	169.3	116.2	139.4	118.4	
<b>(b)—Miscellaneous groceries—</b>											
Breadstuffs.....	10	304.3	305.2	246.1	261.2	205.7	147.5	166.6	124.4	125.8	
Tea, coffee, etc.....	4	294.0	294.0	196.4	151.6	140.0	125.4	113.3	107.7	118.2	
Sugar, etc.....	6	560.7	537.6	305.4	250.0	179.4	158.6	142.6	102.8	108.8	
Condiments.....	5	231.9	227.9	245.9	225.1	161.4	141.9	120.3	104.6	96.9	
All.....	25	293.1	288.6	252.3	233.8	180.0	145.2	143.1	112.5	114.7	
<b>VI.—TEXTILES—</b>											
Woolens.....	5	412.7	412.7	372.9	388.5	261.2	213.3	159.2	138.0	124.3	
Cottons.....	4	387.6	379.3	360.4	300.5	190.5	143.6	121.5	144.7	141.6	
Silks.....	3	783.3	817.1	140.6	133.4	112.9	108.8	79.7	95.5	86.2	
Jutes.....	2	676.6	703.0	609.5	609.5	415.0	320.8	198.1	226.5	205.5	
Flax products.....	4	529.9	513.1	471.8	388.4	280.7	203.4	153.7	114.7	120.4	
Oilcloths.....	2	274.0	264.7	273.8	177.7	139.8	125.6	101.1	104.6	104.7	
All.....	20	420.9	419.4	369.1	333.6	232.0	183.7	136.7	133.8	127.4	
<b>VII.—HIDES, LEATHER, BOOTS AND SHOES—</b>											
Hides and tallow.....	4	429.1	532.4	294.5	263.6	291.9	233.2	221.2	198.9	174.6	
Leather.....	4	315.0	315.0	265.0	263.3	268.5	187.7	172.2	151.4	152.3	
Boots and shoes.....	3	339.7	339.7	224.2	230.9	221.1	180.6	153.3	155.7	153.9	
All.....	11	363.2	400.8	264.6	254.6	264.1	202.1	186.2	169.9	160.6	
<b>VIII.—METAL AND IMPLEMENTS—</b>											
Iron and steel.....	11	262.3	245.4	226.0	279.8	201.8	137.3	102.7	103.3	107.2	
Other metals.....	12	235.7	228.7	185.8	261.6	276.4	299.6	158.6	125.4	133.8	
Implements.....	10	250.3	243.7	241.4	221.6	166.0	127.9	108.2	106.6	105.6	
All.....	33	250.2	236.4	198.0	255.5	218.1	193.5	124.6	112.7	116.9	
<b>IX.—FUEL AND LIGHTING—</b>											
Fuel.....	6	258.3	257.7	232.5	236.7	248.5	158.3	119.4	128.5	137.8	
Lighting.....	4	249.1	249.1	240.4	120.2	102.4	88.5	90.0	92.7	91.0	
All.....	10	254.7	254.4	235.7	190.1	190.1	129.6	107.6	114.2	119.0	
<b>X.—BUILDING MATERIALS—</b>											
Lumber.....	14	485.0	439.9	282.1	251.8	197.5	180.2	178.4	183.0	178.0	
Miscellaneous materials.....	20	250.5	235.8	228.4	216.9	191.1	141.1	110.1	113.8	112.3	
Paints, oils and glass.....	14	471.1	447.9	332.3	297.4	246.8	190.1	148.0	140.2	145.4	
All.....	48	383.2	357.2	274.4	250.6	209.2	166.8	141.1	141.7	141.2	
<b>XI.—HOUSE FURNISHINGS—</b>											
Furniture.....	6	449.2	449.2	311.8	207.3	185.1	143.6	146.7	147.1	146.6	
Crockery and glassware.....	4	439.0	439.0	367.7	279.8	224.7	183.8	155.1	133.9	197.9	
Table cutlery.....	2	164.1	164.1	155.1	150.7	132.2	126.6	80.3	72.4	72.4	
Kitchen furnishings.....	4	263.6	259.1	270.2	239.7	160.3	132.4	123.4	124.6	118.9	
All.....	16	364.5	363.5	295.8	226.4	182.0	148.7	134.7	128.8	125.7	
<b>XII.—DRUGS AND CHEMICALS.</b>											
<b>XIII.—MISCELLANEOUS—</b>											
Raw furs.....	4	1851.4	1851.4	887.4	535.4	412.4	287.4	133.8	236.0	353.9	
Liquors and tobaccos.....	6	316.3	314.0	256.2	214.7	156.4	143.5	135.3	138.8	135.0	
Sundries.....	7	205.3	212.0	211.8	217.2	167.5	139.2	116.1	108.2	114.7	
All.....	17	631.7	633.7	386.5	291.2	221.2	175.2	127.0	149.1	178.1	
All commodities.....	262†	349.0	343.5	277.6	269.2	224.9	177.9	145.4	137.1	136.0	

\*Preliminary figures. †Nine commodities off the market, fruits, vegetables, etc. One line of spelter was dropped in 1915.



**FUEL AND LIGHTING.** — Gasoline and coal oil advanced late in the month.

**BUILDING MATERIALS.** — Spruce deals rose at New Brunswick from \$36 to \$38 per M. Pine, birch and maple advanced at Toronto, and fir and shingles at Winnipeg. Lime, lead pipe, nails, sash cord, hinges, white lead, linseed oil, turpentine, window glass and putty advanced.

**HOUSE FURNISHINGS.** — Sad irons advanced again, reaching \$2.20 per set.

**DRUGS AND CHEMICALS.** — Alcohol, alum, bleaching powder and caustic soda advanced, and many lines of heavy chemicals were reported to be very scarce and difficult to obtain.

**MISCELLANEOUS.** — Malt, rope and laundry starch were higher, but binder twine and raw rubber declined.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

THE accompanying tables and the following notes give the latest available statistics as to prices movements in other countries and as compared with Canada.

### United Kingdom

In the United Kingdom, there was a fall in the level of retail food prices between the first of February and the first of March, owing mainly to a drop in the prices of eggs from 5½d. each to 4d. each. Milk and fish were also lower, but butter, margarine and potatoes were higher. The level of retail food prices at the beginning of March was therefore 133 per cent higher than in July, 1914, as shown by the index number of the Ministry of Labour. At the first of April, however, the index number had risen to a point 139 per cent higher than in July, 1914. Wholesale prices were also slightly upward, the index number of the London *Economist* reaching 379.6 at the end of March as compared with 370.9 at the end of February, and 260.1 at the end of March, 1919, which had marked the low point of the brief downward movement after October, 1918.

### Denmark

The Danish Statistical Department reports twice each year as to the increase in the cost of maintaining a family in Copenhagen. The report for January indicated that the increase over the cost in July, 1914, was 141.9 per cent, which

is 14.6 per cent higher than in July, 1919, and 27.4 per cent higher than in January, 1919. The greatest increases since the beginning of the war were in meats, flour, clothing and fuel, all of which were over 200 per cent. The chief increases since January, 1919, were in beef, pork, milk, cheese, eggs and fuel, all of which were up over 40 per cent.

### Iceland

The Icelandic Statistical Department reported the price of foods at Reykjavik in October, 1919, to be 10 per cent higher than in July, and 267 per cent higher than in July, 1914.

### Italy

The general level of food prices at Rome in January was reported by the Municipal Labour Office to be 9.3 per cent higher than a month before and 175 per cent above the prices in the first half of 1914. The average increase in prices of all household necessities was 7.2 per cent over the pre-war level. The Municipal Office of Labour of Milan reported that the cost of maintaining a family on the pre-war standard in February was one per cent higher than in January, and 282 per cent higher than in the first half of 1914, food being 1.4 per cent higher for the month and 318 per cent higher than before the war, while clothing was 293 per cent above the pre-war level, heat and light 325 per cent, and rent 8.3 per cent.



## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States				France	Australia	Italy	Japan	Sweden
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bureau of Census and Statistics	Board Index No.	Bank of Japan	Official
No. of commodities	272*	47	44	45	346	25†	96	200	22†	45	92			
	1890—1899 = 100	1900 = 100	1901—1905 = 100	1897—1899 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100	1911 = 1000			
1890.....	110.3	103.2	102.2	72	83.5	109.252	\$ 0.876	43.4	.....	1,053	.....	.....	.....	.....
1895.....	95.6	80.7	87.6	62	69.2	94.604	8.4344	31.251	42.0	760	.....	.....	.....	.....
1900.....	108.2	100.0	110.5	75	81.7	99.306	7.8869	93.355	44.2	894	.....	.....	.....	.....
1905.....	113.8	97.6	103.3	72	85.7	110.662	8.0987	99.315	47.3	98.3	910	.....	.....	.....
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	948	.....	.....	.....
1907.....	126.2	106.6	118.0	80	95.8	117.940	8.9645	110.462	50.9	109.0	1,021	.....	.....	.....
1908.....	120.8	103.0	109.0	73	90.8	125.756	8.9694	110.728	54.2	100.9	1,115	.....	.....	.....
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.6183	115.434	59.2	101.4	993	.....	.....	.....
1910.....	124.2	106.8	113.3	78	97.3	137.172	8.9681	121.301	59.3	108.1	1,003	.....	.....	.....
1911.....	127.4	109.4	113.6	80	96.6	131.068	8.7132	115.616	56.9	113.2	1,000	.....	.....	.....
1912.....	134.4	114.9	123.4	85	98.8	143.284	9.1967	122.858	62.6	117.8	1,172	.....	.....	.....
1913.....	135.5	116.5	122.3	85	100.0	139.960	9.2076	118.576	58.1	115.6	1,088	126.0	132.2	100
1914.....	136.1	117.2	120.8	86	99.0	146.969	9.9036	122.186	60.8	117.9	1,149	119.8	126.3	116
1915.....	148.0	143.9	156.6	108	100.0	148.950	9.8530	124.563	64.0	161.6	1,604	167.2	127.8	145
1916.....	182.0	186.5	196.4	136	123.0	175.729	11.8061	148.808	74.9	217.6	1,504	251.6	154.9	185
1917.....	237.0	243.0	280.0	175	175.0	281.796	15.6385	204.121	110.8	362.4	1,662	385.9	196.4	244
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	1,934	515.5	259.0	339
1919.....	.....	296.3a	287.9	205.6	214.0	.....	.....	.....	.....	412.0	.....	.....	.....	330
1914														
January.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	\$ 1,085	.....	.....	.....
April.....	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	1,113	.....	.....	.....
July.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	1,185	.....	.....	.....
October.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	1,225	.....	.....	.....
1915														
January.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	\$ 1,387	132.7	.....	.....
April.....	146.4	.....	151.2	106.9	100.0	153.21	9.7753	125.090	67.8	156.3	1,660	152.3	.....	.....
July.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	1,822	164.4	.....	.....
October.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	\$ 1,544	186.4	.....	.....
1916														
January.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	\$ 1,502	232.3	.....	.....
April.....	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.690	71.3	.....	1,493	252.7	.....	.....
July.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	1,505	242.8	.....	.....
October.....	188.2	.....	208.7	141.5	134.0	190.13	12.0399	152.355	82.2	223.0	\$ 1,514	260.2	.....	.....
1917														
January.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	\$ 1,525	290.0	.....	.....
April.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	266.7	1,587	333.7	.....	.....
July.....	248.7	.....	254.4	176.9	187.0	245.20	16.0680	211.956	116.4	309.8	1,715	382.3	.....	.....
October.....	244.7	.....	259.1	180.6	181.0	230.20	16.9117	219.679	120.1	327.9	\$ 1,804	441.8	.....	.....
1918														
January.....	258.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	\$ 1,887	457.6	.....	.....
April.....	269.4	.....	270.0	189.8	190.0	291.494	18.4656	230.313	130.5	385.4	1,940	505.6	.....	.....
July.....	284.0	.....	278.5	193.1	198.0	265.744	19.1849	232.575	123.3	389.9	1,954	540.6	.....	.....
August.....	284.3	.....	284.9	195.9	203.0	287.376	19.1162	232.058	122.2	406.0	.....	544.1	.....	.....
September.....	285.3	.....	285.5	197.1	207.0	294.276	19.0485	232.962	123.2	410.5	.....	545.8	.....	.....
October.....	289.6	268.0	282.6	197.8	205.0	264.213	19.0167	233.227	119.0	416.1	\$ 1,965	557.5	285.5	370
November.....	290.9	286.7	282.6	195.3	206.0	258.625	18.9110	230.629	118.8	413.7	.....	551.7	283.4	367
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.9376	230.375	.....	407.9	.....	468.9	282.6	372
1919														
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5848	230.146	119.7	401.8	\$ 1,929	412.7	283.2	369
February.....	279.8	280.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	.....	406.4	281.6	358
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.3244	217.037	122.9	389.1	.....	410.9	272.7	354
April.....	279.6	298.3	262.4	184.6	203.0	311.801	17.2795	219.673	129.8	384.0	.....	415.7	273.2	339
May.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.196	128.0	375.8	.....	424.4	263.7	330
June.....	284.1	277.7	281.3	193.4	207.0	301.465	18.0900	227.973	122.9	381.5	.....	447.8	301.6	324
July.....	294.0	281.4	293.2	206.4	219.0	313.647	18.8964	233.707	127.9	406.0	.....	452.7	326.8	320
August.....	301.1	299.7	295.9	212.7	226.0	309.820	20.9017	241.650	126.7	401.7	.....	461.9	332.2	321
September.....	290.5	308.0	290.4	214.8	221.0	280.279	19.4720	238.242	116.9	416.2	.....	464.9	.....	319
October.....	291.6	319.3	308.9	224.3	223.0	277.626	19.5215	235.867	111.2	441.4	.....	487.0	.....	307
November.....	307.7	336.5	317.5	231.0	230.0	282.486	19.9026	238.573	114.6	468.2	.....	547.1	.....	308
December.....	322.7	345.7	334.7	235.2	238.0	280.876	20.1756	244.639	119.4	488.6	.....	.....	.....	317
1920														
January.....	338.4	356.3	353.1	245.3	248.0	294.935	20.3638	247.394	130.4	.....	.....	.....	.....	319
February.....	343.5	.....	370.9	.....	.....	.....	.....	.....	127.3	.....	.....	.....	.....	.....
March.....	349.0	.....	379.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*230 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1920.

†Continuing Sauerbeck's index number.

‡Feeds only.

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES

Date	Canada 29 Foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New Zealand 59 foods 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 22 foods 50 cities
1900	\$ 5.48	88.5a		906b									
1905	5.95	91.0a		990b									
1910	6.95	96.8a		991b			98.4c	1000					93
1911	7.14	96.8a		983b			101.7c						92
1912	7.33	101.3a	1,140	1,017b			101.3c	1020	100				96
1913	7.33	101.6a	1,106	1,037b			102.0c			100.0			100
1914	7.73	103.4a	1,155	1,098b						103.0			102
1915	7.86	131.5a	1,428	1,201b						117.2			101
1916	8.79	106.0	1,506	1,268b						120.9			114
1917	11.42	199.0	1,481	1,360b						150.4			146
1918	13.02	214.7	1,490							180.6			168
1919													186
1914													
January	7.73		1,099				107.1d						104
April	7.50		1,161										97
July	7.42	100	1,164	1,070				1004e	92		100	100	102
October	7.99	112	1,156	1,096			106.9c						105
1915													
January	7.97	118	1,240	1,190				1105e	98				103
April	7.79	124	1,318	1,212			107.7d						99
July	7.80	132.5	1,522	1,200	116.3	120.0		1235e	102				100
October	7.82	140	1,551	1,202	120.0	120.3	113.8c						103
1916													
January	8.28	145	1,504	1,236		126.0*		1136e	118		143		107
April	8.34	149	1,520	1,253		129.4*	117.6d	1379e			155		109
July	8.46	161	1,516	1,276	135.9	139.5*		1420e	126		176		111
October	9.30	168	1,454	1,289		143.8*	120.3c	1466e			182		121
1917													
January	10.27	187	1,453	1,359		147.9*		1547e	142			160	128
April	10.77	194	1,473	1,357		157.9*	123.6d	1717e	160		212	175	145
July	11.62	204	1,470	1,357	154.7	178.8*		1845e	183		261	177	146
October	11.81	202	1,506	1,392		192.0*	136.1c	2008e	198		273	192	157
1918													
January	12.42	206	1,505	1,427		197.4*			211	179.6		221	160
February	12.54	208	1,510	1,430	166.1				215	191.2		227	161
March	12.66	207	1,519	1,434		203.7	145.4d	2120	225	174.9		235	154
April	12.57	206	1,528	1,464					233	176.1	239	247	154
May	12.66	207	1,539	1,484					256	175.9		258	158
June	12.79	208	1,541	1,485		229.7		2331	258	175.7		261	162
July	13.00	210		1,491	181.8				270	175.6	279	268	167
August	13.41	218	1,491	1,507					272	171.3		284	171
September	13.31	216	1,489	1,509		251.0	161.8c	2446e	278	197.8	270	310	178
October	13.54	229	1,521	1,515					280	201.6		320	181
November	13.65	233	1,547	1,535					278	203.1		330	183
December	13.65	229	1,565	1,603		252.0		2608e	289	203.1	275	330	187
1919													
January	13.78	230		1,553	189.9				290	194.9	279	369	185
February	13.41	230	1,645	1,522					291	212.4	278	354	172
March	13.05	220	1,661	1,505		257.4	167.7d	2780e	291	205.1	278	331	175
April	13.35	213	1,686	1,516						195.8	276	336	182
May	13.53	207	1,696	1,524						185.9	271	328	185
June	13.72	204	1,706	1,528		261.4		2942e		204.3	289	310	190
July	13.77	209	1,714	1,539	211.1				374	210.4	291	313	192
August	14.45	217	1,723	1,565					283	206.7	291	309	188
September	14.31	216	1,718	1,585			138.6c	2893e	304	203.2	298	307	188
October	14.21	222	1,814	1,605						203.7	300	307	188
November	14.23	233	1,839	1,635						202.4	297	309	192
December	14.70	234	1,834	1,662		244.6				199.0	299	307	197
1920													
January	15.30	236		1,688	241.9								201
February	15.70	235											
March	16.13	233											

a. Calculated from annual index number prior to war and price level Aug.—Dec. 1914. b. Four chief centres only. c. 6 months ending September. d. 6 months ending March. e. Quarter beginning in specified month. \* Previous month.



### South Africa

The cost of living index number calculated by the Director of the Census for the Union of South Africa averaged 1,401 for the year 1919 as compared with 1,300 for 1918, 1,250 for 1917, and 1,077 for 1913. The index number for December, 1919, however, was 1,548, as compared with 1,331 for January. All the groups advanced during the year, but the increases in fuel and in meat were slight. In wholesale prices the index number was up to 2,079 in October as compared with 1,799 in January, 1,663 in January, 1918, and 1,109 in January, 1915. During the

year there were decreases in metals, building materials, chemicals and in the miscellaneous group, but there were increases in all the other groups.

### United States

The United States Bureau of Labour Statistics reported the prices of staple foods in January to be 101 per cent higher than in 1913, the greatest increases being in potatoes, sugar, rice, cornmeal, flour, eggs, lard, ham, bacon, pork chops, all of which rose over 100 per cent. The index number for January was 201 as compared with 197 for December, 185 for January, 1919, and 100 for January, 1914.

## FIRST ANNUAL REPORT OF THE NEW BRUNSWICK WORKMEN'S COMPENSATION BOARD

THE first annual report of the Workmen's Compensation Board for New Brunswick covers the period from its organization on September 18, 1918, to December 31, 1919. For the purpose of obtaining the names of all employers of labour and the classification of industries, the Board undertook an industrial census of the province. At the close of 1919, 2,115 payrolls had been submitted to the Board for assessment. With an estimated total pay-roll of \$21,396,010, the Board adopted the capitalized reserve plan of assessment, and the rates fixed were calculated to provide an amount sufficient to cover:

(a) All compensable claims payable during the year 1919; (b) the reserve necessary to meet the pension claims accruing in future years, arising from accidents which happened in 1919; (c) an amount to be set aside for the purpose of establishing a disaster reserve, and (d) the cost of administration.

The total amount of assessment received was \$427,854.

On August 1, 1919, a regulation of the Board became effective providing for the payment of first-aid and hospital care to injured workmen in addition to

the compensation otherwise provided. This, however, was found not to work satisfactorily owing to variance of opinion as to the meaning of "first-aid," and hope was expressed that legislation would be introduced providing for full medical aid and hospital care during the disability of injured workmen.

Up to December 31, 1919, there were reported to the Board 2,746 accidents, which included 37 deaths, 1,583 cases of temporary disability, 113 cases of partial disability, 661 minor accidents and 342 claims in assembly and partially disposed of. The compensation awarded, and estimated to be awarded for accidents up to December 31, 1919, is as follows:

Compensation paid other than pensions .....	\$ 89,619.27
Transferred to pension reserve ...	67,610.85
Compensation estimated for claims reported but not completed ....	10,087.92
Compensation estimated for unreported claims .....	47,729.31
First aid .....	778.51
Hospital fees .....	1,011.43

Total compensation for the period. \$216,837.29

The expenses for administration amounted to \$41,473.



## RECENT LEGAL DECISIONS AFFECTING LABOUR

**SOME** time ago the International Brotherhood of Electrical Workers, through its Canadian vice-president, revoked the charter of Local Union No. 213 of the Brotherhood, which had its headquarters at Vancouver, B.C., and attempted to take over the

**International Union cannot revoke charter of an active local or seize its assets**

books, money and assets of the local union. Officers of the local union then brought action against the International Brotherhood for the retention of its affiliation, and, at the same time, the Brotherhood brought an action against the local for possession of its books, money and other assets. The two actions were consolidated, and the trial, which lasted for fifteen days, resulted in a decision in favour of the local union. In summing up his judgment, Mr. Justice Macdonald said:

I have found that the members of the local union had property rights which were destroyed, and were entitled to redress. I feel no doubt that I can thus declare the rights of the party and should apply a remedy as far as possible. There will be judgment accordingly, in apt terms, stating that the charter of the local union is restored and was improperly suspended and revoked. Also, that the members of the local union were, and are, entitled to all rights and privileges of membership in the brotherhood as well as the local union and are not affected by the suspension and revocation of the charter. It would be futile to restrain the Brotherhood or any of its officials outside the jurisdiction of the court from depriving the local union, or its members, of any such rights and privileges. As an injunction operates *in personam*, I will enjoin and direct Ingles [Canadian vice-president, I.B.E.W.] as a resident of the province. It follows without a lengthy discussion that the action of Ingles, as a representative officer of the Brotherhood, against certain members of the local union,

and particularly in connection with its funds, fails. I should add that I would have come to this conclusion aside from my determination in the Morrison action, as I cannot see upon what principle the Brotherhood can claim the funds of the local union after suspension and revocation of its charter. These moneys were not subscribed, as a fund to be appropriated, or used, in any way by the Brotherhood. They were for the benefit of the local union. It is true that the obligation of some of the officials of the local union required delivering over of all property to the general president of the I.B.E.W., but such obligation is not consistent in its terms with the previous portion of the pledge of the officials to make such delivery to their successors in office. Then section 4 of article 31 declares that the funds and property of the local union cannot be divided among the members individually and should be the property of the local union while five members exist. It is only when the local union finally dissolves that its charter, books, papers and funds shall be forwarded to the international secretary, but even then they are not declared to be the property of the Brotherhood.

Members of the local union who are interested in the funds might, on sufficient grounds, have applied to change the trustees but this was not even suggested nor did anyone appear in support of the position assumed by Ingles nor as advocating any change in the custody of funds. I do not think Ingles, upon behalf of the Brotherhood, can succeed in his action on any grounds.

The costs in connection with these actions, coupled with a lengthy trial, have been heavy. The plaintiff in the first action and the defendant in the second are entitled to the general costs of both actions.

The defendants in the first action, however, are entitled to the costs upon the issue or 'event' upon which they succeed—as to their actions with respect to the suspension and revocation of the charter being in good faith there will be judgments accordingly.

(British Columbia—*Morrison et al. vs. Ingles et al.* *Ingles et al. vs. Morrison et al.*)

A youth employed as a carter was sent by his employer to take an article

**Employer must  
compensate  
carter hurt  
when helping a  
third party**

to a mill. On arriving there he placed himself under the orders of the foreman of the mill, and, in working for him, he met with an accident, breaking his

leg. His mother brought action against his employers under the Workmen's Compensation Law of Quebec. It was contended by the defendants that: (1) The plaintiff had not legally been named tutor to her son, (2) the law of industrial accidents does not apply to the case in question, and (3) at the time of the accident the son of the plaintiff was not working for the defendant, but for a third party. The Superior Court of Quebec supported the claims of the defence and dismissed the action. An appeal was taken to the Court of Review, which found in favour of the plaintiff, reversing the judgment of the Superior Court. It was held by the Court of Review that the defendant had not denied that the plaintiff was tutor and had not proved that her nomination was illegal and irregular, and the nomination having been made it could not be attacked indirectly. It was further held that both parties admitted that the plaintiff's son had been requested by the foreman of the mill to help him load the vehicle, and that this aid rendered was in connection with his work, that the employer should expect his employees to help in the loading, and even if the defendant had not admitted that his employees should do all that was asked of them, even if it was not proved that the plaintiff's son had been in the habit of helping to load his vehicle, the accident would still have occurred in the course of his employment. The plaintiff's son having suffered a permanent partial incapacity of 25 per cent, she was awarded \$1,130.64, less \$300, which she had already received from his employer, this sum being the capitalized value of half his annual loss due to his

injury. (*Quebec—Dame Roy vs. Lemieux.*)

A boy was employed as labourer on the farm lands of the Royal Agricultural

**Father may  
sue for minor  
son's wages**

School, an incorporated company of the province of Quebec. The school became insolvent and his father then

brought an action in the Superior Court against the directors jointly and severally to recover \$137.85 for wages earned by his minor son. On behalf of the defendants the question was raised as to whether the plaintiff, not having done the work himself, could legally succeed in this privileged claim. With regard to this point the reply of the Court was as follows: "True, plaintiff personally did not perform this work for the Royal Agricultural School, but he sent his son and horses to do it. That amounts in law to the same thing, for privilege in support of such a claim is granted in regard to the work and not to the individual. Plaintiff's son forms part of plaintiff's household; he lives with his father, works for his profit, and is dependent upon his father for everything, as are the other minor members of the family. It is, then, the wages of a labourer that the plaintiff demands in this action, and he has a right to the recourse which Article 5971 of the revised statutes gives to him against the directors personally for wages of labourers due by the company, the conditions and formalities of the said statute having been previously complied with."

Judgment was therefore declared in favour of the plaintiff. (*Quebec—Bellefleur vs. Armstrong et al.*)

Five carpenters, all returned soldiers, brought an action for wages under the

**Wages recovered under  
Mechanics' Lien Act**

Mechanics' Lien Act of British Columbia against the firm by which they were employed, and against the owner of the house

which was being built by them. It ap-

peared from the evidence that the firm comprised a partnership of three men operating under the name of The Vancouver Construction Company, Limited. Workmen were engaged by the Company who announced that returned soldiers were preferred. It was alleged that when a returned soldier applied for work he was induced to contribute

\$100 to the company before being engaged. The owner of the house contested the action on the ground that the plaintiffs were partners in the business. The Court, however, decided against this contention and gave judgment for \$350, which was the amount of the liens. (*British Columbia—Doig et al. vs. Vancouver Construction Company and W. J. Burroughes.*)



# LABOUR GAZETTE

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DEPUTY MINISTER—F. A. ACLAND.

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

The Dominion-Provincial Commission, appointed in accordance with a resolution passed at the National Industrial Conference in September last, to consider the subject of Uniformity of Labour Laws of the Dominion, met at Ottawa during the last week in April. The report of the Commission appears in full in this issue.

The cost of the weekly family budget of staple foods averaged \$15.99 at the middle of April as compared with \$15.98 at the middle of March, \$13.35 in April, 1919, and \$7.51 in April, 1914. The index number of wholesale prices reached 353.1 in April as compared with 349.0 for March, 279.6 for April, 1919, and 136.7 for April, 1914.

At the beginning of April the percentage of unemployment among members of trade unions was 3.44 per cent, as compared with 4.33 at the beginning of March. According to returns received from nearly 4,900 firms, employment remained steady during the first half of April and increased considerably during the latter part, due largely to railway construction work.

The time loss during April due to industrial disputes was greater than during March, but less than during April, 1919. There were in existence during the month 44 strikes involving about 6,249 workpeople and resulting in a time loss of about 84,099 working days. At the end of April there were on record 18 strikes involving about 1,691 workpeople.

### Proceedings under the Industrial Disputes Investigation Act

During April the Department received a report from the Board established to deal with the dispute between the Canadian Fish and Cold Storage Company, Limited, Prince Rupert, B.C., and certain employees, being fish packers.

Twelve applications were received for the establishment of Boards, and a request was received that proceedings be discontinued for the present time in connection with two Boards established during the present month.

### Bonus plan of Saskatchewan Co-operative Creameries

Last year the Saskatchewan Co-operative Creameries Company, Limited, put into effect a bonus scheme of which the particulars were as follows: To all employees on the payroll at least one year, a bonus of 8 per cent of the year's salary was granted; returned men who had been with the Company prior to the war and were again in its service received a bonus of a full year's salary; returned men who were not in the employ of the Company before the war, but who had joined the staff since, were given a bonus for the actual period worked. Bonuses under \$100 were paid in cash. Bonuses of from \$100 to \$200 were paid half in cash and half in stock of the Company. Payment of bonuses over \$200 was made one-third in cash and two-thirds in stock.

**Pension plan  
of Ontario  
Hydro-Electric  
Power Commis-  
sion**

In accordance with an Act passed by the Ontario Legislature in 1919, mention of which was made in the **LABOUR GAZETTE** of May, 1919, the Ontario Hydro-Electric Power Commission has inaugurated for the benefit of their employees a pension plan, an insurance and sick benefit plan, and a savings account for women employees. About 2,500 employees will benefit from these plans. The pension scheme was made to date back from November 1, last. A pension will be paid to any male employee who has been in the service 15 years and has reached the age of 65, or has become permanently disabled before his sixty-fifth birthday. The pension will be an annual payment of one-eightieth of the pensioner's average salary for the last five years before retiring, multiplied by the number of years he has been in the service. The insurance plan provides that if a male employee dies, there will be paid to his estate five per cent of his salary for each year he has been in the service, provided it does not exceed twice the annual salary he was receiving at the time of his death. The sick benefit plan applies to all permanent employees, both male and female. During the first week of sickness employees are retained on the pay-roll, after which they are transferred to the sick benefit list. Sick benefit payments will be on an increasing scale, but the amounts to be paid and the periods that must elapse before the amounts are varied have not yet been decided upon. Certain medical supervision will also be provided by the Commission. If an employee is receiving assistance under the Workmen's Compensation Act, a sum will be added to make the total amount received equal to the scale fixed by the Hydro Commission. There will be no assessment on the employees for any of the above benefits, as the cost will be borne entirely by the Commission. A savings account will also be opened for each woman employee in which will be deposited every year 5 per cent of her salary, and the amount thus accrued

will be paid to her when she leaves the service.

**Employers'  
Association of  
Manitoba**

The Employers' Association of Manitoba was formed at Winnipeg on March 30, to continue as a permanent organization the work of the provisional committee of employers appointed last January to co-operate with the Dominion and Provincial Governments in dealing with the economic problems arising out of the peace treaty and with international labour legislation. The policy of the Association is set forth in the following statements of aims: (1) To promote [on] a fair and equitable basis, industrial peace, and commercial prosperity in the community, and the steady employment of labour. (2) To discourage lockouts, strikes and unfair demands by either employer or employee. (3) To secure for employer and employee freedom of contract in the manner of employment. (4) To disseminate a knowledge of the fundamental economic laws and conditions upon which a successful and desirable community life depends. At their organization meeting the employers declared for the "open shop" principle in all lines of business, and declared that, as citizens with large sums of capital invested, they would urge upon the Provincial and Dominion Governments to establish and maintain the principle, with a view to greater production in all lines of industry and commerce. They emphasized the fact that the Association was not intended to combat unionized labour, and declared their intention to co-operate with labour in legitimate efforts to improve conditions. At a subsequent meeting a legislative service bureau was established under the Association to supply its members with information concerning laws affecting their interests. During the past session of the Legislature sub-committees of the original provisional committee held joint conciliation sessions with labour delegates and representatives of the Provincial Government to discuss state insurance under the Workmen's Compensa-



tion Act, collective bargaining and other questions, and other committees were appointed at the request of the Dominion Minister of Labour to deal with the questions of uniform labour legislation throughout Canada. The officials of the Association are: President, H. T. Hazelton; Vice-Presidents, W. T. Riley, Winnipeg; A. E. McKenzie, Brandon; Joseph Marion, St. Boniface; H. Stevens, Portage la Prairie; General Secretary, Charles F. Roland, Winnipeg. Nominations were also made of five members as competent to represent the Association on the Manitoba Council of Industry, and from this number, two, Messrs. Stovel and Lyall, were subsequently selected as the employers' representatives on the Council. Every trade group is represented in the fifty-one directors of the Association. The foundation membership includes 243 firms, employing, besides executive officers, 13,817 hands, of which number 10,386 are males and 3,431 are females, earning a total annual wage of over eleven million dollars.

#### **New Industrial Councils in Great Britain**

During the present year new Joint Industrial Councils have been completed in Great Britain under the Whitley plan in industrial establishments under the Ministry of Munitions, and for administrative, technical and clerical staffs employed by local authorities. Constitutions have also been drafted this year for Joint Industrial Councils for the glass industry; entertainment workers; industrial establishments under the Air Ministry; and surgical instrument workers. Among the more important topics which the Councils have dealt with recently are the reorganization of industry, education, unemployment insurance and workmen's compensation. The Building Trades Industries Council is considering a code of regulations to be recommended for inclusion in the working rule agreements between employers' associations and trade unions, and a complete scheme of democratic control for voluntary adoption. A list of Joint Industrial Coun-

cils previously formed in the United Kingdom was given in the December, 1919, issue of the *LABOUR GAZETTE*, at page 1459.

#### **Bill for settlement of labour disputes in France**

The Minister of Labour of France has introduced in the Chamber of Deputies a bill for the settlement of labour disputes. It is not proposed to suppress the right to strike, but every means to settle disputes amicably must first be exhausted before work is stopped. The main points of the bill are summarized in *The Economic Review* as follows:

"If a dispute arises in any commercial, industrial or agricultural establishment employing more than 20 workers, a delegation, appointed from among the workers or employees affected, must approach the head of the establishment or his representative to discuss the point under dispute. . . . The delegates may not be more than 5 in number, except in the case of establishments employing over 500 workers divided into different categories. They must be received within 24 hours of making the request and must receive a reply within the next 24 hours, unless the period is extended by special arrangement.

"If the dispute cannot be settled in the above manner, the matter must be referred to a conciliator. The conciliator may be chosen by both sides in common, or two may be chosen, one by either side. If these methods are not agreed upon the dispute must be referred either to the Conciliation Committee for the trade concerned or to the local Justice of the Peace. The parties whom the dispute concerns must then be called upon to appear within 48 hours. If an agreement is reached, it must be recorded in a collective Convention. If no agreement is reached, both sides are advised that they may appeal to arbitration. The Conciliation Committee is composed of an equal number of employers and employees, and, in cases where arbitration is declared obligatory (see below), of an equal number of representatives of pub-



lie interests appointed by the Minister of Labour and the competent Minister.

"If the two sides decide to resort to arbitration, each side nominates one or more arbitrators, who may be chosen from among the members of the Conciliation Committee. If these arbitrators cannot agree, they themselves select an additional arbitrator. Any cessation of work during arbitration is prohibited. Arbitration is compulsory, and any collective cessation of work is prohibited until the arbitral decision has been made, in the following establishments which minister to public requirements, and the stoppage of which would imperil the life or health of the nation, or the economic or social life of the country: (a) Railways, tramways, and other transport means, on land or water; (b) gas and electricity works; (c) coal mines, water, lighting, and power undertakings; (d) hospitals; (e) in towns of over 25,000 inhabitants—funeral undertakers, refuse collectors and other services connected with the public health. In the event of a stoppage of work in any of the undertakings for which compulsory arbitration is imposed, the Government may requisition the premises, plant and staff, and may employ all other means for ensuring the public services."

#### Physical examination in industry

A statement recently issued by the National Industrial Conference Board in the United States contains the following in reference to physical examination in industry:

"The Conference Board of Physicians in Industry has just completed a study of physical examinations in twenty-eight corporations who together employ over 350,000 men and women. The returns indicate quite clearly that while the physical examination in industry is comparatively new, employers and employees have recognized its value. . . . In general, employees welcome the examination. The number of those objecting was found to constitute a fraction of 1 per cent. The reason given by

employees who objected to examination invariably took one or both of two forms: 'red tape' and 'opposition to exposure.' Employees who object to examination are frequently those who fear that such an examination will disclose some defect or a diseased condition. In the plants studied, it was found that of all employees examined, the average number of those rejected was four in every hundred. With but five exceptions, the results of the physical examination are used as a guide in placing employees within the factory. In these five cases the examinations are made for special reasons only and are not required of all applicants. The time required by the physician to make the examination was found to vary from three to forty minutes, the average ranging between six and ten minutes. The benefits claimed for the physical examination in the replies received are that they protect the employee, his fellow worker, and also the employer. Employees are not permitted to engage in an occupation in which they would be a menace to themselves, to others, or to property. Accident hazards are thereby reduced, labour turnover is reported as being lessened, and employees, on the whole, as being more satisfied."

#### State accident insurance in the United States

*The American Labour Legislation Review* for March, 1920, contains an article by Miles M. Dawson, consulting actuary of New York City, based upon his recent official investigations of state insurance funds for Workmen's Compensation in Ohio, Pennsylvania and New York. These investigations, according to Mr. Miles, continue to indicate the superiority of state over private stock company organization in regard to the interest both of employer and worker. The ratio of management expenses to premiums in the private profit-taking concerns ran as high as 35 to 40 per cent, while in Ohio where the state fund controls the entire field, the ratio is 1.62 per cent, and in Pennsylvania and New York, where commercial insurance com-

panies are permitted to compete, the ratio of management expense to premiums is 9 per cent and 6.2 per cent respectively. In net cost of insurance to policy-holders the Ohio fund, in which administrative expenses are paid out of the state treasury, instead of being taken from premium receipts, the saving to industry amounts at least to 35 per cent of premiums they would have to pay commercial insurance companies. (A similar saving effected in Ohio in 1917 was noted in the LABOUR GAZETTE, June, 1918, at page 380.) The Pennsylvania fund effects a saving of 19 per cent for coal mine operators and 23.5 per cent for other employers; and the New York fund a saving of 29 per cent. The writer declares his professional inquiry shows that all three state funds possess ample surplus over all liabilities, that all are administered in accordance with stringent actuarial principles, and that they permit of increasingly liberal benefits for injured workers and their families.

**Proposed compensation for occupational diseases in New York State**

A brief account of the present legal standing in various countries of the principle of workmen's compensation for "occupational diseases"

was given in the LABOUR GAZETTE for March, 1920 (page 304). In the United States a growing tendency was noted in many states to enlarge the conception of industrial injuries beyond those which were due to accidents. Existing compensation laws, however, were variously, and for the most part adversely, interpreted by State courts in adjudicating appeals on behalf of workers injured by gradual processes in the course of their occupation.

The first bill in the United States to name occupational diseases as definitely compensable was very recently introduced in the New York State legislature. This bill was promoted by the Workmen's Compensation Department of the National Civic Federation, composed of employers, representatives of

labour, and insurance experts. The British law was taken as the basis of the proposed New York State law, with a few improvements relating chiefly to administration. Twenty occupational diseases were specified, these being mainly limited to poisonous trades, with a further provision, however, that additional diseases may be included, as actual experience may suggest, on recommendation made to the Legislature by the State Industrial Commission and Industrial Council in joint session. A similar discretion was allowed to the Home Secretary by the British Workmen's Compensation Act of 1906, the original schedule naming six occupational diseases being later enlarged by eighteen additions. Among the occupational diseases provided for in the New York measure are anthrax; and lead, mercury, phosphorus, arsenic and other poisoning; miners' nystagmus; glanders; compressed air illness, and cataract in glass workers. The general provisions of the Act, like those of the British and Canadian legislation, provide that the disease must be contracted in the employment; that it must be caused by the nature of the employment; that liability shall be limited to diseases contracted within one year; that there shall be no liability for an occupational disease where the workman at the time of his hiring has falsely represented in writing that he had not previously suffered from that disease; that awards for occupational diseases should not be based upon the opinion of physicians selected by the claimants, and that disputed cases should be determined by impartial physicians; that there should be a presumption in favour of a claimant disabled by a disease peculiar to the industrial operation in which he was employed immediately before his disablement; that there should be a distribution of liabilities between employers in cases where the disease was contracted gradually in two or more employments; and that the occupational diseases, except those resulting from accidents (for which employers were already liable) should be enumerated in the statute.



# **Building schemes in Germany and Sweden**

Following a congress of the German Association of Workers in the Building Trades held in Hamburg in February, a Federation of Socialized Building Undertakings has been organized. The State Housing Commissioner has promised to the new Federation the co-operation of the State, which will assist in the matter of building sites and material, and will grant a subsidy of from 160 to 180 marks per square metre, according to the extent of surface built upon. It is proposed that the Federation operate either as a joint stock or limited liability company, and that the capital required be raised by the trade unions, especially those of the building trades, which, it is stated, could raise over twenty million marks a year if 400,000 workers agreed to contribute one mark each week.

The Swedish government is dealing with the house shortage, both directly by a state building programme providing for the erection of dwellings within the next five years to contain in all 40,000 rooms, and indirectly by building grants to local authorities, and through these to private persons, companies or societies. Builders will be required to raise capital to cover up to 50 per cent of construction cost, apart from ground values. The state would grant a loan, secured by a mortgage, and valid for at least twenty years, for the remainder of the cost of building. These loans will be exempt from interest charges up to ten years, or in lieu of such exemption a further capital grant may be made up to 2 per cent of the total cost. Similar building grants are also made to associations of civil servants.

# **Part-time schools in New York**

The report of the United States Commissioner of Education, for 1919, refers to a plan of co-operative schools at present in operation on a considerable scale in New York City, by which employed workers under 18 years of age are enabled to work half time for wages and

attend school half time, in alternate periods, the students receiving the same wages while at work as other employees engaged in similar work. Classes are in session at various hours from 8 a.m. to 10 p.m., accommodation being provided either in the school buildings or by employers at their places of business. The students are paired, one of the pair being in school while the other is at work, and they exchange places each week. Instruction is given to six different types of classes, as follows: (1) Compulsory continuation classes for workers under 16 years of age who have not completed the eighth grade, who devote four hours per week during working hours to general educational subjects and a choice between prevocational and vocational work; (2) extension classes for workers in the skilled trades; (3) extension classes for workers employed in commercial pursuits; (4) general improvement classes for employees in departmental stores and other stores; (5) classes in high-school subjects designed primarily for civil service employees, for general improvement, and to assist in qualifying for promotion, and (6) classes for non-English-speaking employees. That the two lines of activities of the student shall be unified, for each class instruction is included relating to its particular type. For this purpose a certain number of teachers from the high school faculties have been appointed as co-ordinators working under the direction of a chief co-ordinator. The duty of these co-ordinators is to seek out employers who might be induced to organize their working forces in this way; to confer with foremen and other officers as to the sequence of processes in office, store, or factory; to plan courses of study for the schools, making the necessary connection with the practical work; and to follow up the individual student in his progress both in school and at work. According to Mr. W. H. Dooley, in the *Manual Training Magazine* for June, 1919, some 670 boys and girls, pupils of these part-time schools, earned over \$105,000 in wages during 1918.



**International  
labour assists  
starving  
Austria**

The International Federation of Trade Unions has sent large consignments of food to Austria in order to relieve the people from threatened starvation. Most of the money for these provisions has been subscribed in Holland, where the workmen have worked extra time and given the whole proceeds to Trade Union funds. Last February, Mr. W. A. Appleton, president of the Federation, accompanied to Vienna one of three trains containing thirty-seven truck loads of provisions supplied by the Federation, and he has written a brief account of his impressions gathered there. The food was consigned to the central trade union organization of Vienna, which issued food tickets and distributed it through the co-operative societies. The industrial position of Austria, according to Mr. Appleton, is desperate. Large factories are unable to fill orders owing to lack of coal and lack of transport. The whole of Austria's former coal mines had been given to Czecho-Slovakia, and a large part of the rolling stock of the Austrian railways was lost when the army dissolved. Trading with neighbouring countries was said to be rendered very difficult owing to the attitude of the new nations in erecting barriers against trade and protecting themselves against doing business with their neighbours. In the writer's opinion, without gifts of food and clothes, Austria cannot exist until the next harvest. In conclusion he says: "The Austrian does not say he asks for justice, but for mercy. Our traditions and practices prevent us penalizing the helpless, and as the war is over, we cannot quietly sit still and see the wives, the widows, and children of our late enemies die of starvation. Nationally, we have had great provocations. We have lost much and suffered much, but, after all, humanity is greater than nationality and greater than class. It is impossible to escape the conclusion that it is our duty to stand for humanity and to help those in Austria who are

suffering the evil consequences of a war that was lost."

**Jottings**

According to the *Pulp and Paper Magazine*, the time lost during 1919 through accidents in the pulp and paper industry in Ontario was reduced 24.3 per cent from that lost in the previous year. During 1918 each full year worker lost 2.63 days, the figures being 1.99 days in 1919. This is attributed to the efforts of the Ontario Safety League.

A fine of \$25 and costs was recently imposed by the magistrate at Drumheller, Alta., on a mine examiner for neglecting to make a true report on the condition of the Western Gem mine. He was also fined \$20 and costs for neglecting to have a room in the same mine, which had been declared unsafe in March, fenced off in compliance with the Mines Act of Alberta. The charge was laid by the district inspector of mines.

At the Second Annual Convention of the British Columbia Federation of Labour held at Victoria, B.C., in March, formal announcement was made in the report of the Executive that the charter of the Federation had been returned to the Labour Congress of Canada some time before, and that the relations between the two bodies had been severed. After a lengthy discussion the action of the Executive in returning the charter was approved. Subsequently, by a vote of 40 to 5, the delegates declared themselves in favour of the dissolution of the British Columbia Federation of Labour, and of consolidation as one big union.

The Canadian Connecticut Cotton Mills Company are co-operating with the citizens of Sherbrooke, Que., for the establishment of a garden suburb for their employees. A housing company has been formed and a site of 52 acres adjoining the Company's mills has been bought at \$1,000 an acre, which is to be laid out on town planning lines. It is expected that 100 houses will be built

during the present year, 100 during 1921, and so on in accordance with the growth of the plant. The scheme will be financed by provincial funds through the City Council. The cotton company, under contract, has agreed to take all responsibility, and guarantees to pay the housing company 10 per cent per annum on the investment, and to collect the rents from the tenants.

Under the provisions of the Ontario Housing Act of 1919, 100 Housing Commissions have now been appointed in the Province. Of these, 19 are in cities, 50 in towns, 17 in villages, and 14 in townships. Sixty-eight of these municipalities constructed houses in 1919, and, in all, 1,184 houses were erected, while 269 more applications for houses have been approved. A report is now being prepared showing in detail all the housing work done by the various municipalities during the past year, containing plans of houses already erected, with the actual cost in each case, and other valuable information. Construction on a much larger scale is expected in 1920.

A growing interest in co-operative distribution is shown in the province of Ontario. New co-operative societies are reported to have been recently organized at Windsor, Walkerville, Woodstock, North Bay, Mount Hamilton and Niagara Falls.

A bill which passed its second reading in the British House of Commons in April, provides a secret ballot in all cases where a strike vote is taken by labour organizations. Under the bill a trades union ballot regulation committee would be established, the members of which would be drawn from representatives of the Board of Trade, the Ministry of Labour, the friendly societies, the Parliamentary Labour Party and the Trades Union Congress. The committee would issue rules of procedure and would supervise all strike ballots, it being their duty to secure a true and secret vote of the workmen concerned. Interference with ballot papers, or attempts to influence others by intimidat-

tion, would render the guilty parties liable to penalties prescribed by the Ballot Act.

The British Overseas Settlement Committee in their report for 1919 (Cmd. 573) state that practically the only openings in the self-governing Dominions for emigrants from Great Britain are for men to settle on the land, or for women to enter domestic service, and that any considerable influx of industrial workers would be likely to disorganize local labour conditions and would therefore be vehemently opposed. They note, however, an occasional demand for specialists in certain industrial work.

Four officials of the United Mine Workers of America were sent to jail on a charge of contempt on a bench warrant from a Kansas District Court, upon their refusal to recognize subpoenas issued by the recently created Kansas Industrial Court.

The minimum wage of \$16.50 fixed last year for women mercantile employees in Washington, D.C., has recently been extended to cover women and minor girls employed in hotels, lodging houses, clubs, restaurants, etc. If meals are furnished by the employer, 30 cents per meal may be deducted, and where lodging is furnished a deduction of \$2 per week is permitted.

Considerable progress has been made in Belgium since the war in organizing the industrial workers, the membership of the trade unions being now about five times that of six years ago. In 1913 the total number of members was 126,745 compared with 613,500 in 1919, before the census was taken. The census reveals a still greater increase. The most important trade unions, in point of numbers, are the miners, iron and steel workers, railroad workers, carpenters and joiners, textile workers, and factory labourers.

The compulsory arbitration law in force in Norway has stopped a strike of



Norwegian engineers, whose negotiations with the Shipowners' Association broke down. The Government decided to apply this law, which had only been used on two previous occasions, to prevent a stoppage that would have paralyzed all coastal traffic. A Court of Arbitration has been set up, with the Chief Justice of the Supreme Court as chairman to deal with the issue.

It is reported that Japan is planning the establishment of a government bureau to deal with the problem of industrial relations between worker and employer, patterned after the United States Conciliation Service. Japan's interest in governmental machinery arises, it is stated, from the growth of manufacturing in that country in recent years.

## INDUSTRIAL CONDITIONS DURING APRIL, 1920

### I.—General Review

After a stationary period continued from the previous month a considerable increase set in during April in the total volume of employment throughout Canada, the gains in the last half of the month being the largest since November, due mainly to the revival of railway construction. Gains were steady in the Maritime and Western provinces, but Quebec and Ontario showed a slight decline before the upward movement began towards the middle of the month.

In the metals and machinery group the iron and steel industries, while showing an average gain, were affected during the third week, especially in Ontario, by shortage of fuel and materials, caused by the switchmen's strike in the United States. Shipbuilding showed a marked increase at the same period in both the eastern provinces and British Columbia. The food group showed a somewhat downward tendency throughout the month except in the Maritime Provinces, the decline being marked in the abattoir and meat packing plants in the Prairie provinces. The textile industries showed a seasonal decline which was most marked in the second week; in Ontario, however, gains were recorded later in the month. The clothing group generally continued to be well employed. The pulp and paper indus-

try continued to show great activity with increased employment in every province. Marked and steady increases were also recorded in the woodworking industries, keeping pace with the general seasonal gains of employment in building construction; similarly, the clay, glass and stone trades showed an upward tendency, in spite of occasional interruptions by bad weather. Leather workers experienced the usual decline of activity at this period of the year, but paint, oil and chemical workers were increasingly active in the latter half of the month. Railway transportation showed a decrease in the first two weeks, but recovered later, these movements, however, being reversed in British Columbia. Marine navigation showed a decline, but lake shipping increased; and local transportation also made general gains. Mining (other than coal) showed a slight decline in metallic, but steady gains in non-metallic minerals. Employment in coal mining in the Maritime provinces rose steadily and in the Prairie provinces gains were made towards the end of the month, but British Columbia showed less activity. Railway construction showed marked activity in every province. In logging and lumbering, employment fell in the interval between work in the woods and river driving, but increasing activity was evident after the ice broke and the saw-mills started operations.

**The Labour  
Market**



The loss of time on account of industrial disputes during April was greater

**Strikes** than during March, 1920, but less than during April, 1919. There were in existence at some time or other during the month 44 strikes, involving about 6,249 workpeople, and resulting in a time loss of about 84,099 working days, as compared with 22 strikes, 3,789 workpeople and 43,169 working days in March, 1920; and 40 strikes, 13,470 workpeople and 132,346 working days in April, 1919. On April 1 there were on record 16 strikes, affecting 2,451 workpeople. Twenty-eight strikes were reported as having commenced during April, as compared with 14 in March. Seven of the strikes commencing prior to April and nineteen of those commencing during April were reported terminated, leaving 18 strikes, involving

about 1,691 workpeople, on record at the end of the month.

The prices movement was marked by some seasonal declines in foods, particularly in eggs, but there were again increases in several lines of foods and materials. **Prices** The index number of wholesale prices therefore showed a higher level, reaching 353.1 for April as compared with 349.0 for March, 279.6 for April, 1919, and 136.7 for April, 1914. In retail prices the average cost of a list of staple foods in 60 cities was \$15.99 at the middle of April as compared with \$15.98 at the middle of March, \$13.35 in April, 1919, and \$7.51 in April, 1914. Increases in sugar and potatoes were offset by decreases in eggs. Fuel was slightly higher and rent advanced in many of the cities.

## II.—Industries and Trades.

Activity in the metal industries of the Maritime Provinces was well sustained

during April. The output of the Dominion **Metals and machinery** Steel plant at SYDNEY was as follows: pig iron, 23,200 tons; ingots, 24,900 tons; blooms, 10,000; rods, 7,950; plate, 3,000; light rails, 600; wire and nails, 1,900 tons; three blast furnaces were in operation; other furnaces which have not been in operation since the middle of last year were being got ready to handle the flow of medium sized orders, which would increase production by 3,000 tons monthly; staffs were increased slightly during the month; the stove, furnace, and metal roofing trades continued active. The production of the plant at SYDNEY MINES was 7,400 tons of iron and 9,300 tons of steel; four open hearth furnaces were working and one steel furnace undergoing repairs. The steel industry at NEW GLASGOW was somewhat slack at times, owing to lack of steel and a dispute at one plant; bridge workers were also somewhat slack owing to shortage

of material. In WESTVILLE district all the steel mills worked steadily, double shifts being the rule every day except Sunday; sheet metal and farm implement workers were active; the electrical trades were normal, but the structural steel industry was quiet. HALIFAX reported fairly steady conditions in the steel trade, with good prospects, but production was hampered by shortage of material; the stove and furnace industry was active, though hampered by continued lack of sufficient space since the explosion. The foundries at AMHERST were not in full operation owing to shortage of stock; the malleable iron works was expected to reopen with orders enough to keep busy for a year (400 men were formerly employed at this plant). The metal trades at YARMOUTH were reported slack. At ST. JOHN a rolling mill which had been closed for two months reopened and was turning out bar iron, spikes and bolts, working day and night; brisk conditions prevailed in the tin and sheet metal trades. MONCTON and FREDERIC-

TON reported steady conditions in the foundries and machine shops. MONTREAL reported continued activity in the structural steel, engine, boiler, farm implement, tractor and electrical plants, but the sheet metal trades were quiet. At QUEBEC structural iron and steel workers had a busy month, but stove, furnace and metal roofing plants were slack. SHERBROOKE reported activity in the architectural and structural steel and machine shops. Active conditions also prevailed at THREE RIVERS, ST. HYACINTHE, ST. JOHN, IBERVILLE and SOREL. At OTTAWA and HULL the foundries and stove factories continued active. The metal and machinery industries at TORONTO all continued active, except where handicapped by shortage of steel, due in the earlier part of the month partly to the switchmen's strike in the United States delaying deliveries; farm implement, sheet metal and electrical workers had plenty of employment. HAMILTON reported a demand for skilled machinists and continued activity was noted throughout all branches of the metal group. At NIAGARA FALLS all the metal trades continued active, with a demand for machinists and electric welding operators. Day and night shifts were run at the rolling mills and foundries at BELLEVILLE. The metal workers at ST. CATHARINES continued well employed. At BROCKVILLE stove and furnace workers and tinsmiths were active and tool and hardware makers were busy turning out axes, hammers, sledges and heavy and light hardware. KINGSTON reported some slackness among machinists owing to shortage of steel. Foundries at PETERBOROUGH were exceptionally busy, overtime being frequent among coremakers and moulders; machinists and all iron workers were very busy, and machinists and electrical workers were in demand at the electrical works, where also overtime was the rule. Moulders were in great demand at GALT, activity prevailing at the pig iron and steel furnaces and converters, and in the factories for plates, bolts, rails and other rolling mill products; stationary engine and electrical workers were very busy, and help

was required in metal roofing, galvanized iron, tin, copper and other sheet metal work. At BRANTFORD stationary engine and boiler makers were very busy; stove workers and machinists were also well employed; help was in demand in the farm implement and electrical appliance shops. KITCHENER reported more help wanted in the clock factories and in the sheet metal works, and foundries and machine shops were very busy. Stationary engine and farm implement factories had a very good month. Activity prevailed at GUELPH in the metal trades, bench and floor moulders being in demand, also labourers for cleaning castings and cutting sand. Foundries and machine shops at STRATFORD worked full time with moulders and skilled mechanics in demand. WOODSTOCK reported a constant demand for moulders, and stove and furnace workers continued in steady employment. LONDON reported that activity in the metal trades was curtailed as the railway strike in the United States impeded imports of raw materials, affecting chiefly sheet metal workers; rolling mills, stove, furnace and hardware workers were very busy. At CHATHAM the structural steel industry showed steady improvement and the electrical trades were slightly above normal. Skilled bench and machine moulders were in demand at WINDSOR, but the architectural and structural iron trades were handicapped for material to supply the rush of business; sheet metal workers were having the best season for years; help was in demand at the injector factory, enlargements being planned. The stove and furnace, nail and screw workers at OWEN SOUND were well employed. The electro-foundries at ORILLIA started the manufacture of a ferro-alloy. The steel plant at SAULT STE. MARIE added considerably to its staff during the month. The various metal trades at WINNIPEG continued steadily employed without considerable change in the number of workers. Agricultural implement and machine shops at BRANDON were busy. At MEDICINE HAT one rolling mill was closed, but the other reopened, and re-



quired skilled help ; a similar shortage was reported in the pump and brass factory. Other metal trades were held up by the shortage of material. The LETHBRIDGE iron works continued busy. VANCOUVER reported fair activity in rolling mill products, and stove and furnace plants; sheet metal workers were well employed. Machine shops at NEW WESTMINSTER were working to capacity. Iron foundries at VICTORIA were moderately active, mostly on repairs ; stove factories were busy.

Shipbuilding and repairing yards at SYDNEY were busier in April than in the

previous month. At HALIFAX more skilled workers were taken on at the shipyards, where

activity was well maintained, with many orders ahead, work being confined to marine repairs and building ; smaller concerns remained fairly steady, though suffering from a shortage of plate. The shipyards at TRENTON continued busy, though some rivetters were laid off. At NEW GLASGOW lack of steel hampered the car shops, and staffs were reduced. WESTVILLE reported great activity at the Trenton shipbuilding yards; the car shops were getting ready for some big orders; engine and boiler makers and automobile factories were busy. At MONTREAL shipbuilding yards and railway repair shops were busy and automobile factories had plenty of work. QUEBEC reported exceptional activity in boat and shipbuilding and repairing, with frequent overtime, one plant employing 1,400 men; portable boiler and engine and railway repair shops were also very busy. The repair shops at SHERBROOKE were active. At THREE RIVERS shipyard workers were very busy until towards the end of the month, when a strike occurred. The shipyards at SOREL were increasingly busy. The car factories at OTTAWA and HULL continued normally active. TORONTO reported activity in the engine and boiler plants, and railway repair shops, but automobile factories had to reduce staffs owing to shortage of steel. At BROCK-

VILLE activity was shown in motor boat construction; automobile workers were preparing for a busy season; railway repair shops were active. KINGSTON reported some slackness in the locomotive and shipbuilding yards owing to shortage of steel, but repair shops were active. BELLEVILLE reported activity in the portable steam and marine motor engine shops, and carriage and automobile parts factories. Steam engine and boiler makers at GALT were very busy, and auto and marine engine trades were well employed. BRANTFORD reported activity in the portable engine shops and carriage and wagon factories. Engine shops at KITCHENER had a very good month. At STRATFORD the railway repair and machine shops were very busy. The wagon factories at WOODSTOCK had a busy month, with help of all kinds, skilled and unskilled, in strong demand. The motor factories at LONDON were compelled to lay off a number of men as the railway strike in the United States prevented the shipments of parts required for assembling cars. At CHATHAM the automobile factories worked overtime. WINDSOR reported employment in some automobile factories reduced to five days of seven hours a week owing to the coal and material shortage due to the strike, but help was in demand in some departments. The marine machinery plant at OWEN SOUND was very busy. The shipyards at PORT ARTHUR continued steadily employing about 900 men of all grades; the car works at FORT WILLIAM employed about 200 men steadily. Railway shops continued steadily active at WINNIPEG without change in staffs, and automobile factories were fairly busy. Railway repair shops at REGINA and CALGARY were fairly active. VANCOUVER reported employment good in locomotive and car and parts shops; boat and shipbuilding and repairs were more active, and automobile and motor engine plants were busy. A demand for men was reported for the shipbuilding yards at VICTORIA, where orders for four wooden vessels were being received; iron shipyards were fairly active, about 500 men being employed and 100 or more being laid off.



Continued activity throughout the food group was reported from SYDNEY.

**Food, liquors and tobacco** NEW GLASGOW noted a demand for female help. From HALIFAX improvements were reported in the baking, confectionery, creamery and condensed milk trades; sugar workers were steadily employed, but abattoirs were less active owing to meat shortage. The tobacco factory at TRURO worked full time. CHARLOTTETOWN reported quieter conditions among the creamery and milk workers, but other food industries were busy. Steady employment was reported from MONCTON and FREDERICTON. At ST. JOHN sugar refinery workers were again busy, some cargoes of raw sugar having arrived; other workers in the food group were well employed. At MONTREAL employment showed a falling off in sugar-using trades due to shortage of supply; flour and feed plants, abattoirs and meat packing houses were quiet, brewery workers were active and cigar makers were normally employed. QUEBEC reported activity in abattoirs and packing houses and in the baking and confectionery trades; breweries and tobacco factories were busy, but creameries and dairies were not yet fully working and aerated water factories were dull. General activity was noted at THREE RIVERS, SHERBROOKE, ST. HYACINTHE and SOREL. At OTTAWA and HULL abattoirs, bakeries and dairies had a busy month. At TORONTO flour, feed and cereal production and abattoirs and meat packing houses were quiet, but gave steady employment to women in the butter, egg and oleomargarine departments; bakers had steady work, and confectioners were busy, the ice cream trade showing a large increase; biscuit, candy and chewing gum factories were busy, with varying demand for help; fruit and vegetable canners and soft drink establishments were increasingly active; cigar makers had a fair month. Active conditions continued to prevail throughout the food group at HAMILTON, NIAGARA FALLS, ST. CATHARINES, KINGSTON, BELLEVILLE, BROCKVILLE and BRANT-

FORD. At PETERBOROUGH extensions were reported in flour mill, packing house and creamery capacity. Conditions also continued good at GALT and CHATHAM. At KITCHENER the sugar factory closed down, only 20 men being retained for the summer months; only two cigar factories were active instead of the six formerly operating, production now amounting to only 10 per cent of the former turnout; the brewery was slack; but that at WATERLOO was very busy. At GUELPH and STRATFORD steady conditions were the rule, but soft drink workers at the latter point were rather slack. A constant demand for female help was noted at WOODSTOCK for the biscuit and confectionery trades. The same condition prevailed at LONDON, where the flour mills and candy and ice cream factories were very busy; many cigar makers were laid off, the increased price causing a decrease in demand for cigars. The flour mills at ST. THOMAS were busy. At WINDSOR increased activity was noted throughout the group, but baking and confectionery were affected by sugar shortage; soft drink factories were very busy and the brewery ran at full capacity. WINNIPEG reported increased employment in the vegetable canning industry, and confectionery plants were busy, with the same staffs as in the previous month; abattoirs, meat packing houses, creameries and dairies, continued active without change in staffs. At PORTAGE LA PRAIRIE the flour mill was partially closed for installation of new machinery. At BRANDON activity prevailed, except among cigar makers; the flour mill was temporarily closed for repairs. REGINA reported steady conditions, but at MOOSE JAW a falling off was noted in flour and feed, abattoirs, and creameries, owing to shortage of material. At PRINCE ALBERT the meat packing plant ran almost to capacity. The flour mills at MEDICINE HAT resumed operations, running two shifts, or 16 hours per day; a shortage of cream supply was attributed to feed scarcity; soft drink trades improved, brewery work was only fair, but at LETHBRIDGE the brewery workers were

well employed; the flour mills were still closed, being affected by the recent order of the Wheat Board prohibiting exports. At CALGARY flour and feed and soft drink plants were very quiet, but abattoirs, bakeries and confectionery plants were busy. At LETHBRIDGE brewery workers were increasingly busy. VANCOUVER reported activity in the flour mills, abattoirs and packing houses, bakeries and confectionery plants, breweries and tobacco factories; the sugar refinery was fairly busy owing to increased supply of raw sugar; creameries and dairies were also fairly busy, and soft drink plants were more active than in the previous month. The meat packing plant at NEW WESTMINSTER was steadily active, and confectioners had a good month. Feed and cereal mills at VICTORIA were active; the bakery and confectionery trades were steady, and breweries were busy, mostly for export; cigar makers were fairly active.

The rope and twine factory at HALIFAX continued to give steady employment. The cotton mills at ST. JOHN ran steadily. At AMHERST the woollen mills closed during the month owing to an industrial dispute. Textile workers at YARMOUTH were very busy. At TRURO female help continued in strong demand for the woollen mills, though there was some slowing down owing to shortage of supplies. FREDERICTON reported a shortage of weavers, spinners and moccasin sewers. The woollen mills and underwear factories at MONCTON continued normally active. The cotton mill at MARYSVILLE (near Fredericton) ran to capacity. At MONTREAL the cotton and woollen mills continued to work under pressure; tent and sail makers were more active. QUEBEC reported the cotton mills working overtime and sailmakers very busy. Busy conditions were reported at SHERBROOKE in hosiery, underwear and knitted goods factories, and in bleaching, dyeing and textile printing plants. Additional help was taken on at ST. HYACINTHE in the under-

wear and hosiery factories, woollen and knitting workers being well employed. Over 1,400 hands continued in steady employment at the cotton factory at THREE RIVERS. At TORONTO woollen, hosiery and knitted goods factories were busy on export orders; tent, sail and carpet makers were active. Continued activity was reported from HAMILTON in all branches of the textile group. At ST. CATHARINES silk, woollen hosiery and knitting workers were well employed. Girls were in demand for the knitting factory at WELLAND. At BROCKVILLE the sail, tent and awning industry was active. Cotton and woollen mills at KINGSTON were very active. Textile dyeing and bleaching plants at BELLEVILLE were unusually busy. PETERBOROUGH reported great activity in the textile factories, plants being enlarged. Help was in demand for the cotton and woollen mills at GALT; the silk mills were also very busy. Skilled and unskilled labour was in demand at BRANTFORD for the women's whitewear, woollen underwear and blankets, silk underwear and glove factories; help was required for the binder twine factory. KITCHENER reported very busy conditions in the felt factory; help was in demand at the twine factory; the dye workers had a good month. Female help was in demand for the linen, worsted spinning, and carpet weaving mills at GUELPH; the cotton spinning, hosiery and knitted goods factories were active. Woollen and knitting factories at STRATFORD continued busy in all branches with a demand for female help. At WOODSTOCK female help was still required in the textile and knitting industries; some shortage of knitting material was experienced. LONDON reported a shortage of female help in the hosiery factories. A good average month was reported from ST. THOMAS at the knitting mills. The textile factory at CHATHAM ran full time with some overtime, and woollen factory workers were fully employed. The tent and awning factory at WINDSOR reopened for the season. A scarcity of girl workers was reported from OWEN SOUND for the textile and knitting industries; the tent



and awning plant was rather quiet. WINNIPEG reported activity in the knitting factory, without change in staff; bag workers were rather slack, but tent and awning plants took on more help. VANCOUVER reported activity in the knitted goods, tent, awning and sail factories.

Steam laundries at SYDNEY continued active during April. HALIFAX reported

**Clothing,**

**boots, shoes**

**and laundering**

improvement in ready-made clothing, though material was short; laundries and dyeing

plants also showed improvement. Similar conditions prevailed at CHARLOTTETOWN. ST. JOHN reported activity in tailoring and hat shops, and laundries showed a decline from winter port activity, but were fairly busy. The hat and cap factory at TRURO ran full time and help was in demand for the shirt factory. The underwear and cap factories at MONCTON were steadily active, and laundries were exceptionally busy. Tailoring establishments at FREDERICTON were advertising for help, larrigan and shoe makers were very busy, and laundries and dyers were well employed. At MONTREAL a slight decline was noted in the ready-made clothing and boot and shoe trades; the silk waist industry was held up by a wage dispute; an active season was anticipated in the fur trade; hat and cap and whitewear workers were busy; laundries were fairly active. At QUEBEC ready-made clothing and boot and shoe workers were very busy but glove and fur goods workers were slack; laundries and dyers were active. SHERBROOKE reported activity in the clothing and laundry group. Glove workers at THREE RIVERS had a busy month, and laundries were active. Silk workers at ST. JOHN'S and IBERVILLE continued active; female help was in strong demand in the hat, cuff and collar factories. Active conditions were reported at SOREL in the shirt and shoe factories. At OTTAWA and HULL tailoring shops were reported busy to capacity. TORONTO reported ready-made clothing, glove, neckwear, hat and cap, shirt, and women's whitewear factories

busy, with female help, operators and finishers, much in demand, applications being made for the importation of labour; manufacturers of overalls had heavy orders; boot and shoe workers were steadily active and rubber footwear workers were in demand; steam laundries and dyeing establishments were in steady operation; furriers had a rather quiet month. Help was in demand at HAMILTON for the tailoring, shirt and collar, hat and cap, and women's wear factories and in the steam laundries. At NIAGARA FALLS corset, suspender and knitting factories were advertising for female labour. The hat, glove and mitt factories at BROCKVILLE had an active month. The BELLEVILLE shirt industry was also busy. Help was in demand at GALT for the shirt factory; tailors, hat makers and laundry workers were well employed. The overall factories at BRANTFORD were very busy; also laundry workers and cleaners. KITCHENER reported a shortage of ironers, machine operators and learners in the shirt factories; help was also required at the button and glove factories; robe and clothing workers were busy; more girls were wanted for the steam laundries. The whitewear and trouser factories at GUELPH were very busy. Seasonal activity prevailed at STRATFORD in the ready-made clothing, dressmaking and millinery trades; boot and shoe workers were active and steam laundry workers were busy. Female help was in demand at LONDON in the clothing trades, which were very busy; boot and shoe factories increased their staffs. At WINDSOR extra help was engaged for the spring trade at the shirt factories; machine hands and female help were required at the overall and coat factories; button factories and laundries were very busy. OWEN SOUND reported activity in the whitewear factories. WINNIPEG reported conditions in the ready-to-wear and cap trades rather below the season's normal level; experienced help was in demand for the shirt and glove factories; furriers had a quiet month; laundries and cleaners were busy, and increasing their staffs. Steam laundries



and dyeing plants at REGINA, MEDICINE HAT, LETHBRIDGE and CALGARY were very busy. VANCOUVER reported activity in the ready-made clothing, shirt and overall, and boot and shoe factories; women's and children's whitewear workers were busy; laundries and dyeing plants were fairly busy. VICTORIA reported the shirt and overall factories unusually active owing to the demand for overalls; steam laundries and cleaning establishments were busy.

The pulp mill at ST. JOHN ran steadily. The BATHURST mill had a normal

**Pulp, paper  
and fibre**

month, continuing to turn out a daily average of about 110 tons.

The pulp mills at SHERBROOKE were very busy, and at THREE RIVERS the pulp and paper workers had a prosperous month. At OTTAWA and HULL pulp workers were busy to capacity. The fibre mills at TIMISKAMING were held up by lack of material, 300 men being thrown out of employment. Felt and tarred paper workers at HAMILTON continued active. At ST. CATHARINES the pulp and paper, beaver and other pulp product mills had a busy month. The pulp and paper mills at SAULT STE. MARIE ran day and night during the month. VANCOUVER reported the pulp and paper mills at POWELL RIVER and OCEAN FALLS as having a busy month. At VICTORIA the rubber roofing and felt plants operated steadily.

Printers continued active at SYDNEY. At HALIFAX skilled help was in demand.

**Printing,  
publishing  
and paper  
goods**

CHARLOTTETOWN reported newspaper shops active but job offices slack. Help was in demand at ST. JOHN, printers having to work overtime. Printers and bookbinders were busy at FREDERICTON. At MONTREAL and QUEBEC activity was noted in the paper box and bag factories and among printers, bookbinders and lithographers. Printers and bookbinders had a good month at SHERBROOKE, ST. HYACINTHE, THREE RIVERS and SOREL. At

OTTAWA and HULL printers were normally employed, but some job printers were hampered by shortage of paper. At TORONTO printing and allied trades had plenty of employment; bindery and paper box workers were in demand, one firm bringing over box workers from England. At HAMILTON, ST. CATHARINES, BROCKVILLE, KINGSTON and BELLEVILLE continued activity was reported throughout the printing and publishing group. At BRANTFORD, KITCHENER, GUELPH and STRATFORD the paper box and printing trades were well employed. Printers at WOODSTOCK were active, but without any demand for help. LONDON reported newspaper printers very busy and job printers fairly active; paper box makers were rushed with work. Steady conditions were reported among the printers at ST. THOMAS, and at CHATHAM help was taken on at the binderies. Female help was required for the binderies at WINDSOR, and the newspaper printing shop doubled its staff. The paper box factory at OWEN SOUND had a very busy month. WINNIPEG reported fair conditions of employment in the binderies and box factories, but without change in staffs. Active conditions were reported in the printing shops and binderies at BRANDON, REGINA, MEDICINE HAT and LETHBRIDGE. At CALGARY printers and bookbinders were very busy. VANCOUVER reported fair activity in the printing trades; publishing and binding were less active; paper box and novelty workers were fairly well employed. At VICTORIA the printing trades were active, and paper box factories were very busy, running day and night.

Sash, door and planing mills at SYDNEY showed increased activity during the month. Similar improvement was noted at

**Woodworking  
and furniture** HALIFAX and CHARLOTTETOWN, notwithstanding high price and scarcity of material. Mill and furniture workers at WESTVILLE were fairly busy. The wood-working trades at YARMOUTH were very busy. ST. JOHN reported great activity in the wooden box and

broom factories, and the planing mills also continued active. At FREDERICTON canoe factories were busy and planing mills ran full time. At MONTREAL wooden box and furniture workers had a fair month and piano makers were well employed. QUEBEC reported the planing mills and box factories busy; broom makers were active but furniture workers were rather slack. At SHERBROOKE the planing mills and the chair factory were busy and a scarcity of labour was noted in the mills at ST. HYACINTHE. At THREE RIVERS the toy factory was very busy, and chair factory and planing mill workers were well employed. Great activity was noted at ST. JOHN'S and IBERVILLE in the sash, door and planing mills, but at SOREL workers in wood had a quiet month. Continued activity was reported at OTTAWA and HULL in the sash, door, and planing mills and wooden box factories. At TORONTO the wood-working, furniture, piano and phonograph industries had a busy month. HAMILTON reported activity in the wood-working group. At NIAGARA FALLS more help was required in the sporting goods factory; the planing mills were active. Fair conditions prevailed in the wood-working trades at ST. CATHARINES. At BROCKVILLE the office furniture plant was active and other woodworkers were fairly well employed. KINGSTON reported activity in the sash, door and planing mills and in the piano and broom factories, and at BELLEVILLE, following building activity, the sash and door and furniture plants were very busy. PETERBOROUGH also reported active conditions throughout the group. Cabinet makers were in demand at GALT in the furniture factories, and the sash, door and planing mills were also looking for help. BRANTFORD reported all sash, door and planing mills and piano case factories working full handed. KITCHENER reported a shortage in the furniture factories of cabinet makers, machine hands, packers, trim sawyers, fillers, veneer hands and rubbers, wood turners and rip sawyers; more help was also required in the wood-ware factories and cooperages; the piano and organ factories ran full time;

sash, door and planing mills, wooden box, brush and broom factories were all busy. Bench carpenters were in demand in the sash, door and planing mills at GUELPH, more sewing machine mechanics were required and piano workers were very busy. Carpenters, bench hands and skilled mechanics were in demand at STRATFORD; planing mills and furniture and chair factories continued active. WOODSTOCK reported a serious shortage of labour, all kinds of help, painters, cabinet makers, machine hands, finishers and upholsterers being required; organ factories were busy but required no more help. Great activity was reported from LONDON in the woodworking group. A shortage of help was noted at WINDSOR in the woodworking trades, and at OWEN SOUND the various factories ran full time. Activity continued in the sash, door and planing mills at BRANDON, and at REGINA more help was required. Conditions at MEDICINE HAT were only fair, but at CALGARY the sash, door and planing mills were very busy. A slight increase of activity was noted in the mills at FERNIE. At VANCOUVER the sash, door and planing mills and box factories were reported busy, and at VICTORIA these industries were moderately busy. A new factory at PRINCE RUPERT was ready to start operations.

The trunk, bag and harness industries at HALIFAX continued to give steady em-

**Leather and rubber (other than clothing)**

ployment, though supplies were somewhat scarce. Leather workers were very active at FREDERICTON. At MONT-

REAL the tanneries were active, trunk, bag and harness makers were fairly well employed, and rubber workers were busy. Curriers and tanners at QUEBEC and ST. HYACINTHE were busy. Leather workers at THREE RIVERS and SOREL were well employed. The tire and rubber factory at BOWMANVILLE increased its staff. At TORONTO trunk, bag, harness and horse goods workers had steady work and the rubber trades were active. HAMILTON reported activity in the lea-



ther group. Rubber workers at ST. CATHARINES had a busy month. BROCKVILLE reported activity in the harness and horse goods trades. Tanners at KINGSTON were very busy. KITCHENER reported very active conditions in the tanneries; trunk and bag makers were steadily active, and more help was required in the rubber factories. At STRATFORD tanners and harness makers had a busy month. The tannery at WOODSTOCK gave steady employment during the month. At LONDON leather workers and tanners were very busy, and at OWEN SOUND activity was reported in the tanneries and harness shops. The tanneries and trunk and bag factories at BRANDON had a busy month.

The cut stone and granite industries of ST. JOHN continued slack. The glass factories at MONTREAL continued steadily active. Stone cutters at QUEBEC were slack, but at SHERBROOKE cut stone and granite and brickyard workers were fairly active. The artificial stone factory at THREE RIVERS had a very active month, and at ST. JOHN'S and IBERVILLE the clay products workers were active. At TORONTO brick and sewer pipe makers were well employed and glass factories were steadily active. HAMILTON reported continued activity in the stone, brick, cement and pottery works. At BROCKVILLE the corporation leased a brickyard and will manufacture in connection with the city building scheme; the cut stone and granite trades were fairly active. At KINGSTON cut stone and granite workers were active. BELLEVILLE reported the cement plant at Point Ann working day and night, and pottery and tile workers were also busy. At GALT activity prevailed in the brick, tile, sewer pipe, lime and plaster factories, and at BRANTFORD the brick yards ran full-handed. KITCHENER reported stone cutters and marble, brick, tile and sewer pipe workers all busy. The brick yards at STRATFORD had seasonal activity. All available help was required at LONDON in the cut stone yards, and the brick-

yards began the season's work. Clay industries at CHATHAM showed activity, increasing their staffs. At OWEN SOUND the brickyards were slack, and the cement works were idle. Cut stone and granite workers at REGINA were active. The brick plant at MOOSE JAW was expected to re-open on May 1. At MEDICINE HAT the brick and tile plants had a good month and the stoneware workers were fairly active.

SYDNEY reported continued activity in the tar, naphtha, carbolic acid, creosote, dead oil, naphthaline and pitch industries. At HALIFAX petroleum refinery workers were active, although production was hampered by lack of shipping to bring crude oil from Mexico; workers in paints, oils, etc., were busy. At MONTREAL the paint and varnish industry was active and chemical, drug and medicine workers were busy. The cartridge factory at QUEBEC was quiet. Activity was noted at SHERBROOKE in the gunpowder factory and in the acid, extract, drug and medicine plants. At TORONTO the paint and varnish, soap and chemical industries were active. HAMILTON reported soap and chemical workers active and gunpowder makers fairly busy. Paint and varnish makers at BRANTFORD were well employed. KITCHENER reported that oil and grease workers had a busy month. The paint industry at WINDSOR was very busy until the demand for the product was checked by a strike of painters; the salt industry continued busy; female help was required in the perfume, extract and pharmaceutical trades. At OWEN SOUND a scarcity of material was noted in the paint and oil section. The oil works at REGINA ran full time with full staff except in the mechanical department; the soap factory remained closed, but was being reorganized and was expected to re-open shortly. The linseed oil mills at MEDICINE HAT ran steadily day and night. VANCOUVER reported the Ioco oil refinery busy; paint, varnish and laundry soap workers were

**Clay, glass,  
stone, cement,  
etc.**

**Paints, oils,  
chemicals,  
explosives**



well employed. VICTORIA reported that the soap and paint factories were normally busy, and the explosive factories on Vancouver Island were active in filling a large order for dynamite.

The earnings of the Canadian Pacific Railway during March were \$15,715,936

**Railways,  
shipping and  
'longshore work**

as compared with \$12,-  
374,182 in March, 1919.

The Canadian Pacific  
Railway, Grand Trunk  
Railway, and Canadian

National Railways reported further reductions in their operation staffs, including general offices, train and engine crews, station forces, sleeping, dining and parlour car employees, during the first two weeks in April, but showed recovery towards the end of the month, which brought their total employees engaged in operation back to nearly the same figure as was shown at the end of February when there were about 66,000 persons on pay-rolls. The number of persons employed at the end of March was 65,250, and at the end of April 65,900, but for week ending April 10 the lowest number was registered since October, 1919, the total falling to 64,600 during that week. This low figure was brought about chiefly by a reduction of 500 persons on the Canadian Pacific Railway staffs, the recovery, however, was principally due to this company, their staff at the end of April being increased to 300 more than at the end of March. The Canadian National Railways showed a pay-roll of 350 more persons at the end of April than at the end of March, while the Grand Trunk Railway registered a nominal change only during the month.

SYDNEY recorded an increase of activity during April in navigation and 'longshore work; steam and electric railway, and transfer and garage workers were steadily employed. At HALIFAX railway employees continued active in both the steam and electric lines; about 400 coal handlers were idle for two weeks owing to a wage dispute. Railways at WESTVILLE were busy. TRURO reported employment steady in

freight and passenger departments. Great activity was noted at CHARLOTTETOWN among railway employees. ST. JOHN reported navigation active during the month, and ship labourers were still well employed, although many men who came for the season's work were returning to the outlying districts; railways were very busy in connection with ocean traffic; street railways, garages, and transfers were active. At MONCTON the street railway service re-opened after being closed for three months. Railways, transfers and liverys at FREDERICTON had a busy month. MONTREAL reported good employment conditions on the steam and electric railways. At QUEBEC the summer service on the railways had not begun; navigation opened during the month, but ocean steamships had not begun to arrive; street railways were active. SHERBROOKE reported activity in steam railways, transfers, and garages; electric railway workers were fairly well employed. At THREE RIVERS transportation workers were very busy, and at ST. JOHN'S, IBERVILLE and SOREL conditions were also good. TORONTO reported railways busy with heavy freight traffic, but during the earlier part of the month were hampered by the tie-up of United States freight due to the switchmen's strike; street railway men were well employed, and garages were busy. At HAMILTON steam and electric railways and steamship lines were very active. NIAGARA FALLS reported railway transportation greatly reduced owing to the switchmen's strike, very little freight crossing the international boundary during part of the month; motor trucks were used for rush freight, and many of these continued in use after the strike ended. Similar reports came from BRIDGEBURG. At PORT COLBORNE and ST. CATHARINES navigation re-opened for the season, greatly increasing local employment; lake and canal traffic started briskly; canal construction work continued quiet; railwaymen continued actively employed. BROCKVILLE reported slackness among 'longshoremen, little coal arriving. Navigation was opened at KINGSTON, but was still hampered by

ice in the harbour. Sailing vessels which had wintered at BELLEVILLE left for the season's coal trade; railwaymen at both these points were busy with heavy freight and passenger traffic. At BRANTFORD railways were said to be very slack owing to the American switchmen's strike, but improved towards the end of the month. To the same strike was attributed the crippling of freight activity at LONDON and ST. THOMAS, where many railwaymen were laid off both on the Grand Trunk and Canadian Pacific Railways. Activity in transportation work was reported from KITCHENER, GALT and STRATFORD. At CHATHAM and WINDSOR conditions were rather slack, owing to the strike. WINNIPEG reported continued activity in transportation, with railway mechanics in demand. At BRANDON railway work was dull, but transfers were very busy. Railway traffic at REGINA was very heavy and street railwaymen were well employed. PRINCE ALBERT reported a great increase of railway activity in northern Saskatchewan, but towards the end of the month traffic on the Canadian National Railways slackened and a few wipers were laid off. THE PAS reported that a steamer was being placed at Athapapuskow Lake so as to have a direct water route to the new mine fields. At MEDICINE HAT fair activity was reported on the Canadian Pacific Railway, and at CALGARY increased railway activity was noted. VANCOUVER reported steam and electric railway workers well employed; navigation and 'longshore work improved towards the end of the month; transfers and garages were busy. At VICTORIA considerable improvement was noted in transportation and 'longshore work, also in transfers and garages.

The salt mines at MALAGASH (near Amherst) give promise of becoming very active. Stone quarrymen at QUEBEC continued busy. At SHERBROOKE the gravel pits were busy and the granite quarries fairly active. The asbestos district at THETFORD MINES was

increasingly busy, and some mines which had not been worked for over ten years were preparing to reopen. Shipments from the silver mines in COBALT district amounted to 27 cars containing approximately 2,164,491 pounds of ore; bullion shipments amounted to 150,788 fine ounces of silver, as compared with 166,624 fine ounces shipped in the previous month; the leading producer, the Nipissing mine, was storing its product. At the gold mines of PORCUPINE and KIRKLAND LAKE an improved supply of labour was noted owing to the closing of the lumber camps and an increased tonnage of production was looked for. WINNIPEG reported a demand for rock drillers, muckers and trimmers for mining and quarrying in Manitoba. At THE PAS about 100 men were already at work at the Flin Flon mines, preparing for drilling and sinking shafts; no scarcity of labour was anticipated for these mines as about 1,200 trappers from the northlands would take this work in the summer months. Metalliferous mining was active round FERNIE, the Kimberley mines being busy after a partial cessation of work during the winter months, and other properties in the district again shipping fairly substantial quantities of ore; increased activity was looked for in Windermere district during summer. In the ROSSLAND mining district only development work was carried on. At TRAIL the copper furnaces and refinery were all shut down, every available man being employed on construction. PRINCE RUPERT reported conditions at Stewart mines improving, with great activity expected in summer.

SYDNEY reported great activity in coal mining in April, with prospects of a strong demand for labour during the summer months; the output

**Mining (Coal)** of the Dominion collieries, however, showed a decline, being 264,000 tons against the revised figure of 292,000 for the previous month, this decline being due to a snowstorm which tied up a number of collieries; the production of coke was 33,000 tons, compared with 26,500



tons in March, 120 ovens being in operation; the Mabou mine was expected to re-open shortly. The output of the Nova Scotia Steel and Coal Company at SYDNEY MINES was 51,000 tons of coal and 9,600 tons of coke, compared with the figures for March of 55,500 and 10,200 tons respectively; 190 coke ovens were in operation. Employment continued good in the mines at WESTVILLE, STELLARTON and THORBURN, but without a demand for more labour; new seams were said to have been located at WESTVILLE; in this district there was a total production of 52,331 tons (an increase of 13,848 tons), of which 17,974 tons were from the Albion mine, 10,041 from McGregor, 4,601 from Acadia No. 1, 9596 from Acadia No. 3, and 10,119 from the Allan shaft. Miners were in demand at SPRINGHILL where a new colliery opened, and at JOGGINGS. Activity at MINTO was still limited owing to the continuance of the miners' strike. Cold weather early in the month hampered production in the lignite mines in Saskatchewan, but at DRUMHELLER, there was a steady increase in output of coal, and some demand for experienced miners. At LETHBRIDGE mine work showed improvement over the previous month; some of the smaller mines worked only half time, but the larger mines worked full time for the last two weeks of the month; earlier in the month work was slack, the miners being employed only three days a week. CALGARY and EDMONTON also reported the Alberta coal mines as busier than in March, full staffs working at most pits, most of the disputes of the previous month having been settled. FERNIE reported activity in the local mines, which averaged about five days' employment in the week, with fair output; there was a demand for men at the Crow's Nest mines and at MICHEL. NANAIMO reported an improvement in the local coal mines, only one day being lost in the month, due to lack of shipping, but in the northern mines on Vancouver Island more time was lost, the miners at CUMBERLAND working only about four days a week.

The value of building permits issued in 56 cities during March amounted to \$8,258,410, compared with \$4,684,934 in February, and \$3,329,050 in March, 1919. During

#### Building and construction

April building operations in Nova Scotia were late in getting under way, owing partly to shortage of materials and partly to unfavourable weather. SYDNEY reported that contractors still awaited spring. Considerable activity was evident at HALIFAX before the month closed, carpenters and painters being in demand; the Government housing scheme was adopted by the City Council. At WESTVILLE a large gang of men was employed in restoring the electric railway bridge lately washed away by ice. The housing scheme was adopted at YARMOUTH, but at NEW GLASGOW it was not favoured owing to the cost of building material. Carpenters at TRURO were well employed. At CHARLOTTETOWN carpenters had some employment on inside work. In New Brunswick building activity was for the most part confined to FREDERICTON, ST. JOHN and MONCTON. BATHURST reported a demand for men for dam work at Grand Falls and for construction at Bathurst mines. At MONTREAL the building trades showed an increase of activity, prospects being good for a busy season. QUEBEC, SHEERBROOKE, THREE RIVERS, ST. JOHN's and IBERVILLE reported good employment on both industrial and domestic building construction. At SOREL the building trades were quiet. OTTAWA and HULL reported more activity than in the same month for some years, and some shortage of labour was anticipated for the season's work. At TORONTO building was quiet early in the month owing to unfavourable weather, but towards the close it became active; a large number of small houses were started, many large commercial and industrial structures were under way and the building trades were well employed. Construction work at HAMILTON was delayed by unfavourable weather. NIAGARA FALLS reported a strong demand for carpenters, plumbers and painters, building construction



being very active. Similar activity was noted at RIDGEWAY and PORT COLBORNE. Fair conditions prevailed at ST. CATHARINES. At BROCKVILLE construction was active, the city undertaking to build sixty houses. Activity was noted in all classes of building at KINGSTON, BELLEVILLE, PETERBOROUGH and GALT, but at BRANTFORD construction was confined to residences. A shortage of builders' labourers was reported from KITCHENER, and every bricklayer and carpenter was reported busy. GUELPH and STRATFORD reported fair activity, but at WOODSTOCK not much building was in evidence. At LONDON operations were still hampered by a strike of painters, but considerable construction was in progress, with prospects for a busy season. At CHATHAM building was rather quiet. WINDSOR reported great activity in the border cities in construction of dwellings and other classes of building. At TIMMINS preliminary work was in progress on the power dam at Twin Falls. SAULT STE. MARIE reported little activity, owing to cost of material and scarcity of unskilled labour. PORT ARTHUR reported a large staff employed at Cameron Falls on the Ontario Hydro-Electric Power Commission's construction work; the new government breakwater also gave employment in blasting and loading. At WINNIPEG practically all skilled mechanics were said to be employed, with prospects of a fairly busy season; an increasing demand for men for railway construction was noted. Building activity was reported from BRANDON, REGINA and MOOSE JAW. At PRINCE ALBERT the high cost of materials checked construction, and at LETHBRIDGE, CALGARY and EDMONTON building was at a standstill owing to unfavourable weather

early in the month, but improving later. Slack conditions also prevailed at FERNIE, CRANBROOK and NELSON. At VANCOUVER increased activity was reported in construction of dwellings, commercial and industrial buildings; the new dock also gave some employment. At NEW WESTMINSTER building was still very dull. NANAIMO reported slight activity. At VICTORIA several commercial and industrial buildings were under construction.

During the month of April the number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and Canadian National Railways on railway construction, including maintenance of way, showed an increase of 7,200 persons, the total at the end of the month being 36,100 as compared with 28,900 at the end of March. About half this increase was registered during the last week of the month; there were, however, steady gains during each of the first three weeks. Additions of about 3,300 to the Canadian Pacific Railway staffs, about 3,100 to the Canadian National Railways and about 800 to the staff of the Grand Trunk Railway, accounted for these increases.

River driving operations started in Nova Scotia and New Brunswick during the month, heavy ice causing unusual delay so that the saw mills were not expected to be in full swing before the middle of May. At CHARLOTTETOWN saw and shingle mill workers were said to be well employed. YARMOUTH, MONCTON and AMHERST reported some demand continuing for woodmen. The saw mills at ST. JOHN were operating, employing many men who were engaged at 'longshore work' in winter; it was estimated that fifty mil-

lion feet of logs would be towed down the St. John river this season, as compared with thirty-two million feet last year. At FREDERICTON the early drives were reported successful, though a large quantity of logs had to be left in the woods; prospects were bright for work at the saw mills, and there was already some demand for millmen. BATHURST reported a strong demand for river drivers; a few of the sawmills began working. At CAMPBELLTON it was reported that about 10 per cent of the cut had to remain in the woods, but enough logs came out to insure work at the mills all summer. River driving started in QUEBEC district under favourable conditions, and at SHERBROOKE the saw and shingle mills were busy. The sawmills at OTTAWA and HULL started work towards the end of the month and were running at part capacity. At PETERBOROUGH lumbering operations were very active, and the mills were busy, including a new mill built during winter, the largest production since 1914 being anticipated. In OWEN SOUND district lumbering work was rather quiet, but some camps on the north shore of the Georgian Bay were getting the logs ready for rafting; saw mills were busy, but tie mills were slack. At SAULT STE. MARIE river drivers were in strong demand, and mill owners were calling for engineers, setters, sawyers and labourers. Most of the bush camps near PORT ARTHUR and FORT WILLIAM had broken up early in the month, but some were kept open and continued to take general bushmen and tie makers; work was hampered by industrial disputes in some camps. WINNIPEG reported a demand for bushmen for northern Manitoba and for mill hands. At

THE PAS there was a demand for river drivers, and about 450 men were required for the saw mills, which, however, had not yet commenced work. REGINA, SASKATOON and PRINCE ALBERT reported a demand for drivers and millmen for northern Saskatchewan, but work in the woods for the most part ceased, many of the workers returning to their farms, leaving the lumberjacks and other permanent woodsmen to work in the mills. There was a demand for river drivers at HUDSON'S BAY JUNCTION. The lumber mills at BIG RIVER had not started work at the close of the month. EDMONTON reported a demand in Alberta for drivers and mill hands. The lumber camps at FERNIE were still busy, with a demand for sawyers, swampers, etc.; the mills were expected to start work on May 1. NELSON, TRAIL and CRANBROOK reported activity in lumbering, with a demand for woodsmen and mill hands. In VERNON district the drive started at the end of the month. Logging operations continued in KAMLOOPS section. VANCOUVER reported lumbering, saw and shingle mills as very busy, with demand for woodsmen and mill hands. The lumber mills at NEW WESTMINSTER were working at capacity, and skilled and unskilled men were in great demand. PRINCE RUPERT reported activity in logging and mill operations, men being supplied to camp on Queen Charlotte Islands; a new camp started at SURF INLET. NANAIMO reported activity on Vancouver Island, all the camps and mills running regularly; the lumber camp which started recently on Lasqueti Island closed down. VICTORIA also reported activity in logging camps, saw and shingle mills, with brisk export trade.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF APRIL, 1920, WITH TEXT OF BOARD'S REPORT

**D**URING the month of April the Department received a report from the Board established to deal with the dispute between the Canadian Fish and Cold Storage Company, Limited, Prince Rupert, B.C., and certain of its employees, being fish packers. Twelve applications were received for the establishment of Boards, and a request was received in the Department that procedure be discontinued for the present in connection with two Boards established during the preceding month.

#### Applications Received.

During the month of April applications for Boards were received as follows:

(1) From the employees of various manufacturers of wood work in general in Ottawa, members of Local No. 646, United Brotherhood of Carpenters and Joiners of America. This dispute was not one which fell within the scope of the Act and a Board could be established only upon receipt of consent to this procedure from all the employers involved and also their agreement to jointly nominate one member to the Board, in the event of the same being established. At the close of the month direct negotiations were in progress between the disputants looking towards a settlement without Board procedure.

(2) From the employees of the Dominion Power and Transmission Company, Hamilton, being linemen, operators, motormen, maintenance men, armature winders, pitmen and air brake workers, members of Local Union No. 105, International Brotherhood of Electrical Workers. A Board was established composed as follows: His Honour Judge Colin G. Snider, Hamilton, chairman, ap-

pointed by the Minister in the absence of a joint recommendation from the other two members; Messrs. Geo. S. Kerr, K. C., Hamilton, and Fred. Bancroft, Toronto, nominees of the company and employees respectively.

(3) From the employees of the West Canadian Collieries, Limited, Bellevue, Alta. In the Minister's view the causes of this dispute did not appear to be such as would bring it within the scope of the I.D.I. Act for investigation, and no Board was, therefore, established.

(4). From the employees of the London Railway Commission engaged on the London and Port Stanley Railway, members of Division No. 745, Amalgamated Association of Street and Electric Railway Employees of America. A Board was established composed as follows: His Honour Judge Colin G. Snider, Hamilton, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members; Messrs. J. M. Campbell, Kingston, and B. W. Bennett, Sarnia, nominees of the employer and employees respectively.

(5) From the employees of the Dominion Power and Transmission Company, Hamilton, being shop and yard men, members of Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America. A Board was established composed as follows: His Honour Judge Colin G. Snider, Hamilton, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members; Messrs. Geo. S. Kerr, K.C., Hamilton, and Fred Bancroft, Toronto, nominees of the company and employees respectively.

(6) From the employees of the Hamilton Street Railway Company, Hamilton, being motormen and conductors, members of Local Division No. 107, Amalgamated Association of Street and



Electric Railway Employees of America. A Board was established composed as follows: His Honour Judge Colin G. Snider, Hamilton, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members; Messrs. Geo. S. Kerr, K.C., Hamilton, and Fred. Bancroft, Toronto, nominees of the company and employees respectively.

(7) From the employees of the Dominion Transport Company, Toronto, being teamsters, chauffeurs, stablemen and helpers, members of Local Union No. 191, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America. A Board was established composed as follows: His Honour Judge J. H. Denton, Toronto, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Mr. J. G. Merrick, appointed by the Minister in the absence of a recommendation from the company, and Mr. Jas. T. Gunn, nominee of the employees.

(8) From the employees of the Nova Scotia Steel and Coal Company, New Glasgow, N.S., members of (1) the Amalgamated Association of Iron, Steel and Tin Workers of America, (2) the International Brotherhood of Electrical Workers, and (3) the International Association of Machinists. On account of the nature of the work of the industry involved it was not considered that the dispute was one falling within the scope of the I.D.I. Act, and a Board could be established only upon receipt of the joint consent of the disputants. This consent had not been granted by the company at the close of the month.

(9) From the employees of the Canadian National Express Company, members of the Canadian Brotherhood of Railroad Employees. A Board was established composed as follows: Messrs. W. J. Christie, Winnipeg, and Fred

Bancroft, Toronto, nominees of the company and employees respectively.

(10) From the employees of various firms in Toronto, constituting packing houses and abattoirs, members of Local Union No. 188, Amalgamated Meat Cutters and Butcher Workmen of North America. Through the mediation of a departmental officer direct negotiations were renewed and a settlement of the dispute was reached without Board procedure.

(11) From the employees of the Winnipeg Electric Railway Company, members of the Street Railway Employees' Union. A Board was established composed as follows: Messrs. C. E. Dafoe and R. S. Ward, Winnipeg, nominees of the company and employees respectively.

(12) From the employees of the Winnipeg Electric Railway, members of the Gas Workers' Union. A Board was established composed as follows: Messrs. C. E. Dafoe and R. S. Ward, Winnipeg, nominees of the company and employees respectively.

#### Other Proceedings under the Act.

During the month of April a request was received in the Department that procedure be discontinued in connection with the application for a Board of Conciliation and investigation to deal with the dispute between the Dominion Transport Company, Limited, and the Shedden Forwarding Company, Limited, London, Ont., and certain of their employees, members of Local Union No. 663, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers. No further action therefore, looking to the completion of the Board, was taken.

**Report of Board in Dispute between the Canadian Fish and Cold Storage Company,  
Prince Rupert, B.C., and their fish packers.**

A REPORT was received from the Board established to deal with the dispute between the Canadian Fish and Cold Storage Company, Prince Rupert, B.C., and certain of their employees, being fish packers. The Board was composed as follows: His Honour Judge F. McB. Young, Prince Rupert, chairman, appointed on the joint recommendation of the other two members, Messrs. S. P. McMordie, and Geo. Rudderham, Prince Rupert, nominees of the company and employees respectively. The report of the Board was unanimous and was accompanied by recommendations of certain changes in wages and conditions as a settlement of the dispute. It is understood these recommendations were acceptable to both parties with the exception that the employees did not agree to that portion relating to the duration of the working agreement.

**Report of Board.**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a difference between the Canadian Fish and Cold Storage Company, Limited, of Prince Rupert, B.C., and certain of its employees being members of the Fish Packers' Union of that city.

To the Honourable

G. D. Robertson,

Minister of Labour, Ottawa.

The undersigned, members of the Board of Conciliation and Investigation appointed in the above matter, beg respectfully to report as follows:

The wages paid by the company when the present dispute arose were as follows:

60 cents per hour for an 8-hour day.

70 cents per hour for overtime.

75 cents per hour for Sundays and holidays.

The Union now demands:

75 cents per hour for an 8-hour day.

85 cents per hour for overtime.

90 cents per hour for Sundays and holidays.

They base these demands on the increased cost of living as it affects them in Prince Rupert, B.C.

After a full consideration of the evidence and after hearing what was said by the representatives of both sides, the unanimous recommendations of the Board are as follows:

1. That the rate of wages to be paid by the company should be:

67½ cents per hour for an 8 hour day.

80 cents per hour for overtime.

85 cents per hour for Sundays and holidays.

2. That such increase in wages should take effect as and from the 24th day of February, 1920.

3. In addition to the above increase a bonus at the rate of \$1.00 per week—which was agreed to by the company—be paid to all employees working in the sharp freezers and cold storage rooms.

In this connection, if the finding of the Board does not meet the views of the Fish Packers' Union, it is recommended that by agreement between the company and the union the bonus, which from time to time would be earned, be distributed *pro rata* amongst all the fish packers employed by the company.

The Board recommends that both parties agree in writing to be bound by its recommendations for a period of twelve months from the 24th day of February, 1920.

All of which is respectfully submitted.

Dated at Prince Rupert, B.C.,  
April 6th, 1920.

(Sgd.) F. McB. YOUNG,  
Chairman.

(Sgd.) S. P. McMORDIE,

(Sgd.) GEORGE RUDDERHAM,  
Members of the Board.

## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

**T**HE Department has received seven new decisions of the Canadian Railway Board of Adjustment No. 1. Supplement No. 3 to Case No. 13 has reference to the effect of a decision of the Board on the clerical forces of the Canadian Pacific Railway, at Vancouver and Coquitlam, B.C. Supplement No. 1 to Case No. 40 relates to the application of rates to the locomotive engineers and firemen in the mountain and valley territory of the Canadian Pacific Railway (Western Lines). Supplement No. 1 to Case No. 56 deals with a controversy as to the number of men who should be assigned to certain switch engines of the Toronto, Hamilton and Buffalo Railway. Supplement No. 1 to Case No. 66 has reference to the interpretation of a decision of the Board concerning railway clerks and station employees of the Canadian Pacific Railway (Western Lines). Supplement No. 2 to Case No. 66 has reference to a controversy as to rates of pay for certain classes of employees of the Canadian Pacific Railway (Western Lines), who are members of the Brotherhood of Railway Clerks, Freight Handlers and Station Employees. Case No. 75 relates to a controversy as to payment of punitive overtime to yardmasters on the Canadian National Railways (Eastern Lines). Case No. 76 has to do with the monthly mileage to which conductors in the passenger service of the Canadian National Railways (Eastern Lines) are entitled.

### **Supplement No. 3 to Case No. 13.—The Canadian Pacific Railway (Western Lines) and the Brotherhood of Railway Clerks, Freight Handlers and Station Employees.**

A dispute between the Canadian Pacific Railway, (Western Lines), and the clerical staffs of the freight and yard offices at Vancouver and Coquitlam, B. C., was submitted to the Board for adjustment. The question at issue was as

to whether the clerical staff was specifically named or not in the award of the Board of Conciliation which was made in December, 1917, (See LABOUR GAZETTE, January, 1918, pages 25 to 29). In Supplement No. 2 to Case No. 13, given in the LABOUR GAZETTE for September, 1919, on page 1036, the Railway Board of Adjustment had decided that if the clerical staff were specifically named in the award under which they were working, prior to May 1, 1918, they were entitled to the increases provided in the McAdoo Award as from that date, but if they were not so named, they were entitled to such increases as from August 1, 1918. The men contended that the clerical staff were specifically named in the award, but the Company claimed that they were not included in any agreement made with the freight handlers, and they were not recognized in any negotiations between the Company and the freight handlers. With reference to the award of the Conciliation Board, the Company quoted a supplementary report of this Board in which it was stated that the award was intended to apply to people employed in manual labour only, and that nothing in the award was intended to apply to persons engaged in clerical work. In its general statement the Board remarked that some confusion had been created by the different actions of the Board of Conciliation, which had evidently been the cause of a difference of opinion as to the intentions of that Board. However, in view of the fact that the rate to be paid certain of the clerical staff was one of the questions referred to the Board of Conciliation, reference being made to the matter in both the majority and minority reports, and inasmuch as the majority report approved of rates established by the Company, there appeared to be justification for the claim made by the employees that the clerical staff came under the award of the Board of Conciliation.



The decision of the Board was as follows :

"The claim of the employees is, therefore, sustained in so far as it refers to the clerical staff specifically named in the Award referred to."

**Supplement No. 1 to Case No. 40.—The Canadian Pacific Railway (Western Lines) and The Brotherhood of Locomotive Engineers and The Brotherhood of Locomotive Firemen and Enginemen.**

A difference arose between the Canadian Pacific Railway (Western Lines) and the locomotive engineers and firemen with regard to the application of Supplement No. 15 to General Order No. 27 (printed in the LABOUR GAZETTE, May, 1919) to mountain and valley rates, in accordance with the decision of the Board of Adjustment No. 1 in Case No. 40, which was given in the November, 1919, issue of the LABOUR GAZETTE, on page 1291. The present schedule on the Western Lines has two differentials classed as valley rates and mountain rates, both of which are higher than the standard rates.

According to the statement of the Board both parties agreed that rates higher than the Prairie rates should be continued, both in the valley and mountain territories. The difference between the parties was as to the basis of determining such higher rates under the application of Supplement No. 15 to General Order No. 27. It appeared that higher rates had always heretofore obtained on the territories in question, but that no definite basic method for the establishing of such rates had been recognized. General Order No. 27, with its flat percentage increases, brought about a higher rate in these territories as compared with the rate that had for some time before existed, and the employees felt that the increased differential rate brought about by the application of this Order should be recognized and continued and that under Article 10 of Supplement 15, the differential should be regarded as an arbitrary or special allowance, and that a percentage increase should be added thereto.

The decision of the Board was as follows :

The Board decides that the Company and the Employees shall jointly agree on rates for mountain and valley territory which shall bear the same general higher relation to prairie rates as heretofore existed when such rates were, by mutual agreement in schedule negotiations, established or revised. Due consideration, of course, should be given to the rate that had for two years been in effect by the application of General Order No. 27. The understanding is that no existing rate shall be reduced.

**Supplement No. 1 to Case No. 56. — The Toronto, Hamilton and Buffalo Railway Company and The Brotherhood of Railroad Trainmen.**

A controversy arose as to the number of men to be assigned to certain switch engines of the Toronto, Hamilton and Buffalo Railway Company. The employees contended that a second helper should be assigned to these engines, owing to the nature of obstructions surrounding industrial plants, dangerous grades and curvature of tracks which interfere with safe communication of signals. They also claimed that the third man was necessary in the interests of safety and for flagging purposes, owing to these yard engines working on the main track. The Company stated that in accordance with the decision of the Board in Case No. 56, they entered into conference with the men's committee and agreed to put a second helper on two switch engines, advising the men that these were the only ones upon which there appeared to be any justification for a second helper. The men's committee announced that this offer was not acceptable and named other engines on which they claimed a second helper should be assigned. The Railway Board of Adjustment No. 1 named a sub-committee to make an investigation of the situation on the ground. The sub-committee submitted its reports to the Board, explaining the situation as found by them.

The decision of the Board, based on the report of the sub-committee, was as follows :

As a result of further consideration of the matter and of the report made by the Sub-Committee of the Board, who made investigation on the ground, the Board decides that it would make for greater safety and despatch in these yard movements if certain of the yard engines in dispute had an additional helper placed thereon, and the parties to the dispute are instructed to further deal with the matter on such basis. In the event of a later dispute in reference to some specific engine, or more than one engine, the case may again be submitted to this Board.

**Supplement No. 1 to Case No. 66.—The Canadian Pacific Railway (Western Lines) and The Brotherhood of Railway Clerks, Freight Handlers and Station Employees.**

The general chairman of the Brotherhood of Railway Clerks, Freight Handlers and Station Employees submitted a request to the Board with reference to the interpretation of the Board's decision in Case No. 66. In that case the Board named certain classes of employees as being outside the scope of the proposed agreement. These classes were given as follows: "Foremen and other employees acting in a supervisory capacity with authority to administer discipline, also the Chief Clerks, Accountants, Chief and Head Time-keepers, and Personal Secretaries of Superintendents, Master Mechanics, or other officials of equal or superior rank." In negotiating an agreement, he said that the Company contended that this ruling of the Board referred to all foremen, while the men contended that the reference was only to the general foremen at Fort William, Winnipeg, Regina, Moose Jaw, Calgary and Vancouver, and places of like importance, who are the only foremen with authority to administer discipline. The Company claimed that the term "Chief Clerks and Accountants" had reference to all chief clerks in freight and yard offices, but the men held that they had reference only to chief clerks of the officers named, or their equals or superiors in rank. An interpretation of these points was requested. The Board stated that information received was to the effect that no dispute existed between the organization and the Company in connection with a decision made

by the Board in Case No. 66, but that an agreement had been signed dated February 28, 1920, and no question existed with regard to the intent or application of their decision.

The decision of the Board was as follows:

In regard to the decision referred to, which reads as follows:—"Foremen and other employees acting in a supervisory capacity with authority to administer discipline, also the Chief Clerks, Accountants, Chief and Head Time-keepers, and Personal Secretaries of Superintendents, Master Mechanics, or other officials of equal or superior rank." The Board is of the opinion that the foregoing language, in connection with which an interpretation is asked, does not seem to permit of different interpretations, and inasmuch as it has been conceded that no dispute exists in connection therewith, further consideration of the question at this time appears to be unnecessary.

**Supplement No. 2 to Case No. 66.—The Canadian Pacific Railway (Western Lines) and The Brotherhood of Railway Clerks, Freight Handlers and Station Employees.**

A controversy arose between the Canadian Pacific Railway (Western Lines) and the Brotherhood of Railway Clerks, Freight Handlers and Station Employees with regard to rates of wages of certain classes of employees. The two parties had failed to reach a settlement on the following points: (1) As to punitive overtime for the ninth and tenth hours for employees who, prior to February 21, 1918, were not paid a punitive rate of overtime after the regular day's work; (2) as to overtime payment for work performed on New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day, for employees whose assignment, prior to the application of Supplement No. 7 to General Order No. 27 of the Director General of the United States Railroad Administration, included these holidays; (3) as to request that rates of pay be increased beyond the provisions of General Order No. 27 and supplements thereto; (4) as to payment of overtime at double time rates to freight shed employees at Fort William handling boat freight on Sundays and holidays.



Representatives of the company and of the employees presented the following arguments on each of these points in the dispute:

(1) The Company contended that Supplement No. 7 to General Order No. 27 provided that where no existing practice more favourable to the employees was in effect, overtime would be paid *pro rata* for the ninth and tenth hours, and thereafter at the rate of time and one-half. Interpretation No. 1 to Supplement No. 7 provided that to employees who prior to February 21, 1918, were paid punitive overtime after the regular day's work, the same rate would apply on an eight-hour basis. Prior to February 21, 1918, freight shed staffs were paid punitive overtime at time and one-half after the established day's work at Vancouver, Calgary and Winnipeg. The Company contended that these employees were entitled to overtime after eight hours, at the rate of time and one-half, but that all others were entitled to overtime at *pro rata* rates for the ninth and tenth hours, and time and one-half thereafter. The employees contended that the claim for punitive overtime for the ninth and tenth hours, as per Clause (a), Article 2, of the Memorandum of Agreement, presented to the Company on March 25, 1919, was based on the fact that a large percentage of the employees concerned were already enjoying this privilege. They contended that the eight-hour day was now an almost universal institution, and that the punitive overtime rate should be made applicable to all classes governed by the agreement.

The decision of the Board was as follows:

Except as otherwise provided in the agreement between the parties, overtime for work performed on proper authority in excess of eight hours per day shall be paid for at the rate of time and one-half.

(2) With regard to payment for holidays, the Company contended that Interpretation No. 1 to Supplement No. 7 provided that the calendar year was based upon the recognized number of working days, including Sundays and holi-

days, where they have been considered a part of the employees' assignment. It was contended, therefore, that employees who, prior to the application of Supplement No. 7 to General Order No. 27, were required under their regular assignment to work on holidays, were not now entitled to overtime therefor. The employees contended that the overwhelming majority of the employees concerned have in the past been allowed the holidays mentioned above, and that in common fairness the practice should be extended to all, or, in the event of an employee being called upon to work on these days, he should receive overtime rate for doing so.

The decision of the Board was as follows:

Except as otherwise provided in the agreement between the parties, when monthly-rated employees are required to work on New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day, they shall be paid extra at the *pro rata* hourly rate when the entire number of hours constituting the regular week-day assignments are worked. Except as otherwise provided between the parties, when assigned, notified or called to work on the above specified holidays a less number of hours than constitute a day's work within the limits of the regular week-day assignment, employees shall be paid a minimum of two hours at time and one-half for the first two hours' work or less, and at the *pro rata* hourly rate after the second hour of each tour of duty. Time worked before or after the limits of the regular week-day assignment shall be paid for on the actual minute basis at the rate of time and one-half. When working the full regular week-day assignment, leaving work for the regular meal period allowance shall not constitute a second tour of duty. Employees heretofore receiving time and one-half for work on the specified holidays shall continue to be so paid at the points where the practice has prevailed.

(3) With regard to the request that rates of pay be increased beyond the provisions of General Order No. 27, the Company contended that the provisions contained in Supplement No. 7 to General Order No. 27 had been fully complied with, and they did not consider they should be called upon to increase rates in excess of the supplement in question at the present time. The employees contended that the present rates



were utterly inadequate to maintain a family on a decent basis, and that the prices of commodities being now on a settled high basis, the rates asked for by them would not do more than maintain the same level of existence that obtained in 1914, at the rates then effective. It was further claimed that very serious anomalies now existed, and that the employees desired to have a basic standard rate for classes doing the same work at different places.

The decision of the Board was as follows:

The rates of pay now in effect are, or should be, at least those established by the application of the provisions of Supplement No. 7 to General Order No. 27 of the Director General, United States Railroad Administration, as applied by the Railways of Canada. General applications for the revision of these rates of pay covering employees on the United States Railways, including those represented by the organization, a party to the submission, are now, we understand, under negotiation.

While not necessarily governed entirely by the rates of pay in effect on the United States railways, it must be admitted, particularly in view of the practice which has been adopted in Canada with respect to all classes of employees during the past two years, that the rates of pay generally in effect in the United States must have a material effect on the consideration of the rates paid similar classes in Canada, and, under these conditions, the Board is now able to deal adequately with the matter in a manner which the Board could be assured would be altogether fair to either party to the submission.

In the event of the developments referred to being unduly delayed for a period longer than ninety days hence, or in case a dispute should arise in regard to the application of the expected settlement the Board will be prepared to give the matter further consideration on request, and upon the submission of all data necessary to enable the Board to arrive at an equitable decision.

The Board is of the opinion that pending developments, the parties should further endeavour to mutually agree upon a temporary adjustment of this question, and recommends accordingly. It is suggested that incidental to such an adjustment, the parties reach an understanding as to effective date from which such rates, as may be finally agreed upon, shall apply. It is also suggested that in the meantime approximately the same differentials in rates as were previously in effect for such freight shed employees as stowers, coopers, etc., over the rates paid truckers might be re-established, and that some adjustment of rates might also

be made within the limit of present maxima for those classes which are now receiving lower rates than are paid to the same classes at other points who are performing work of relatively the same value.

(4) With regard to the payment of overtime, at double-time rates, to freight shed employees at Fort William handling boat freight on Sundays and holidays, the Company contended that the men concerned were now paid overtime for Sunday and holiday work at time and one-half, and the Company felt there was no justification for an increased penalty. The employees contended that the work at Fort William was of a casual and intermittent nature, and that employees working under similar conditions at St. John, Montreal, and other ports, were paid at the double-time rate for Sundays and holidays.

The decision of the Board was as follows:

"The contention of the Company is sustained, and payment of time and one-half shall continue."

**Case No. 75.—That portion of Canadian National Railways (Eastern Lines) which was formerly known as Canadian Government Railways (Eastern Lines) and The Order of Railway Conductors, and The Brotherhood of Railroad Trainmen.**

The following question with regard to payment of punitive overtime to yardmasters of the Canadian National Railways (Eastern Lines) was submitted to the Board: "Are yardmasters on the former Canadian Government Eastern Lines of the Canadian National Railways who are legislated for under schedule with yardmen entitled to punitive rates for overtime under Supplement No. 16 to General Order No. 27, as issued by the Director General, United States Railroad Administration?"

Both parties to this controversy made the following joint statement of facts: "Yardmasters on former Canadian Government Eastern Lines (now part of the Canadian National Railways) have been legislated for under schedule for yardmen, being paid an hourly rate with

a guarantee of eight hours per day, over-time *pro rata*."

The men contended that yardmasters had always been legislated for by their committee, and were paid on an hourly basis from four to five cents an hour more than the yard foremen, both working the same minimum day. When General Order No. 27 was applied, the rate for yardmasters was fixed by maintaining the same differential which always existed between that class and yard yard foremen, and the minimum day was in both cases reduced to eight hours. It was claimed by them that Supplement No. 16 gave yardmen time and one-half for overtime and that the Company refused to concede this in the case of the yardmasters. They contended that the yardmasters were entitled to the differential according to Supplement No. 16, and that they were entitled to an eight-hour day and the same basis of overtime as all other classes of yardmen by virtue of the schedule of agreement. If yardmasters were worked the twelve-hour day, as proposed by the Company, the men claimed that it would be a revision of the schedule, and no such revision could take place until either side served thirty days' notice. They claimed that no such notice had been given or received, and that the action of the Company was therefore irregular, and the men were entitled to their back pay from the effective date of the order. The Company contended that yardmasters were supervisory forces and should not be subject to punitive rates for overtime after eight hours' duty, and further that as Supplement No. 16 to General Order No. 27 made no mention of this class of employees, the Company was not obligated under the supplement to pay for overtime at punitive rates. The Company maintained that for the effective working of switching yards it was important that no more than two shifts of yardmasters were made in each twenty-four hours.

The decision of the Board was as follows:

Based on the Board's understanding of the intent of Supplement No. 16 and Interpreta-

tion No. 1 thereof, and unless the men and the Company can otherwise agree, these yardmasters having heretofore been specified in Train and Yardmen's Schedule under the same conditions of employment as other yardmen, and with specified higher rates on an hourly basis, shall be paid on the same basis as to hours of service, overtime basis, and relative hourly rates with yard foremen.

The Board draws the attention of the parties to the very general standardization that has been made effective or that is being made effective in train and yard service, and suggests the desirability of standardization. In this particular case that would appear to be especially necessary from the fact that, on the larger and remaining portion of the Canadian National Railways, yardmasters are not included in schedule, but are paid on a monthly basis.

**Case No. 76.—The Canadian National Railways (Eastern Lines) and the Order of Railway Conductors, and the Brotherhood of Railroad Trainmen.**

The Canadian National Railways and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen requested the Canadian Railway Board of Adjustment No. 1 to give a decision as to the monthly mileage the Railway was entitled to receive from its conductors in passenger service on former Canadian Government Eastern Lines of the Canadian National Railways, under Supplement No. 16 to General Order No. 27. A joint statement submitted declared that under the schedule in effect at the time that Supplement No. 16 to General Order No. 27 was issued, the Company was entitled to receive 4,200 miles for a monthly guarantee of \$161.50, the rate per mile being 3.84 cents and the daily guarantee being \$5.38, the basis of the monthly guarantee being thirty times the daily guarantee. Supplement No. 16 to General Order No. 27 establishes a monthly mileage of 4,500 miles with a guarantee of \$180, the daily guarantee being \$6. The employees contended that question No. 22 of Interpretation No. 1 disposed of this question wherein it was provided that where the daily mileage was less than 150 there should be no change. It was further contended that there should be no change in the mileage, for the reason that, where Supplement No. 16 was ap-



plied in the United States to roads having a lower daily mileage, it was preserved. The men further contended that the unusual conditions that brought about their low mileage, as compared with other roads, were still in existence. The Company contended that as Supplement No. 16 established a higher rate per mile, and a higher guarantee per day and per month than the schedule rates and guarantee in effect at the time the said supplement was issued, even if the difference of 300 miles per month (4,200 to 4,500) were added to previous monthly guarantees, therefore, by applying the monthly mileage of 4,500 and guarantee of \$180, no reduction in monthly guarantee is made, and the Company felt justified in its claim that the former monthly mileage of 4,200 and guarantee of \$161.50 should become 4,500 miles and guarantee \$180. In support of their contention the Company quoted question 10-A, and answer thereto, as follows: "Some schedules provide that Conductors shall be paid \$161.50 per month for 4,000 miles or less. What is the present guarantee under Supplement No. 16? Decision: The former guarantee of \$161.50 becomes \$180 per month for 4,500 miles or less."

In a general statement the Board declared that while it was stated in the joint submission that Supplement No. 16 to General Order No. 27 established a monthly mileage of 4,500 miles, the supplement of itself did not so specify, but, as also stated in the joint submission, the basis of the monthly guarantee was thirty times the daily guarantee. The men admitted the fairness, in the case of baggagemen and brakemen, of adjusting the daily mileage up to the

number of miles which, at the mileage rates, were required to produce the daily money guarantee. In the case of the baggagemen, the existing mileage rate of 3 cents is higher than that provided in Supplement No. 16 (2.77 cents), and is therefore preserved; and this rate, divided into the daily guarantee of \$4.16 provided by Supplement No. 16 (which is higher than the old daily guarantee of \$3.87) gives the daily mileage required to make up the daily guarantee in money as 139 miles. Therefore, on the basis of thirty times the daily mileage, the monthly mileage for baggagemen becomes 4,170 miles, as compared with present monthly mileage of 4,200 miles. In the case of passenger brakemen the existing mileage rate of 2.79 cents being higher than that provided in Supplement No. 16 (2.66 cents) is preserved, and this rate divided into the daily guarantee of \$4 provided by Supplement No. 16 gives 143 miles as the daily mileage. The monthly mileage therefore becomes 4,290 miles, an increase as compared with the present monthly mileage of 4,200 miles. On the same principle, the monthly mileage for conductors becomes 4,500 miles, an increase of 300 miles, compared with the present monthly mileage. In the opinion of the Board the principle is the same in the case of the three members of the crew, and if it is fair, as admitted by the men, to increase the brakemen's mileage by 90 miles, it is not necessarily unfair to increase the conductors' mileage by 300, provided that higher daily, monthly or mileage rates are preserved.

By decision of the Board therefore, the contention of the Railways was sustained.



## COST OF LIVING ADJUSTMENT OF WAGES OF VANCOUVER ISLAND COAL MINERS

**T**HE Cost of Living Commission, appointed on January 21, 1919, to determine every three months the increase in the cost of living for coal miners on Vancouver Island, and to report the amount by which wages should therefore be increased or decreased, forwarded its report for the quarter ending March 31, 1920,\* to the Department on April 23, 1920. The Commission consisted of Mr. John McAllister, representing the miners; Mr. Tully Boyce, representing the operators; and Mr. D. T. Bulger, Fair Wages Officer of the Department of Labour, as chairman.

As in previous investigations, forms were sent out to the merchants and dealers with whom the majority of miners are accustomed to trade in the various towns. The forms contained the same list of groceries, provisions, meats, etc., that was used on previous occasions. The method of computation and adjustment for the quarter under review was the

same as used on all previous adjustments, namely, to determine the percentage of increase or decrease, as the case may be, of prices on March 31 over December 31, for groceries, provisions, meats, etc., and to add a further two-fifths of this increase or decrease as an equivalent to cover similar increases or decreases in clothing. An increase of 11.43 per cent was ascertained, which amounted to an increase in wages of  $34\frac{1}{3}$  cents per day where the base rate was \$3.00 per day, and 36 cents per day where the base rate was \$3.15, the increase in wages to become effective from May 1, 1920, and to apply to all underground service, clerical and office employees.

Sugar, jams, syrups, flour, cornmeal and coffee showed marked advances, but slight advances only occurred in canned vegetables, soaps, cereals, butter, milk, evaporated fruits, fresh beef, pork, mutton and veal.

A slight decrease was shown in beans, tapioca, canned meats, lard and bacon.

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\*For previous orders see LABOUR GAZETTE, March, 1920, p. 263, and various preceding issues.

## STRIKES AND LOCKOUTS IN CANADA DURING APRIL, 1920

**T**WENTY-EIGHT strikes, involving about 3,798 employees, were reported as having commenced during April. There were in existence at some time or other during the month 44 strikes, involving about 6,249 workpeople. The total time loss on account of industrial disputes was estimated at 84,099 working days, as compared with 43,169 in March and 132,346 in April, 1919. The time loss occasioned by the 28 strikes which began in April was 40,029 working days, while a loss of 44,070 is charged to the 16 strikes that commenced prior to April. Termination was reported in the case of 7 disputes which commenced prior to April. Nineteen of the disputes

commencing during April terminated during the month, leaving the following 18 strikes, affecting approximately 1,691 workpeople on record on April 30: miners, Alice Arm, B.C., and South Minto; pottery workers, St. Johns; painters and decorators, Windsor; painters, paper-hangers and decorators, London; machinists, St. John and Sydney; metal polishers and buffers, Peterborough; moulders, Brantford, Sherbrooke and Toronto; shipbuilders, Three Rivers; pulp and paper workers, Bromptonville; weavers, Amherst; dairy drivers, Toronto; marine engineers, Sorel; tire builders, Guelph, and film revisors and shippers, Toronto.

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—There were two strikes of lumber workers in British Columbia during the month. At Anchorage, 58 loggers went on strike to enforce the union demand for a closed shop. This strike terminated on April 21. The open shop remained in effect, and the company granted a wage increase of 50 cents per day. Seventy-five sawyers and packers at North Arm struck for a new wage schedule. A compromise agreement resulted and the strike terminated on April 15.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—This group again had the greatest time loss through strike activity during the month. Ten strikes, involving 2,088 employees and a time loss of 38,184 working days, was the approximation for the month. The strikes of miners in District 18, owing to the enforcing of the "closed shop" clause in Order 141, were either terminated or non-effective as regards time loss at the end of the month. A detailed statement of these strikes appeared in the April issue of the LABOUR GAZETTE at page 417. There was no change in the strike situation at South Minto where the miners have been out since December, 1919. Granite cutters at Beebe, Que., and at Toronto were out on brief strikes during the month. Miners and labourers at Alice Arm, B.C., went on strike for a minimum wage of \$6 per day minus a maximum deduction of \$1.25 per day for board. Other demands in-

cluded white sheets and pillow cases installed in the bunk houses. Seventy-five men were out under One Big Union instructions and the strike was untermiated at the end of the month.

**BUILDING AND CONSTRUCTION.**—Seven strikes, involving 741 employees and a time loss of 10,180 working days, was the summary for this group during April. Five of these seven strikes concerned the painting trade. The one causing the greatest time loss was that of 210 painters, involving 20 firms in Quebec City. In this strike, the employees demanded an increase of 15 cents per hour and union recognition. After being out three weeks, the employees resumed work at an increase of 12 cents per hour, pending the award of a board of arbitration, the new rate of pay being from 48 cents to 55 cents per hour. At Windsor, Ont., painters receiving 65 cents per hour went on strike demanding \$1 per hour. The employers agreed to pay 80 cents per hour, which was refused, and the strike was untermiated at the end of the month. At Moncton, N.B., the painters, who were receiving 45 cents to 50 cents per hour, demanded 80 cents per hour, which was later reduced to 70 cents per hour. The Master Painters' Association refused to accede to this demand, although willing to pay 50 cents to 60 cents per hour. After being on strike for three weeks a settlement was effected by Departmental mediation at a rate of from 55 cents to 65 cents per hour. At Guelph, the painters were receiving 40 cents per hour for a 59-hour week. They demanded 60 cents per hour for a 50-hour week. The employers offered 50 cents per hour, but the employees held out

and only resumed work when their demands were met. The strike of painters at London which commenced on March 1 was untermated at the end of the month, although most of the strikers had secured employment elsewhere. About 250 plasterers' labourers of an independent union in Toronto went on strike for a wage increase of 25 cents per hour. As a result of direct negotiation, the employees accepted an offer of a 15 cent per hour increase.

**METALS, MACHINERY AND CONVEYANCES.**—Twelve strikes, involving 1,602 employees and a time loss of 16,829 working days, constituted the summary for this group in April. Six new strikes commenced during the month. Of these, the strike of 800 shipbuilders at Three Rivers involved the greatest time loss. The employees' demands included a 44-hour week instead of the prevailing 48-hour week, and for an increase over the former rate (ranging from 55 cents to 75 cents per hour) to 90 cents per hour. The company wished to establish a 50-hour week at the former rate of pay. The employees agreed to abandon their demand for a 44-hour week and to continue at a 48-hour week, but they adhered to their claim for the increased rate. A strike resulted in one plant on April 19 and latest reports indicated that a second firm had since become involved in the strike. Machinists at Sydney, N.S., were out on strike for a 9-hour day, instead of the former 10-hour day; and a wage increase over the previous rate of 45-61½ cents per hour to 60-70 cents per hour. The company offered an 11 per cent increase, but were opposed to shortening the day owing to the curtailed production that would result. About 150 employees were involved. A brief strike of 132 carriage

workers at Alexandria was settled by a 15 per cent wage increase, with a further 10 per cent increase to be paid in August. The employees demanded a 25 per cent increase over their average rate of about \$3 per day.

**WOODWORKING.**—Mill workers in one firm at Montreal went on strike for a 15 cent per hour increase in wages that varied from 35 to 64 cents per hour. The company claimed that the original demand was only for a 10 cents per hour increase, which was met, upon which the employees extended their demand to 15 cents per hour. The strike terminated within a week, the men resuming work on increases ranging from 3 cents to 7½ cents per hour. About 109 employees were involved.

**PULP AND PAPER.**—A dispute regarding a requirement that one man should operate two machines resulted in a strike of the pulp and paper employees at Bromptonville, Que. About 150 employees were involved and the strike was untermated at the end of the month.

**PRINTING AND PUBLISHING.**—Acting without the sanction of their Local or the head office of the International Typographical Union, 89 compositors on the staff of the Montreal *Star* struck for increased wages. The employees were under a five year contract entered into in September, 1917. Since that time the company had increased the contract scale by about 35 per cent, but the men adhered to demands for \$40 per week for day work and \$45 per week for night work. The management offered \$36 and \$40 per week, which was rejected. As a result of pressure from their Union, the men resumed work at the company's scale.

**TEXTILES.**—One hundred and fifty textile employees at Amherst went out



## STRIKES AND LOCKOUTS DURING APRIL, 1920

Industry or Occupation.	Particulars	No. of employees affected	Time lost in working days
<b>Strikes commencing prior to April, 1920</b>			
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Coal miners, Bellevue, Alta. ....	Commenced March 9. Enforcing of "closed shop" clause in Order No. 141, requiring affiliation with U.M.W. of A., resulted in O.B.U. miners striking. Decided to resume operations at meetings held April 26.	320	6,720
Coal miners, Blairmore, Alta. ....	Commenced March 10. In sympathy with Bellevue miners' strike. Decided to resume operations at meetings held on April 26.	550	11,550
Coal miners, Canmore, Alta. ....	Commenced March 22. O.B.U. members strike against "closed shop" order. Work resumed at normal capacity April 26.	200	4,200
Coal miners, Coleman, Alta. ....	Commenced March 22. O.B.U. members strike against "closed shop" order. Work resumed at normal capacity April 12.	375	3,000
Coal miners, Hillcrest, Alta. ....	Commenced March 29. O.B.U. members strike against "closed shop" order. Work resumed at almost normal capacity April 28.	350	8,050
Miners, South Minto, N.B. ....	Commenced December 6, 1919. For increased wages and improved working conditions. Unterminated.	150	3,750
Miners and millmen, Cobalt, Ont. ....	Commenced March 22. Owing to dismissal of employees. Information received during the month states that no time was lost owing to this strike as strikers were replaced.		
Pottery workers, St. Johns, Que. ....	Commenced November, 1913. Against a reduction in wages. Unterminated.	36	
<b>BUILDING AND CONSTRUCTION—</b>			
Painters, paperhangers and decorators, London, Ont.	Commenced March 1. For increased wages. Unterminated.	4	100
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Machinists, St. Hyacinthe, Que. ....	Commenced March 25. For increased wages. Information received in the Department indicates this strike terminated about March 27.		
Machinists, St. John, N.B. ....	Commenced January 26. For increased wages and shorter hours. Unterminated.	70	1,750
Moulders, Brantford, Ont. ....	Commenced May 1, 1919. Demand for increased wages. Unterminated.	5	125
Moulders and coremakers, Sherbrooke, Que.	Commenced September 23, 1919. For increased wages. Unterminated.	36	900
Moulders and patternmakers, Toronto, Ont.	Commenced May 1, 1919. For increased wages and shorter hours. Unterminated.	30	750
Stove and furnace workers, Preston, Ont. ....	Commenced March 31. For increased wages. Men resumed work pending further settlement, April 8.	120	600
Structural iron workers, Hamilton. ....	Commenced March 22. For increased wages and shorter hours. Settled by negotiations; work resumed April 12.	150	1,200

## STRIKES AND LOCKOUTS DURING APRIL, 1920—Continued.

Industry or Occupation.	Particulars	No. of employees affected	Time lost in working days
<b>TRANSPORTATION—</b>			
Marine Engineers, Sorel, Que.....	Commenced March 12. For increased wages. Unterminated.....	30	750
<b>MISCELLANEOUS—</b>			
Film revisors and shippers, Toronto, Ont....	Commenced February 26. For increased wages. Unterminated.	25	625
<b>Strikes commencing during April, 1920</b>			
<b>LUMBERING—</b>			
Loggers, Anchorage, B.C.....	Commenced April 1. Refusal to accede to demand for closed shop. Settled by negotiations; company did not grant a closed shop. Work resumed April 21.	58	928
Shingle sawyers packers and labourers, North Arm, Fraser River, B.C.	Commenced April 7. For increased wages. Settled by negotiations; work resumed April 15.	75	498
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Miners (labourers) Alice Arm, B.C.....	Commenced April 21. For increased wages and improved conditions. Unterminated.	65	585
Granite cutters, Beebe, Que.....	Commenced April 3. For increased wages. Settled by mediation; work resumed April 12.	25	125
Granite cutters, Toronto, Ont.....	Commenced April 1. For increased wages. Settled by negotiations; work resumed April 16.	17	204
<b>BUILDING AND CONSTRUCTION—</b>			
Lathers, Toronto, Ont.....	Commenced April 1. For increased wages. Settled by negotiations; work resumed April 13.	150	1,500
Fainters, Quebec, Que.....	Commenced April 1. For increased wages and recognition of the union. Settled by mediation; work resumed April 28.	210	4,620
Painters and decorators, Windsor, Ont.....	Commenced April 1. For increased wages. Unterminated.....	87	2,175
Painters and paperhangers, Guelph, Ont....	Commenced April 1. For increased wages and shorter hours. Settled by negotiations; work resumed at the close of the month.	9	225
Painters and decorators, Moncton, N.B.....	Commenced April 1. For increased wages and shorter hours. Settled by mediation of the Department of Labour. Work resumed April 14.	31	310
Plasterers' labourers, Toronto, Ont.....	Commenced April 1. For increased wages. Settled by negotiations; work resumed April 7.	250	1,250
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Carriage workers, Alexandria, Ont.....	Commenced April 19. For increased wages. Settled by negotiations; work resumed April 27.	132	924
Machinists, Sydney, N.S.....	Commenced April 22. For increased wages and shorter hours. Unterminated.	150	1,200
Metal polishers and buffers, Peterborough, Ont.	Commenced April 10. For increased wages. Unterminated.....	19	342
Riveters, Levis, Que.....	Commenced April 19. For increased wages. Settled by negotiations; work resumed April 22.	25	75

## STRIKES AND LOCKOUTS DURING APRIL, 1920—Continued.

Industry or Occupation.	Particulars	No. of employees affected	Time loss in working days
<b>METALS, MACHINERY AND CONVEYANCES—</b> (Continued)			
Shipbuilders, Three Rivers, Que.....	Commenced April 19. For increased wages. Unterminated.....	800	8,800
Structural iron workers, Toronto, Ont.....	Commenced April 1. For increased wages and a weekly pay-day. Settled by negotiations; work resumed April 6.	65	163
<b>WOODWORKING—</b>			
Mill workers, Montreal, Que.....	Commenced April 19. For increased wages. Men returned to work under same conditions as existed prior to strike. Work resumed April 26.	109	600
<b>PULP AND PAPER—</b>			
Pulp and paper workers, Bromptonville, Que.....	Commenced April 20. Owing to a dispute of working conditions in the shop. Unterminated.	150	1,500
<b>PRINTING AND PUBLISHING—</b>			
Compositors, Montreal, Que.....	Commenced April 15. For increased wages. Settled by negotiations; work resumed April 22.	89	534
<b>TEXTILES—</b>			
Weavers, Amherst, N.S.....	Commenced April 14. Owing to discharge of employee. Unterminated.	150	2,100
<b>FOODS, LIQUORS AND TOBACCO—</b>			
Meat packers, Hamilton, Ont.....	Commenced April 1. For increased wages and shorter hours. Settled by negotiations; work resumed April 19.	175	2,450
<b>LEATHER—</b>			
Collar and harness workmen, Toronto, Ont.	Commenced April 5. For increased wages. Settled by negotiations; work resumed April 8.	17	51
<b>TRANSPORTATION—</b>			
Coal handlers, Halifax, N.S.....	Commenced April 5. For increased wages. Settled through mediation of the Department of Labour; work resumed April 15.	400	3,600
Coal cart drivers, Hamilton, Ont.....	Commenced April 3. For increased wages. Settled by negotiations; work resumed April 17.	400	4,400
Dairy drivers, Toronto, Ont.....	Commenced April 29. For increased wages. Unterminated.....	60	120
<b>MUNICIPAL EMPLOYMENT—</b>			
Civic employees (labourers), Guelph, Ont....	Commenced April 15. For increased wages. Majority of workers returned while others had their places filled; work resumed April 19.	40	80
<b>MISCELLANEOUS—</b>			
Tire builders, Guelph, Ont.....	Commenced April 12. For increased wages on piece work. Unterminated.	40	680



on strike on account of a dispute over shop control in one of the weaving departments. An overseer wished to employ a man who was working in another department. The management refused this request. The man resigned and was re-employed in the weaving department. When this change was noticed, the manager dismissed the employee. The overseer then resigned and all the employees of the mill walked out in protest. The strike was unterninated at the end of the month.

**FOODS, LIQUORS AND TOBACCO.**—Meat packers and butchers at Hamilton were out on strike for two weeks owing to their wage demands being refused. The employees were receiving an average rate of 48½ cents per hour. They demanded from 70 to 95 cents per hour and an eight-hour day instead of the prevailing nine hours. One firm replaced a considerable number of the strikers, but, after direct negotiations, the dispute was settled by all the companies agreeing to pay an advance of 5 per cent on all wage rates. The men resumed work at from 50 to 55 cents per hour and on the basis of a 9-hour day.

**TRANSPORTATION.**—Four hundred coal

handlers at Halifax were out on strike from April 5 to 15 owing to their original wage demands being refused. The men demanded 85 cents per hour for day work and \$1.00 per hour for night work. The prevailing rates were 65 cents and 70 cents per hour, respectively. As a result of mediation by the Department, the men agreed to a 5 cents per hour increase in both rates, and that night work after 11 p.m. should be paid at the rate of \$1.50 per hour. A six-day strike of 400 coal teamsters in Hamilton terminated as a result of a wage increase of \$2 per week. The men were receiving \$22 to \$24 per week and originally demanded \$25 to \$27 per week. Dairy drivers in Toronto went on strike toward the close of the month for a wage minimum of \$30 per week—an increase of \$4 per week. About 60 men were involved, and at the end of the month the situation indicated an early settlement.

**MISCELLANEOUS.**—A strike of 40 rubber workers in a tire plant at Guelph commenced on April 12 and remained unternminated at the close of the month. The employees demanded a 10 per cent increase in wages, which up to the time of the dispute had averaged \$5 to \$5.50 per day.

### STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING MARCH, 1920

THE following details with regard to strikes and lockouts in the United Kingdom during March, 1920, based on returns from employers and workpeople, are taken from the April issue of the *British Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes reported to the Department as beginning in

March was 184, as compared with 122 in the previous month, and 64 in March, 1919. In these new disputes nearly 96,000 workpeople were directly and over 4,000 workpeople indirectly involved, (i.e., thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition over 34,000

workpeople were involved, either directly or indirectly, in 58 disputes which began before March and were still in progress at the beginning of that month. The total number of disputes in progress in March was thus 242, involving about 134,000 workpeople, as compared with about 110,000 workpeople involved in disputes in progress in February, 1920, and about 223,000 in March, 1919.

The following table classifies these disputes by groups of trades, and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned and the approximate time lost in all disputes in progress:

Groups of Trades	Number of Disputes			Number of workpeople involved in all disputes in March.	Aggregate loss of working days during March.
	Started before 1st March.	Started in March.	Total.		
Building.....	12	27	39	4,100	43,000
Mining and Quarrying.....	4	33	37	60,200	242,000
Metal, Engineering and Ship-building.....	11	34	45	28,600	275,000
Textile and Clothing.....	7	21	28	8,600	75,000
Transport.....	8	10	18	6,800	20,000
Other Trades.....	13	49	62	10,500	114,000
Employees of Public Authorities.....	3	10	13	6,200	19,000
<b>Total, March, 1920.....</b>	<b>58</b>	<b>184</b>	<b>242</b>	<b>134,000</b>	<b>788,000</b>
<b>Total, February, 1920.....</b>	<b>47</b>	<b>122</b>	<b>169</b>	<b>110,300</b>	<b>450,000</b>
<b>Total, March, 1919.....</b>	<b>40</b>	<b>64</b>	<b>104</b>	<b>223,000</b>	<b>1,139,000</b>

Of the 788,000 working days lost in March by all disputes in progress, about 367,000 were lost by disputes which began before March and were still in progress at the beginning of that month, and about 421,000 by disputes which began in the month.

CAUSES.—Of the 184 new disputes, 106, directly involving nearly 31,000 workpeople, arose on demands for advances in wages; 21, directly involving nearly 11,000 workpeople, on other wages questions; 4, directly involving about 3,000 workpeople, on questions respecting hours; 31, directly involving over 35,000 workpeople, on questions respecting the employment of particular classes or persons; 7, directly involving about 3,000 workpeople, on details of working arrangements; 10, directly involving about 2,000 workpeople, on questions of Trade Union principle; 2, directly involving about 10,000 workpeople, in sympathy with other disputes; and 3, directly involving over 1,000 workpeople, on other questions.

RESULTS.—During the month settlements were effected in the case of 96 new disputes, directly involving nearly 36,000 workpeople, and 24 old disputes directly involving over 5,000 workpeople. Of these new and old disputes, 35, directly involving over 13,000 workpeople, were settled in favour of the workpeople; 25, directly involving about 15,000 workpeople in favour of the employers; and 60, directly involving nearly 13,000 workpeople, were compromised. In the case of 29 other disputes, directly involving nearly 50,000 workpeople, work was resumed pending negotiations.

## UNIFORMITY OF LABOUR LAWS

### Report of the Dominion-Provincial Commission appointed to consider the subject

IT will be remembered that one of the resolutions passed at the National Industrial Conference called by the Minister of Labour, and which held its sessions at Ottawa in September, 1919, urged the advantage of uniformity in the labour laws of the Dominion and made a recommendation as to action to be taken. The terms of the resolution in question were as follows:

Resolved:

That the advantage of uniformity in the laws relating to the welfare of those engaged in industrial work in the several provinces of the Dominion of Canada be brought to the attention of the Government of Canada and of the Governments of the several provinces respectively; and, that this National Industrial Conference suggests the following as a means towards the end desired, namely:

The appointment of a Board composed as follows:

- (1) As respects the Dominion:
  - (a) A representative of the Government.
  - (b) A representative of the employers.
  - (c) A representative of the employees.
- (2) As respects each of the provinces:
  - (a) A representative of the Government.
  - (b) A representative of the employers.
  - (c) A representative of the employees.

And that the Dominion Government be requested to ask the Government of each of the provinces to select or have selected representatives in respect of the province as above set forth.'

The subject matter of this resolution was taken up by the Minister of Labour

with the Dominion Government and with the Governments of the several provinces, with the result that a commission was appointed on the lines laid down.

The Dominion and all the Provinces except Prince Edward Island were represented throughout the proceedings. Representatives from Prince Edward Island also were in attendance at the closing sessions of the commission.

The commission convened at Ottawa on Monday, April 26, its sessions being held in the Solicitor General's Offices, which had been kindly lent for the occasion. The proceedings opened with an address from the Honourable G. D. Robertson, Minister of Labour, who welcomed the members of the commission to the Capital and briefly outlined the subjects which would come naturally before them for consideration. Mr. F. A. Acland, Deputy Minister of Labour for Canada, and representing the Dominion Government, was appointed Chairman. The commission then took up its work, which proceeded from day to day until Saturday afternoon, May 1, when a conclusion was reached.

In the following pages will be found the terms of the Order-in-Council governing the proceedings and the text of the report made by the commission to the Minister of Labour. Copies of the report of the commission will be forwarded immediately by the Minister of Labour to the several provincial governments for their consideration.



## THE TERMS OF APPOINTMENT

(P.C. 721.)

Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency the Administrator, on the 10th April, 1920.

The Committee of the Privy Council have had before them a report, dated 1st April, 1920, from the Minister of Labour, referring to a resolution which was adopted unanimously by the National Industrial Conference in Ottawa in the month of September, 1919, in the terms following:

“Resolved:

That the advantage of uniformity in the laws relating to the welfare of those engaged in industrial work in the several provinces of the Dominion of Canada be brought to the attention of the Government of Canada and of the Governments of the several provinces respectively; and that this National Industrial Conference suggests the following as a means towards the end desired, namely—

The appointment of a Board composed as follows:

- (1) As respects the Dominion:
  - (a) A representative of the Government.
  - (b) A representative of the employers.
  - (c) A representative of the employees.
- (2) As respects each of the Provinces:
  - (a) A representative of the Government.
  - (b) A representative of the employers.
  - (c) A representative of the employees.

And that the Dominion Government be requested to ask the Government of each of the Provinces to select or have selected representatives in respect of the Province as above set forth.”

The Minister states that in the month of October following the National Industrial Conference letters were addressed to the Prime Ministers of the several Provinces expressing the concurrence of the Government of Canada in the foregoing resolution and proposing the establishment of a Commission on the lines recommended by the Conference. Eight of the nine Provincial Governments have since concurred in the proposal and have in each case furnished the names of three persons to act on their behalf.

The Minister, therefore, recommends that a Commission be appointed for the purposes aforesaid under the provisions of Part I of Chapter 104, Revised Statutes of Canada, 1906, commonly called The Inquiries Act, to hold and conduct such inquiry, with all the powers conferred by the aforesaid statute, and that the Commission shall be composed as follows:

*As respects the Dominion of Canada:* On behalf of the Government—F. A. Acland, Deputy Minister of Labour, Ottawa, Ont. On behalf of Employers—J. G. Merrick, Secretary of the Employers' Association of Toronto, Toronto, Ont. On behalf of Employees—Tom Moore, President of the Trades and Labour Congress of Canada, Ottawa, Ont.

*As respects the Province of Nova Scotia:* On behalf of the Government—Major J. Welsford Macdonald, President of the Nova Scotia Branch of the Great War Veterans' Association, Pictou, N.S. On behalf of Employers—Fulton J. Logan, Member of the Legislative Council of the Province of Nova Scotia, Musquodoboit Harbour, Halifax County, N.S. On behalf of Employees—John A. Gillis, Financial Secretary of Lodge No. 1, Amalgamated Association of Iron, Steel and Tin Workers of North America, Sydney, N.S.

*As respects the Province of New Brunswick:* On behalf of the Government—Honourable C. W. Robinson, of Moncton, N.B., Minister without portfolio of the Government of New Brunswick. On behalf of Employers—Angus McLean, of Bathurst, N.B. On behalf of Employees—G. R. Melvin, Secretary, N. B. Federation of Labour, St. John, N.B.

*As respects the Province of Quebec:* On behalf of the Government—Louis O. Guyon, Deputy Minister of Labour for the Province of Quebec, Montreal, P.Q. On behalf of Employers—John Lowe, Manager of the Montreal Cottons, Limited, Valleyfield, P.Q. On behalf of Employees—Gustave Francq, Editor of the “Labour World,” Montreal, P.Q.

*As respects the Province of Ontario:* On behalf of the Government—Dr. W. A. Riddell, Deputy Minister of Labour for the Province of Ontario, Toronto, Ont. On behalf of Employers—Samuel Harris, President of the Harris Lithographing Company, Limited, Toronto, Ont. On behalf of Employees—H. J. Halford, Vice-President of the Trades and Labour Congress of Canada, and Fifth Vice-President, Journeymen Barbers' International Union, Hamilton, Ont.

*As respects the Province of Manitoba:* On behalf of the Government—E. McGrath, Secretary of the Bureau of Labour of the Province

of Manitoba, Winnipeg, Man. On behalf of Employers—H. B. Lyall, of the Manitoba Bridge and Iron Works, Winnipeg, Manitoba. On behalf of Employees—E. Robinson, Secretary of the Trades and Labour Council of the City of Winnipeg, Winnipeg, Man.

*As respects the Province of Saskatchewan:*

On behalf of the Government—T. M. Molloy, Secretary of the Bureau of Labour for the Province of Saskatchewan, Regina, Sask. On behalf of Employers—R. K. Leckie, Regina, Sask. On behalf of Employees—James Somerville, Representative of the International Association of Machinists, Moose Jaw, Sask.

*As respects the Province of Alberta:*

On behalf of the Government—John T. Stirling, Chairman of the Workmen's Compensation Board of Alberta, Edmonton, Alberta. On behalf of Employers—Walter F. McNeill, Commissioner, Western Coal Operators' Association, Calgary, Alberta. On behalf of Employees—Robt. McCreath, Edmonton, Alta.

*As respects the Province of British Columbia:* On behalf of the Government—J. D. McNiven, Deputy Minister of Labour, Victoria, B.C. On behalf of Employers—John J. Cough-

lan, of the shipbuilding firm of Coughlan and Sons, Vancouver, B.C. On behalf of Employees—James H. McVety, Treasurer, Vancouver Trades and Labour Council (International), Vancouver, B.C.

The Minister further recommends that the meetings of the Commission be held in Ottawa, commencing on Monday, April 26, 1920; that the Commissioners have the right to determine the manner of conducting the proceedings in respect of the inquiry, and that the report of the Commission on the matters investigated and their recommendations be presented to the Minister of Labour.

The Committee concur in the foregoing and submit the same for approval.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

(NOTE.—No formal nominations to the Commission were received from the Government of Prince Edward Island, but at the request of the Prince Edward Island Government, Senator Murphy and Mr. J. E. Sinclair, M.P. for Queen's, Prince Edward Island, attended the closing sessions.)

## TEXT OF REPORT OF COMMISSION

Ottawa, May 1, 1920.

The Honourable Minister of Labour,

Ottawa, Canada.

Sir,—I have the honour to present the report of the Commission established under P.C. 721.

The duties placed on the Commission are best indicated in the resolution adopted unanimously by the National Industrial Conference at Ottawa in the month of September, 1919, in the terms following:

“Resolved:

That the advantage of uniformity in the laws relating to the welfare of those engaged in industrial work in the several provinces of the Dominion of Canada be brought to the attention of the Government of Canada and of the Governments of the several provinces respectively; and that this National Industrial Conference suggests the following as a means towards the end desired, namely:—

The appointment of a Board composed as follows:

(1) As respects the Dominion:

- (a) A representative of the Government.
- (b) A representative of the employers.
- (c) A representative of the employees.

(2) As respects each of the Provinces:

- (a) A representative of the Government.
- (b) A representative of the employers.
- (c) A representative of the employees.

And that the Dominion Government be requested to ask the Government of each of the Provinces to select or have selected representatives in respect of the Province as above set forth.”

A Commission on the lines here indicated was accordingly appointed by concurrent action on the part of the Federal Government and the Governments of the several provinces.

The Commission assembled at Ottawa on the morning of April 26th.

After an address from yourself as Minister of Labour, discussing generally the matters which would come before the commissioners, the Commission proceeded with its work; the undersigned being selected as chairman.

The various members of the Commission had, as a rule, prior to their arrival at the Capital, received from the Department of Labour copies of abstracts of Canadian legislation on each of the four following subjects, namely: (1) Workmen's Compensation, (2) Minimum Wages, (3) Inspection and Regulation of factories, shops and office buildings, (4) Regulation of Mines, and it was assumed by the Com-

mission that it would be the desire of the Government that these subjects, while by no means exhausting the field for effective work with respect to the unification of labour legislation, should in the first place receive attention. The Commission proceeded on these lines accordingly and after a brief review of the ground to be covered, Committees were appointed to take up for consideration and necessary action each of the four subjects named above; a Committee was also appointed to consider and deal with the subject of legislation with respect to industrial disputes so far as this matter was deemed to be before the commission. Each of these Committees has reported and their respective findings have been made a portion of the report of the Commission and are hereto attached.

A further Committee was appointed to consider the question of the establishment of an organization deemed likely to be of benefit for the promotion of the uniformity of labour legislation. The Committee submitted a document as a basis of discussion and not as its findings, but owing to variance of opinion the whole matter was laid on the table.

I beg to state in conclusion that the proceedings of the Commission throughout have been marked by a spirit of mutual good-will, and I am to express the view that it is felt the findings will be of material benefit for the purposes in view.

F. A. ACLAND,  
Chairman.

### Report of Committee on Workmen's Compensation Legislation

The Committee on Workmen's Compensation Legislation beg leave to recommend as follows:

1. That all Provinces adopt the idea of exclusive state insurance to be administered by a Board.

2. That all workmen, not specially exempted under the Act, who work in an industry which comes within the scope of the Act, shall be under the Act, regardless of the amount of their remuneration.

3. That all employees of Provincial Governments and of Municipalities, including Police and Firemen, be included within the scope of the Act.

4. That the scope of Compensation Acts be extended as far as practicable to include industries not now covered by the Acts.

5. That in all Provinces contributions to the accident fund shall be borne exclusively by the employer.

6. That all medical, surgical and hospital attention be supplied in cases of injury or industrial diseases.

7. That in every Province there should be a time limit within which claims for compensation should be filed.

8. That except in special cases payment of

compensation shall be made periodically direct to the claimant by the Board.

9. That injuries due to disease or accident arising out of and in the course of employment should be considered as coming within the scope of the Acts.

10. That the cost of administration of Workmen's Compensation in each Province be borne by the Government of that Province.

11. That rules and regulations for prevention of accidents be made by the Board in each Province, and safety committees composed of employers and employees be established in the various places of employment, and further that first aid appliances be installed at the various plants; all the foregoing to be under the direction of the Board.

12. Where under any Compensation Act the employer has the right to bring his employees under the Act by election, the employees should have the same right where a majority so decide.

13. That in cases of death or injury all Provinces should adopt a uniform scale of compensation.

14. Your Committee beg leave to call attention to the comparative table of Workmen's Compensation legislation in the different Provinces, which is produced herewith.



COMPARATIVE TABLE TO ACCOMPANY REPORT OF COMMITTEE ON WORKMEN'S COMPENSATION LEGISLATION.

	Nova Scotia.	New Brunswick.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.
1. Death, funeral dependents	Widow \$75 ..... per month. Child \$20.00 each up to 16 years. Maximum \$40.00.	\$100.00 ..... per month. \$30.00 each up to 16 years. Maximum 55% of earnings.	\$50.00 including medicine. Minimum \$1,500 Maximum \$3,000	\$75.00 ..... per month. \$30.00 each up to \$7.50 each up to 16 years. Maximum \$60.00.	\$100.00 ..... per month. \$30.00 each up to \$7.50 each up to 16 years. Maximum \$60.00.	Maximum \$2,000.	\$100.00 ..... per month. \$30.00 each up to \$7.50 each up to 16 years. Maximum \$60.00.	\$100.00 ..... per month. \$30.00 each up to \$7.50 each up to 16 years. Maximum \$65.00.
2. Permanent total disability.	55 % ..... Maximum 55% of \$1,200.00. Minimum \$5.00 per week.	55% ..... Maximum 55% of earnings.	50% up to \$1,000 and 25% after up to \$1,500.	55% for life.....	66% of Minimum \$6.00.	Maximum \$2,000.	\$10.00 to \$16.00 per week.	55% maximum based on \$2,000.
3. Permanent partial disability.	55% of difference of earnings. Maximum 55% of \$1,200. Minimum \$5.00.	Amount determined by Board. Maximum \$2,500.00 Minimum \$1,500 in case of major injuries.	50% difference in earnings.	55% difference in earnings.	66% difference in earnings.	Maximum \$2,000.	Stated amounts for each disability.	55% difference in earnings.
4. Temporary total disability.	55% of wages..... Minimum \$5.00. Maximum 55% of \$1,200.00.	55% of wages..... Minimum \$6.00. Maximum 55% of \$1,500.	50% of wages..... Minimum \$4.00. Maximum 50% of \$1,500.	55% of wages, payable only so long as disability lasts.	66% of difference in earnings. Minimum \$6.00.	Maximum \$2,000.	\$10 to \$16 per week.	55% of wages. Minimum \$5.00.
5. Temporary partial disability.	55% of difference in earning power.	55% of difference in earning power.	50% of wages..... Minimum \$4.00. Maximum 50% of \$1,500.	55% of difference in earnings.	66% of difference in earnings.	Not specified.....	55% of difference in earning power where wage is less than 90%.	55% of difference in earning power.
6. Medical aid.....	Full expense for 30 days taken from accident fund.	Full expenses taken from accident fund.	None.....	Full expenses taken from accident fund.	Full expenses taken from accident fund.	Not specified.....	Full expenses taken from medical aid and accident fund.	Full expense taken from medical aid and accident fund.
7. Special medical aid	Full expenses from accident fund.	Full expenses from accident fund.	None.....	Full expenses from accident fund.	Full expenses from accident fund.	Not specified.....	Full expenses from accident fund.	Full expenses from medical aid and accident fund.
8. Contribution to accident fund.	to Employer.....	Employer.....	None.....	Employer.....	Employer.....	None.....	Employer.....	Employer.
9. Contribution to medical aid fund.	to Employer.....	Employer.....	None.....	Employer.....	Employer — from accident fund.	None.....	Employee.....	Employee and employer.

COMPARATIVE TABLE TO ACCOMPANY REPORT OF COMMITTEE ON WORKMEN'S COMPENSATION LEGISLATION.

	Nova Scotia.	New Brunswick.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.
10. Administration....	Board of three.....	Board of three.....	Circuit and supreme Court.	Board of three.....	Board of three.....	District Court.....	Board of three.....	Board of three....
11. Waiting period....	7 days — if longer pay from date.	7 days — if longer pay from date.	7 days.....	7 days — if longer pay from date.	3 days.....	7 days.....	3 days, if longer than 10 days, pay from date.	3 days.
12. Insurance.....	Compulsory state....	Compulsory state....	Employer individually responsible.	Compulsory state.	Compulsory state.	Employer individually responsible.	Compulsory state.	Compulsory state.
13. Election by employer.	Any industry not within scope of Act, unless specifically excluded.	Any industry not within scope of Act, unless specifically excluded.	None.....	Election only where 6 or less are employed by either employer or employee, unless specifically excluded.	Any industry not within scope of Act.	None.....	Any industry not within scope of Act. With approval of 50% of employees, unless specifically excluded.	Any industry not within scope of Act, unless specifically excluded.
14. Common law.....	None.....	None.....	All those not coming under Act.	None.....	None.....	Yes, both.....	None.....	None.
15. Injuries covered...	Which arise out of and in course of employment.	Which arise out of and in course of employment.	Which arise out of and in course of employment.	Which arise out of and in course of employment, and in fortuitous events.	Which arise out of and in course of employment.	Which arise out of and in course of employment.	Which arise out of and in course of employment.	Which arise out of and in course of employment, and in fortuitous events.
16. Accident prevention.	None.....	None.....	None.....	Regulations made by groups of employers, work approved by Board.	None.....	None.....	By Board.....	By Board.
17. Time limit for claim	12 months.....	12 months.....	12 months.....	At once, 6 months or more.	As soon as practical.	6 months.....	At once, 3 months or more.	12 months.
18. Method of paying..	By board.....	By board.....	By employer monthly or regular pay day.	By Board or order of Board.	By Board.....	By employer, by order of Court.	By Board.....	By Board.
19. Exemptions.....	Travellers, Casual Labourers, Out Workers, Police & Firemen, Farmers, Domestic Servants, Clerks, Employer's Family, Police & Firemen, Employer.....	Travellers, Out Workers, Domestic Servants, Farmers, Clerks, Employer's Family, Police & Firemen, Doctor, Employee.	Farmers..... Employees on sailing vessels. All employees earning more than \$1,500 per year.	Out Workers..... Domestic Farmers, Executive Officers.	Casual Labourers, Out Workers, Domestic Servants, Executive Officers.	Farmers, Employees other than those engaged in manual labour earning over \$1,800.	Casual Labourers, Out Workers, Farmers, Domestic Servants, Clerks, Employer's family.	Travellers, Casual Labourers, Farmers, Domestic Servants, Clerks, Employer's family.
20. Reports.....	Employer's family, Doctor, Employee.	Employer's family, Doctor, Employee.	Employer to Factory Inspector.	Employer..... Doctor, Employee.	Employer..... Doctor.	Employer to Government.	Employer..... Doctor.	Employer's family, Doctor, Employee.

## II

## Report of Committee on Factory Laws

1. In view of the limitation, in certain Provinces, of the operations of the Factories Act to the industrial establishments where not less than a certain number of persons are employed, we would recommend:

"All industrial establishments in which one or more persons are employed where articles are manufactured, altered, cleaned, repaired, ornamented, finished, adapted for sale, broken up or demolished, or in which materials are transformed, shall be subject to inspection."

2. Employment of boys and girls:

No boy under 14 years of age or no girl under 15 years shall be employed in an industrial establishment.

3. Hours of employment for boys, girls and women:

In keeping with the draft convention of the Washington Conference limiting the hours of labour, we recommend that women, girls and boys shall not be employed for more than 48 hours in any one week, nor before six o'clock in the morning nor later than ten o'clock in the evening, nor more than ten hours in any one day, *including overtime*.

Boy shall mean a male person between the ages of 14 and 16 years.

4. That all laws at present existing in any Province dealing with the improvement of sanitation or the protection of life should be made general to such other industries as may be possible throughout the Dominion.

## SCHEDULE OF FACTORY ACT LEGISLATION.

Provinces.	Name of definition of law.	Scope of act.	Age of employment of children, boys and girls.	Hours of work, children and females.	Health and safety measures.
Alberta.....	The Factories Act, 1917.	All factories, shops and office buildings, premises determined by schedule "A" where power is used for preparing or manufacturing purposes.	Age of admission from 15 years. No provision for unhealthy occupations.	10 hours per day	Health and safety measure provided for in all provinces.
British Columbia.	The British Columbia Factories Act.	All premises where mechanical power is used or where three persons are employed, or all other premises that may be brought under the law by Order-in-Council.	15 for girls..... 14 for boys.	8 hours or 48 per week.	Health and safety measure provided for in all provinces.
Manitoba.....	The Manitoba Factories Act.	All premises where mechanical power is used for manufacturing purposes, or where three persons are employed, or other premises that may be brought under the law by Order-in-Council.	15 for girls..... 14 for boys.	9 hours or 54 a week.	Health and safety measure provided for in all provinces.
New Brunswick.	The New Brunswick Factories Act.	Building, office or place in which persons are employed in handicraft. Building under erection. Temporary work shop or shed is exempt.	14 for boy or girl.	10 hours a day and 60 a week.	Health and safety measure provided for in all provinces.
Nova Scotia...	Nova Scotia Factories Act.	Covers establishments in which persons are employed where manufacturing is being carried on where power is used, or any premises brought under by Order-in-Council.	14 for girls..... 14 for boys. except for some occupations.	9 hours, 54 per week.	Health and safety measure provided for in all provinces.



## SCHEDULE OF FACTORY ACT LEGISLATION (Concluded)

Provinces.	Name of definition of law.	Scope of act.	Age of employment of children, boys and girls.	Hours of work, children and females.	Health and safety measures.
Ontario.....	The Factory, Shop and Office Building Act.	Building, workshop, structure or premise of the description mentioned in Schedule "A" or any premise proclaimed by Order-in-Council. All premises where mechanical power is used or where five persons are employed.	14 for boys and girls, 16 for boys, 18 for girls in unhealthy industries	10 hour day and 60 week. No night work allowed.	Health and safety measure provided for in all provinces.
Saskatchewan-	The Saskatchewan Factories Act of 1909.	All premises where mechanical power is used, where three are employed or all other premises brought under the law by Order-in-Council.	14 for boy or girl.	48 hour week...	Health and safety measure provided for in all provinces.
Quebec.....	Industrial Establishments Act of Quebec.	All mills, factories, workshops, except shops where persons of one family, and do not operate with mechanical power. Mines also are exempt.	14 for boys and girls, 16 for boys and 18 for girls in dangerous occupations.	10 hours per day 60 week. Textile operatives 55 hour week. No night work allowed.	Cleanliness, light, air space, ventilation and safety mechanical appliance and in case of fire. Special provision in connection with dangerous or unhealthy occupation.

## III

## Report of Committee on Mines and Mining Laws

Your Committee, appointed to investigate the regulations of mines in Canada, and keeping in mind P.C. 722, being our guidance, have investigated the folio on mining laws, item by item for each and every Province, and after very extended deliberations, and considering the interests of all concerned, beg leave to report the results of our investigations and deliberations.

We find that many minor provisions exist in the various Acts throughout Canada which are made necessary by local conditions and concerning which no practicable uniformity is possible. The Committee have, therefore, directed their attention to those principles or provisions of a general character which are applicable to all Provinces.

We are pleased to report that we have been unanimous in all findings with the exception of one, and also pray that the Commission may approve of our work.

That we recommend that the mining laws be unified as follows:

1. That the age of 14 be the minimum age for boys working around mines (above ground), and that no boy be allowed to work beneath the surface unless he has attained the age of 16.

2. That we recommend:

That no boy under 18 years of age shall be in charge of or operating any power machinery used for moving material in a mine, and no person other than a man of 21 years of age or over shall operate any power machinery used for raising or lowering persons in a mine.

3. In order to bring uniformity in mining laws, we recommend that all provinces should insert regulations in mining laws providing for not more than 8 hours as a legal day's limit of the work, as incorporated already wholly or partly in the existing laws of Alberta, British Columbia, Ontario, Quebec and the Yukon.

4. That your Committee recommends:

That payment of wages at least semi-monthly be made compulsory by law in all provinces where such legislation is not already in existence, such payment to be made by cheque or currency. Payment of wages on hotel premises and the cashing of pay-cheques in or at a hotel or bar where intoxicating liquors are sold to be prohibited by law in all provinces.

5. That your Committee recommends:

That legislation providing for miners' liens be enacted in all provinces where such legislation is not already in existence, applying to mines, mining claims, mining lands or work connected therewith, and that every person who performs labour for wages shall have a lien thereon.

6. That your Committee recommends:

That legislation be enacted in all provinces where legislation is not already in existence, providing that no amount may be retained from wages of an employee except sums due for powder, coal, oil, rent, and such doctors' and hospital fees as may be approved by the Workmen's Compensation Board, and supplies necessary to the execution of the work carried on by such employee, nor shall an employer apply the wages of an employee to payment of a debt without the written consent of the employee given individually or by collective agreement.

7. That where, in any Province, examinations are required for certificates of competency for mine managers, pit-bosses, and other working officials, such examinations shall be conducted by a board composed of a government inspector, a working miner and a mine manager.

8. We would recommend that all candidates for certificates as mine managers, pit-bosses, etc., shall have at least five years' mining experience, produce evidence of ability, sobriety

and good conduct, and be at least 23 years of age.

9. Mine inspectors shall be holders of mine manager's certificates, with at least seven years' mining experience in the class of mines of which he is made inspector. He shall not be interested in mines in his district, either directly or indirectly.

10. We recommend that, without limiting the powers of inspectors, an inspector shall have power to enter, inspect and examine any mine or any part thereof at all reasonable times by day or night, to examine into and make enquiry respecting the state and condition of the mine, the ventilation and safety of mines, to give notice in writing of any matter, thing or practice which he considers dangerous or defective, and of its immediate remedy. If disagreement follows, the defect shall be referred to a board of arbitration consisting of a judge and representatives of interested parties, the decision of this tribunal to be final.

11. Resolved, that all mines shall have an adequate amount of ventilation passing therein, and that all mines be examined before the workmen enter the mine, and that a report of such inspection be made in a book to be kept at the mine for the purpose, and such report shall be available to any workman employed in mine.

12. The question of health of employees in mining camps is now being examined into by the different provinces concerned, with a view to fully protect the workers and as far as possible unify the laws, and we submit that this matter be referred to this tribunal for action.

13. Resolved, that the present laws with reference to special investigations which are in existence in several provinces be continued, and that the same provisions be made to extend to provinces where such laws are not in operation.

14. Resolved, that the Workmen's Compensation Board in each province where such board exists shall make provision for the administration of first aid and mine rescue work, and that where no boards are in existence, special provisions be made.

## IV

### Minimum Wages for Women and Girls

We approve the principle of a minimum wage for women and girls, and recommend that a competent authority be created in each Province in the Dominion to establish a minimum wage adequate to maintain self-support for women and girls, and such authority shall be

empowered to fix the hours of employment for such women and girls not already provided for by legislation, and further recommend that such hours of employment should not exceed 48 per week except of employees engaged in domestic or agricultural employment.

## V

**Report of Committee on Industrial Disputes Legislation**

The Committee has examined the existing legislation of the Dominion and Provinces with respect to industrial disputes, and is of the view that to secure a reasonable degree of uniformity with regard to the same it is desirable the following principles should be observed:

1. That disputes in mines and public utilities should be dealt with exclusively by federal legislation.

2. That federal legislation should be held to apply to public utilities under the control of a Province or municipality or other public or private authority.

3. That, whereas, in some cases provincial legislation has been enacted respecting industrial disputes which applies to all occupations giving rise to the relations of employer and employee and which therefore includes policemen and firemen, it should be provided that all disputes affecting policemen or firemen in all parts of Canada should come within the jurisdiction of the federal law.

4. The Committee lacks information enabling it to decide upon the advisability of the extension of the present federal law to other industries, and therefore makes no recommendation.

**THE GOVERNING BODY OF THE INTERNATIONAL LABOUR OFFICE**

THE third meeting of the Governing Body of the International Labour Office began in London, England, on March 22, and closed on March 25. The first meeting of the Governing Body, it will be remembered, was held at Washington, D.C., in the last days of November, 1919, and immediately following the appointment of individual members by the International Labour Conference which had been in progress in that city. The second meeting was held in Paris and extended from January 26 to January 28.

Mr. F. A. Acland, Deputy Minister of Labour for Canada, acting as substitute for the Honourable G. D. Robertson, Minister of Labour, represented the Dominion Government, and Mr. Tom Moore, President of the Trades and Labour Congress of Canada, acting as substitute for Mr. P. M. Draper, of Ottawa, Secretary of that body, attended on behalf of the workmen of North America. The sessions were held in the Library of the House of Lords, which had been placed at the disposal of the Board. Mr. A. Fontaine, Chairman of the Board and representing the Government of France, presided, and Mr. A. Thomas, the Director, and Mr. H. B. Butler, Deputy Director, and other leading officials of

the International Labour Office, were in attendance. Reports were received from the Committees on Organization and Finance, which had been appointed at the Paris meeting of the Board, and these reports, after ample discussion, were adopted.

At the January meeting of the Board, Mr. F. Sokal, Government representative from Poland, had moved for the appointment of a Commission to visit the countries of Eastern Europe and Russia, with a view to inquiring into labour conditions and particularly to investigate the bearings of the Soviet governmental system on industrial workers. The Director reported that the question of the appointment of such a Commission had been, subsequent to the January meeting of the Board, taken up with the officials of the League of Nations, and the latter body had accepted the view that reliable information on such matters would be of the highest value and had suggested that it might be an advantage if the Commission were appointed by the League of Nations. After discussions between the officials of the League of Nations and those of the International Labour Office, the Council of the League of Nations had decided to appoint a Commission to investigate the



economic conditions in Soviet Russia, provided the consent of the Soviet government was received, and had invited the International Labour Office to name two persons, one an employer and one a workman, for appointment to the Commission. The Governing Body at its London session gave this matter much consideration, and decided to accept the suggestion of the Council of the League of Nations and named two persons, one representing employers and one representing workmen, for membership on the Commission to be appointed by the League of Nations, the persons in question being selected respectively by the groups affected. The Governing Body deemed it desirable, however, to proceed with the appointment of a Commission which would make a special inquiry into industrial and social conditions, thus covering matters which would, it was thought, fall outside the scope of the Commission appointed by the Council of the League of Nations, and a Commission was accordingly established, composed of ten members, four representing employers, four representing workmen and two representing governments. The Board decided that there might also be appointed one adviser for each member appointed by employers and workmen, and two advisers for each of the two members, to be named by governments. The employing and workmen groups named their members and advisers before the Board dispersed. It is understood that the workmen members of the Governing Body asked that Mr. Tom Moore or Mr. P. M. Draper would accept membership on the Commission, and that Mr. Moore was unable to accept either this proposition for Mr. Draper or himself; Mr. Arthur Martel, of Montreal, Vice-President of the Trades and Labour Congress of Canada, and representing the United Brotherhood of Carpenters and Joiners, was, however, named as one of the advisers. France and Great Britain were selected by the Government members of the Board as the two countries which should be requested to send Government delegates, and the Governments of Poland,

Czecho-Slovakia, Italy and Switzerland will be requested to name advisers to these delegates. Some discussion arose as to the relations of the International Labour Office to the League of Nations and the extent to which the International Labour Office is autonomous. So far as this question bore on the appointment of the Commission the feeling of the Board was that, while it was entirely within the authority of the Governing Body to appoint the Commission, there would be manifest advantage to all, that there should be the fullest measure of co-operation and that the Labour Commission would therefore preferably begin its work after the Commission established by the League of Nations had started its inquiry.

A further matter of importance related to the resolution adopted at the International Labour Conference at Washington in November last, requiring the Governing Body to set up an International Commission to study the question of regulating emigration and immigration and protecting the interests of wage earners not residing in their own country. The Conference had also decided that the representation of European States on this Commission should be limited to one-half of the total number of the members of the Commission. The Governing Body, in dealing with the matter, decided that the Commission in question should be composed of eighteen members and an independent chairman. In determining the composition of the Commission the following points were taken into consideration: first, that of equal representation of Governments and employers and workers; secondly, that of equal representation of European and non-European countries; and thirdly, that of the respective importance of different countries from the point of view of emigration and immigration. The Governing Body decided to invite the British Government to nominate an independent chairman of the Commission, and allotted to eighteen other countries seats for representatives of Governments, em-

employers and workers in accordance with the following list:

Governments. Employers.		Workers.
Brazil	South Africa	Germany
Canada	Argentina	Australia
China	Spain	United States
France	Greece	Poland
Japan	Czecho-Slovakia	Italy
India	Switzerland	Sweden

Canada, it will be observed, falls within the list of countries which will appoint a Government representative and a substitute.

The discussion on the subject indicated a general view that the Commission in question would not be brought formally together until shortly before the meeting of the General Conference, which is expected to be held early in 1921. It was understood that the Labour Office would in the meantime issue an extensive questionnaire and otherwise gather information pertaining generally to the subject of immigration, which would serve in the nature of a preliminary report on the subject and would be of value for the Commission as a basis for its work.

A further incident of interest in connection with the proceedings of the Governing Body was that pertaining to the establishment of permanent offices. The

International Labour Office is at present located in London in temporary quarters. The Labour Convention section of the Peace Treaty provides that the offices of the International Labour Office shall be at the same place as the offices of the League of Nations. Definite action on this point could not be taken pending the issue of a plebiscite to be taken on May 16, 1920, by the Swiss Government, which will determine whether or not Switzerland shall enter the League of Nations. Inquiry as to suitable premises, etc., at Geneva had been, however, made, and the Board instructed the Director to secure an option on certain buildings in that city, which will permit purchase or rental of the same in the event of the offices being permanently located there.

Some attention was given to the matter of the agenda of the Conference of 1921, and it was decided to place on the agenda questions which would relate to the applicability to agricultural workers of certain of the recommendations of the Washington Conference. The agenda will be more fully considered at the next meeting of the Board which will be held at Genoa on June 8, one week prior to the special conference which will be held in that city relating to the work of seamen.

## MANITOBA JOINT COUNCIL OF INDUSTRY

**I**N accordance with the provisions of the Manitoba Industrial Conditions Act,\* which became law on March 14, 1919, a Joint Council of Industry has been completed for the Province consisting of five members, namely:

Chairman—Rev. Dr. Charles W. Gordon, Winnipeg. Representing Labour—Alderman W. B. Simpson (of International Typographical Union); and Alderman E. Robinson (Secretary of Winnipeg Trades and Labour Council). Representing Employers—John Stovel of the Stovel Company Ltd., printers and

lithographers, Winnipeg; and H. B. Lyall, of the Manitoba Bridge and Iron Works Ltd., Winnipeg.

The Council holds office during the pleasure of the Lieutenant Governor in Council. It has authority on complaint of any person or organization or on its own initiative, to investigate conditions in any industry where a dispute is in progress or is considered likely to arise; to examine the cost of living of employees and publish monthly reports thereon, and to report also on cases of excessive prices; to publish monthly statistical employment reports and encourage the formation of labour organ-

\*See LABOUR GAZETTE, April 1919, page 492.



izations; to investigate conditions of employment from time to time, including housing, sanitation, apprenticeship, facilities for education and recreation, and provision for the future; to report on unfair profits made in any industry at the expense of the employees' wages; to assist employees having specific grievances against their employers to secure redress in a court of competent jurisdiction; to formulate complaints and secure convictions against persons appearing to have committed offences against existing laws affecting employment; to examine existing or pending

legislation and to propose laws designed to better conditions of employment and to prevent unemployment. Full publicity is required for all reports and decisions of the Council, and no decision is to be finally adopted before a duly advertised public meeting has been held at which any interested party or any citizen may appear. In addition to the powers provided in the Act, the Council has the same powers as are vested in the Court of King's Bench of Manitoba in respect to enforcing attendance of witnesses, compelling production of documents and other evidence and punishing persons guilty of contempt.

## THE KANSAS INDUSTRIAL COURT ACT

### A criticism of certain provisions of the law

THE new law establishing the Court of Industrial Relations for the State of Kansas was described in some detail in the March issue of the *LABOUR GAZETTE*. The law is based on the principle that in all industrial disputes the public interest must remain paramount. The Kansas legislation has since been made the subject of an interesting article by Professor W. E. Atkins, of the University of Chicago, in the April issue of the *Journal of Political Economy*.

The Court of Industrial Relations, according to Professor Atkins, should be regarded as an experiment the result of which might, or might not, be of special import in the history of the relations of labour to the state. Certain opinions may be ventured, however, as to the probable success of the Kansas line of approach, through consideration of (a) certain difficulties of procedure, and (b) certain variables which may interfere with the carrying out of the experiment.

With respect to the first consideration, Professor Atkins suggests that the act contains some weaknesses in draft-

ing and points to section 12, which provides as follows:

In case of such proceedings in the Supreme Court by either party, the evidence produced before said Court of Industrial Relations may be considered by the said Supreme Court, but said Supreme Court, if it deem further evidence necessary to enable it to render a just and proper judgment, may admit such additional evidence in open court or order it to be taken and transcribed by a master or commissioner.

If the Supreme Court refuses, as it may under the provisions of the Act, to accept as final the evidence before the Court of Industrial Relations and re-opens the case to new evidence, the history of the experience of the Interstate Commerce Commission with the United States courts prior to 1906 may be repeated, wherein both shipper and railroad "came to regard the proceedings before the Commission as merely a formality to be observed prior to conclusive adjudication of the matter by the courts," and the Commission, compelled to render a decision upon imperfect evidence, was liable to review upon the basis of entirely new testimony. In the end this means not only duplication of effort, but it means that a court of law,



not an administrative body, ill-equipped to secure information on the numerous aspects of industry, becomes the real governing body.

Professor Atkins points out a possible difficulty in determining exactly to what extent certain industries are affected with a public interest. On this point the act reads as follows:

1. The manufacture or preparation of food products whereby, in any stage of the process, substances are being converted either partially or wholly, from their natural state to a condition to be used as food for human beings.
2. The manufacture of clothing and all manner of wearing apparel in common use by the people...
3. The mining or production of any substance or material in common use as fuel...

"It will be noted," he says, "that clothing, wearing apparel, and fuel have the qualification 'common use,' while food has not. By implication, then, it would seem that the doctrine is unrestricted in the field of food manufacture and preparation and that the making of ice cream and salad oil in Kansas is impressed with a public interest. Nor is this all. Clause 2 extends the doctrine to the manufacture of clothing and all manner of wearing apparel in common use by the people. If the people of Kansas wear neckties, the doctrine attaches to neckties also.

"It is commonly recognized, of course, that no state law can interfere arbitrarily with private business, and the mere fact that this law declares such items as have been mentioned to be subject to the supervision of the state for the purpose of guarding relationships 'directly affecting the living conditions of the people of the state' does not close the matter. A reasonable relationship must be shown.

"These illustrations disclose the all-inclusive nature of the Act, which is unfortunate in one respect, at least, that it makes possible appeal on the most trivial of cases. Under the Act it would seem possible to appeal case after case to the Industrial Court on the most flimsy of grounds, although it is true that the court has some discretion in determining

whether it will take the matter up for review and investigation."

Naturally, the writer points out, a law of such extraordinary content has aroused criticism and defence of the most virulent type; and he quotes the adverse criticism of prominent labour men, and adds that "manifestly the Act is contrary to what labour has considered to be its interests. Although the Act permits organization and recognizes it, declares labour has the right to representation in disputes and in court through attorneys or other individuals of its own choosing, and although a declaration is made affirming labour's right to a fair wage and decent conditions, and although the court does not interfere except where disagreements affect production and transportation, still these concessions have not reconciled labour, ordinarily, to the degree that labour has felt it could give up the right to strike. The experience in this country, the history of legislation in England leading up to the British Industrial Disputes Act of 1906, which places no limitation upon the strike, the Canadian Industrial Disputes Act, which makes provision for certain strikes to be called legal and has not prevented many illegal ones, and the checkered history of compulsory arbitration systems, do not suggest that Kansas has a substitute for strikes, or that striking may not be an excellent thing to recognize on certain occasions. These facts, coupled with an unfortunate failure to assure the worker that someone truly represents his interest, do not augur well for the Kansas experiment."

Professor Atkins, however, admits the educational value of such an Act. "At least, if it is in the wrong direction, the experiment will confirm somewhat the views of those who believe that, though the field is a proper one for legislation, the approach ordinarily should not be with the idea of taking away the right to strike from labour or the right to lockout from the employer, but with the idea of equalizing the situation, of removing confusion and uncertainty as to the status of the law, and of placing emphasis upon mediation and conciliation,

through providing machinery for facilitating such achievements."

The above article contains as an addendum the text of the first decision of the Court of Industrial Relations, which has reference to a dispute in which the

complainants were the State of Kansas on the relation of the attorney-general *et al.*, and the respondents; the Topeka Edison Company, which markets electric current for heating, lighting and street-car service.

## PRINCIPLES OF LABOUR RELATIONS

### Declaration of Principles by the Committee on Labour Relations of the Cleveland Chamber of Commerce

A COMMITTEE on Labour Relations appointed by the Chamber of Commerce of Cleveland, Ohio, has drawn up a declaration of principles with the aim of establishing a basis for proper labour relations in their community. The committee recognizes a mutuality of interest between investors, employers and employees, and holds that the interests of these classes, as well as the public interest, must be defined and protected. In view of increased production being required to reduce prices, it is declared that employees should not intentionally restrict industrial output in order to create an artificial scarcity of labour, and should recognize the duty of the employer to adopt new and improved machinery and methods. It is recognized that employers should not restrict production in order to increase prices, or introduce methods of production that are hurtful to the employees. In fixing wages the following factors should be taken into consideration: Cost of living; opportunity to advance standard of living; savings; loyalty; productivity—quality and quantity; initiative and individual skill; nature and hazard of the work; importance of the work performed; punctuality and steadiness; continuity of employment. As a general principle women should receive equal pay with men for equal work, but this must be qualified by the fact that costs of maintenance, overhead, supervision and turnover are generally higher in the case of women

than of men. Hours of work should be fixed at a point consistent with the physical well-being of the worker, providing adequate time for rest, recreation, home life and self-development, consistent with the public's economic requirements. The eight-hour day, or a weekly equivalent, is recognized as a standard. Overtime work should be discouraged, but where necessary, extra compensation for such work should be awarded. One day a week, preferably Sunday, should be provided as a holiday, and Saturday half-holiday should be encouraged. Every effort should be made to perfect the conditions of employment, with special reference to sanitary conditions, heat, light, ventilation, safeguarding the health of workers and providing protection against, and treatment in cases of industrial accidents and occupational diseases; suitable rest periods where necessary; and due warning to the worker if he is undertaking to perform a hazardous operation. Provisions should be made permitting employees to appeal to higher officers in cases of unjust treatment or arbitrary discharge by their foremen or immediate superiors. Adequate advance notice should be given, whenever possible, to employees who must necessarily be laid off; likewise, an employee should give reasonable notice to his employer of his intention to leave. Proper industrial relations between employers and employees should be promoted, where possible, by means of representative negotiation or collective bargaining, though



this should in no way interfere with the right of individual employees to negotiate directly with their employers. Employers and employees should uphold in their integrity all arbitration awards or agreements thus entered into between them. Freedom of contract of employment must never be impaired, but employers should not discriminate in the employment or discharge of employees because of their membership in a trades or labour union; and employees should not arbitrarily insist that employment in any establishment be conditioned on membership or non-membership in a trades or labour union. However, when employers and employees desire it, there should be nothing to prevent the making of an agreement between them for the maintenance of a union or non-union shop or department. Employers should keep their employees informed on the subject of business principles as affecting their mutual interests, especially the relation of wages and expense to costs

and prices, and the necessity for an equitable return on invested capital. Frankness in placing before employees business details necessary to prove these economic facts is advised. Employees should be equally frank in discussing with their employers matters affecting their conditions of employment and the interests of their industry. Violence, intimidation, ostracism, humiliation or blacklisting cannot be tolerated in labour relations on the part either of the employer or of the employees, and the laws respecting these practices should be fearlessly enforced. Since the public's right to service is of primary interest, therefore public opinion should be a potent influence in the settlement of labour disputes, and should be brought to bear before either party resorts to strike or lockout; especially should this apply in cases of disputes in essential industries, government services, and public utilities, where the public's right to uninterrupted service is a primary consideration.

## NEW INDUSTRIAL PLAN FOR CLEVELAND'S GARMENT INDUSTRY

### Piecework Abolished Under "Scientific Management"

A NEW experience in industrial reform is reported from Cleveland, Ohio, one of the chief centres of the United States garment industry, where the six locals of the International Ladies' Garment Workers' Union and the members of the Cleveland Garment Manufacturers' Association recently signed an agreement designed to stabilize the industry by giving the employees a new interest in management, and by raising their status from that of daily wage-earners to that of salaried workers engaged by the week. Thirty-five concerns, and about 6,000 workers, many of them of alien race, are concerned in the scheme. It is the outcome of a joint effort to compose differences which developed last December on the expiration of the war-time agreement of 1918. Instead of the general strike which had

been arranged for December 24, 1919, to enforce union recognition, meetings were held between the Union leaders and the various company officials. These conferences resulted in a rearrangement of the entire industry on a new basis, the principle of the week's work being recognized with the understanding that the new arrangement "shall have due regard to the production value of the individual worker based on fair and accurate standards." The details were to be settled later with the assistance of a board of three independent referees of which board Judge Julian W. Mack, of Chicago, was appointed chairman. These referees are considered by both sides as representing the public. Both sides agreed also to engage a New York firm of industrial engineers to make a special study of conditions existing at Cleve-



land, with instructions to arrange a wage scale on the basis of a protected minimum income, to devise new plans for industrial efficiency and to apportion the responsibilities of production. Half the cost of this enquiry, or \$10,000, was undertaken by the Union and half by the Cleveland Garment Manufacturers' Association. The findings of the engineers are to be presented from time to time in reports for approval by both parties. The agreement assigns to the board of referees as one of its duties the annual revision of the wage scales; it gives new powers to the shop chairman, or shop steward, in the settlement of shop disputes; it abolishes inside subcontracting and regulates outside contracting; and it prohibits strikes or lock-outs. As a substitute for the closed shop, in the general principle of which Meyer Perlstein, vice-president of the Union, declared that he did not believe, the following clause is inserted in the agreement: "This agreement shall be so administered that the position of neither of the parties to it shall be intentionally weakened. On the contrary, it is expressly understood that each party shall assist as far as possible in maintaining the integrity of the other. Any member of either group, guilty of violating this agreement shall be disciplined on order of the referees." Instead however of weakening the Union the agreement so far has had the contrary effect of adding to its strength, the referees interpreting the above article as requiring union workers to continue their membership.

In explaining the scheme, Mr. Perlstein claimed that "we have come to a point where the old woolly words and phrases won't do. We can't get anywhere talking about rights and about a fair day's pay and fair day's work. Nobody knew what a fair day's work was. So we started to find out. Joint control of production standards is what will make it possible for the union to accept a graduated scale based on production. The marginal worker will earn a living wage and the well-trained worker will be paid propor-

tionately for his skill. Joint control within the plant and joint supervision of the time tests and the application of the engineers' findings will prevent speeding up... We don't think so badly of efficiency. Labour union leaders must become more familiar with industrial problems, including those of management and even of selling; especially must they understand works management and how it affects the worker."

Employers operating under the scheme are undertaking as far as possible to spread the work period uniformly throughout the year and to eliminate the slack seasons that aggravate the labour problem in the garment industry. They hope to accomplish this through conferences with retailers and through advertising appeals to the purchasing public.

The plan adopted by the Cleveland operators and workers had a varied reception in labour circles outside the industry; but it is stated that the largest American cloak and suit plant, which has hitherto worked under the Leitch plan of organization, will adopt the new plan if it should prove successful after a trial of six months.

### Report of Industrial Engineers

The industrial engineers mentioned above have presented their first report, in which the principle underlying a fair basis of wages is outlined as follows:

In arriving at a fair basis for the remuneration of employees under your agreement, it is necessary to bear in mind that what we are all about is an attempt to find not only the worker's, but also the employer's fair share in the fruits growing from their co-operation in industry.

The worker's share we call a wage, and our immediate quest is some rule of measurement by which that wage may represent a fair share. The wage is not paid by the employer; he merely markets the product and acts as an agent to pay the worker for the part he has done. Because the employer pays this wage before he sells the product and receives the exact money from which the wage in theory is paid, does not alter the relation, for that is merely the exercise of the banker function of the employer. The wages are paid solely out of production—out of the goods that are turned out.

Since neither wages nor profits can rise to a permanent higher level of buying power unless a larger per unit production is constantly achieved, the wage must be responsive to the production which it helps to cause. Therefore fair wages are not to be considered apart from production but in connection therewith.

If we bear in mind what a wage is, then the problem ceases to be expressed in dollars but in terms of production. If we then get units of production and for each unit determine the contribution of labour in units we have only to multiply the labour units by the dollar value which for the time being is agreed upon for the unit, in order to gain the wage.

Fitting the wage to the work is, therefore, not merely an abstract economic but also a practical human problem in which our experience has taught us to be guided by these general principles:

(1) A plan of wage incentive must be accepted by both employer and employee as the fairest under the circumstances;

(2) It must be based on fair and agreed upon standards of production;

(3) It must be so simple that both workers and employers can figure it out for themselves without expert aid;

(4) It must provide for an increase in reward at least proportional to the increased effort and thought expended in realized production;

(5) It should recognize that the mere attendance of a worker ready to work is worth a wage. The management must pay interest upon idle machinery; by analogy it must pay for those human beings that it requires to be present but for whom it does not provide work;

(6) It must safeguard both the employer and the workman against unfair rates or conditions;

(7) The incentive is largely weakened when payment is deferred. Therefore the reward must quickly follow the effort;

(8) To the extent that the reward is for individual effort it should be paid for individual effort. The real efficiency of an individual depends upon the extent of the co-operation he gives to and receives from others; but to the greatest degree possible his personal reward should be responsive solely to his individual effort;

(9) The incentive should not be such as to stimulate an abnormal effort, for an abnormal effort must, by the law of nature, be succeeded by a subnormal effort, and thus the ends of production are not furthered. It is not necessary to have recourse to the so-called humanitarian arguments to demonstrate the futility of spasmodic, abnormal effort;

(10) Any plan adopted should include the maximum number of elements that have been successfully demonstrated in practice.

The wage plan recommended by the engineers, with specific figures to show its operation, is as follows:

For a week of forty-four hours a skilled tailor, by the provision of Clause A, Code 22, of the award of January 1, 1920, receives a weekly minimum of \$44. Assume that the referee has set a standard of \$50 for the average man working at an average speed. Call the first amount the minimum rate (\$44) and the second standard rate (\$50).

All work will be rated by time study, and a certain value in points assigned to it. This point value is to be such that if the man works throughout the week at an average rate of speed he will make 100 points.

For instance, if we find that it takes at average speed 88/100 of an hour to make a garment, a workman should make at average speed 50 garments in a week of 44 hours. For each garment made he receives 2 points, which is arrived at by dividing 88 by 44. If he produces 50 garments he will receive 50 times 2, or 100 points. These points multiplied by his standard rate (see above) will give \$50 as the wage for the week.

The man, however, will always be sure of getting \$44 for the week—if he is not laid off and is regular in attendance.

On days that a man may be asked to report for work and when no work is assigned to him he shall be given sixteen points for an eight-hour day.

When a man is given work to do he should be paid the points which he makes by accomplishing that work and for the idle time during the day should be credited at two points per hour. In other words the workmen's enforced idle time during attendance at the shop should be paid for at the minimum rate. Thus pay for idleness is guaranteed, but any workman who does rated work earns more than the minimum or idleness rate.

There also should be set a limit to the number of points a man may make in a week. This limit should be high, for the very nature of the work is such that capacity for production is largely dependent on the individual skill of the workman.

The standard rate when set by the referee should be considered as bearing a definite ratio to the minimum now determined in the award, and as that minimum may have to be changed from time to time at the discretion of the referee, the standard rate should be raised or lowered in the same proportion.

In this plan of wage payment we have units of productive effort which bear fixed proportions to production. They form the base of payment and do not have to be revised with every revision of the award as would be the case were they expressed in dollars. But the earnings of the employees automatically in-



crease or decrease according to the award of minimum rates.

The workman should in advance be notified of the rating in points given to each garment. He can then easily keep count of his work and know at the end of each day what his earnings have been. He also has the assurance that if he comes to work on the next day he will earn at least the minimum awarded him by the referee.

No intricate calculating is required by this plan. Any man can do his own figuring. And further, those manufacturers who have methods in accordance with scientific principles need make changes only in minor details fully to comply with the principles. This plan is not experimental. It has been tried and operated successfully—that is, with complete satisfaction to both employers and workmen—in a great many plants.

## A COMMITTEE TO INQUIRE REGARDING INCREASED PRODUCTION IN GREAT BRITAIN

FOR some time past the British Government has had under consideration the urgent need for an inquiry into the question of increased production in industry, and the Ministry of Labour recently issued a statement to the effect that a committee had been appointed by the Government "to consider and advise as to the best means of securing the greatest possible production consistent with the permanent well-being of industry and of the employers and the workpeople engaged therein." It was decided that the committee should consist of an independent chairman and a "permanent" nucleus composed of two Government representatives, two employers and two Labour representatives; and, accordingly, the Committee has been composed as follows: Sir Stephenson Kent, K.C.B.; Mr. I. Haig Mitchell of the Ministry of Labour; Lieutenant-Colonel D. Paul, C.M.G., of the War Office; Sir Thomas Robinson, M.P., di-

rector of the Bradford Dyers' Association, Limited; Sir Allan M. Smith, M.P., chairman of the Management Committee of the Engineering and National Employers' Federations; Mr. G. H. Stuart-Bunning, and Mr. A. A. Purcell, both of the Parliamentary Committee of the Trades Union Congress.

It is also provided that additional representatives are to be appointed, two by the employers and two by the workpeople, to represent any particular trade which may be under consideration by the Committee, but these trade representatives will leave the Committee when the inquiry has been completed so far as regards their particular trade, and representatives of other trades will take their place. The Ministry of Labour is in communication with the National Industrial Council for the Building Trades with a view to the nomination of representatives, it being proposed that matters concerning the building trades should have first consideration.

## ANNUAL REPORT ON THE MINES OF NOVA SCOTIA FOR 1919

ACCORDING to the report on the mines of Nova Scotia for the year ended September 30, 1919, issued by the provincial Department of Public Works and Mines, 12,925 workmen were employed in and about the coal mines during the year. This number is in excess of the number employed in 1918, but the aggregate number of days worked was

considerably less, resulting in a decrease in the total output and the output per man, the output of coal being 5,004,757 tons, a decrease of 260,646 tons as compared with the previous year. Pictou and Victoria counties, however, showed an increase in production of 116,825 tons in the former, and 6,931 tons in the latter, but in Cape Breton, Inverness, Antigonish and Cumberland



there was a falling off of 288,394, 39,408, 280, and 56,320 tons respectively. The production per man in short tons was 523, as against 569 in 1918. There were 20 fatal accidents during the year, or 1.86 per 1,000 men employed, the lowest in any of the past ten years. These fatalities are included in the statement of fatal industrial accidents in Canada during 1919, which appears elsewhere in this issue.

In the gold-mining industry, only three companies are reported as carrying on regular mining operations, in two of which the operating expenses were greatly in excess of the value of the gold received. The report states: "The tremendous rise in the cost-level of labour and materials in the last few years has affected the gold-mining in-

dustry by causing a rising in the cost of production which, due to our monetary system, cannot be balanced by a proportionate rise in the price of the product. In Nova Scotia, where gold-mining has been struggling for a number of years, this added burden has made profitable mining almost impossible. . . A difficulty at present is a scarcity of labour. Mines that are prepared to pay the prevailing wage cannot obtain miners, as only those remain in the district who, due to family ties, could not move out. This of course will right itself eventually."

In the quarries of the province, 587 men were employed during the year. Owing to the falling off in the demand for gypsum and limestone, the production was not so large as in 1918. No accidents were reported.

### AGREEMENT IN BITUMINOUS COAL MINING INDUSTRY OF THE UNITED STATES

THE Coal Commission\* which was appointed by President Wilson last December to investigate conditions in the bituminous mining industry of the United States, and to award a new scale of wages based on the result of their investigations, submitted its report and award in March. A minority report was also submitted by Commissioner J. P. White, representative of the men. A copy of the majority report and award was transmitted by the President to the Coal Operators' Scale Committee of the Central Competitive Field and to the Executive of the United Mine Workers of America, directing them to make arrangements for convening the necessary joint conferences to make such changes in conditions, mining rates and wage schedules as are set forth in the report and award. Following these instructions representatives of operators and mine workers of Western Pennsylvania, Ohio, Indiana and Illinois signed an agreement on March 31. This is an interstate agreement

governing pick and machine mining, day work, hours of labour, dead work and room turning for two years from April 1, 1920, to March 31, 1922.

The agreement provides for an advance of \$1 per day on the wages in effect on October 31, 1919, for all day labour and monthly men except trappers and other boys. These latter would be advanced 53 cents per day when receiving less than men's wages. Payment for dead work, yardage and room turning is advanced 20 per cent. The eight-hour day is continued in effect, the time to be reckoned at the usual working places for all classes of inside day labour, excluding time required going and coming. When men go into a mine in the morning they shall be entitled to two hours' pay whether or not the mine works the full two hours. After the first two hours the men shall be paid by the hour for each hour's work, or fraction thereof. All internal differences are to be referred to the various districts for settlement and only by mutual consent shall anything be done that will increase the cost of production or decrease the earning capacity of the

\*See LABOUR GAZETTE, JANUARY, 1920, p. 45.

men. All rules in existing contracts shall remain in force until changed by agreement between operators' and miners' representatives. The practice of voluntarily paying more than the contract price for the purpose of enticing employees from the mines is condemned, and it will therefore be assumed in future joint conferences convened for scale-making purposes, that all advances in excess of contract wages were paid because of the physical conditions of the mines, and wages so paid shall be considered the base price for such mines. In order to prevent the stoppage of work in violation of the agreement, the Conference instructs the respective district executive boards to meet the operators in their various districts for the purpose of agreeing on a penalty clause where none now exists, and if necessary, to amend and strengthen existing penalty clauses. All fines provided for in all agreements shall be automatically collected by the employer, and any operator failing to collect and forward to proper parties such fine shall pay a penalty of

\$2 for each employee subject to be fined. Where any employee enters suit in the civil courts to recover any fine collected, the miner's district organization shall reimburse the operator for the expense incurred on account of such suit.

The prices at which house coal shall be furnished the mine workers at the tipples shall be determined by adding 27 per cent to the price in effect on October 31, 1919, this addition representing the average percentage allowed as an increase on the wage scale. When coal is delivered to miners' houses, the actual cost of delivery shall be added. The prices charged miners for blacksmithing shall be on the basis of existing contracts, but shall not exceed three-fourths of one per cent of the miners' gross earnings.

It was resolved to hold an Inter-State joint conference prior to April 1, 1922, the time and place of meeting to be fixed by a committee of two operators and two miners from each state represented in this Agreement, together with the international officers of the United Mine Workers' Organization.

#### ANNUAL CONVENTION OF UNITED MINE WORKERS OF AMERICA, DISTRICT No. 26

**T**HE annual convention of District No. 26 of the United Mine Workers of America was held at Truro, N.S., during April 5-13, some 80 delegates representing over 12,000 workers being present. The report of the wage scale committee was adopted, with some amendments. This report as adopted recommended increases of \$1 per day for datal men, and 25 cents extra for night work; 25 per cent on all yardage, timber, dead work, and local contracts, increases of 7 cents per ton on double

shift, 15 cents on third shift, 10 cents on continuous night work, and 10 cents on single shift places double shifted. The clause providing for 24 per cent increase for hand pick and machine cut coal miners was not carried, but the rate for these workers was left in the hands of the executive officers and wage scale committee to adjust to the satisfaction of each locality. Resolutions submitted by the various local branches chiefly referring to local conditions were discussed, and a number of them were approv-



ed and made applicable to the whole district. These included demands of the New Waterford branch for wages of \$7 a day for all datal paid roadmakers, for the provision by the employers of a tool box at each landing, with a boy to deliver and receive the tools, and for continuous service of riding rate after the noon hour. The demand that the shippers at Louisburg and Sydney piers be granted an increase of 27 per cent on contract rates, extra work to be paid by the hour, and overtime at the rate of time and one-half, was approved, and it was resolved that these rates should apply throughout the district and that \$30 per week should be guaranteed for all shippers and trimmers. Recommendations were also adopted that mechanics with three years' service must be paid the highest rates, and that section men, when called to work on wrecks, should receive equal pay with wrecking crews, that the age clause for boys, which provides different rates for boys of different ages doing the same work, should be abolished, and that the Government be urged to assign a part of the royalties for coal to the town councils of mining towns for the purpose of improving sanitary conditions. A petition from Reserve Mines asking the convention to demand a six-hour day and a five-day week was reported on unfavourably. The wage scale committee recommended an eight-hour day from bank to bank, and that all work over eight hours be paid for at the rate of time and one-half, with double time for Sundays and holidays. This was carried.

A resolution was moved declaring against the practice of men pushing boxes and instructing the officers of the convention to take a referendum vote of the membership of the district as to whether they should strike in order to

end this practice. This resolution was opposed by various speakers and an amendment was carried providing that no agreement shall be put into effect unless an understanding is arrived at that the practice of pushing boxes shall be abolished in every place where it is possible to move the boxes by horses or mechanical means, and that, where pushing boxes cannot be abolished, there shall be an extra payment of 5 cents per ton from 200 to 250 feet, and another 5 cents from 250 to 300 feet.

In response to a request of the miners at the Minto Mines for co-operation in case of a strike, by taking steps to prevent coal being shipped there from Nova Scotia and the United States, a resolution was passed declaring the convention in sympathy with these miners, and requesting that some measures be taken, if possible, by the executive to meet the desired result.

A resolution was passed that the coal operators be offered a two-year contract, with the proviso that readjustment of the wage schedule may be made at the end of any four months, should economic conditions warrant.

The convention also decided to ask that a clause be inserted in the next agreement with the operators to the effect that miners are not to be employed unless they belong to the United Mine Workers, or express a willingness to join.

It was resolved to request the provincial government to amend the Compensation Act to provide that the Board should visit each sub-district of the province once every three months to take evidence, and that claimants should have the right to appear personally before the Board, or to be represented by anyone ready to argue their case and question witnesses.



It was resolved to appoint a joint wage committee for the purpose of making settlements with employers, in place of the system of having settlements made by the executive officers and board members from each district, and to report the result of their interviews to the proper officials of the various districts.

A protest was made against the action of the Glace Bay Town Council in collecting the poll tax from the employees of the Dominion Coal Company through the rolls of the Company. A demand was made for a law providing old age pensions of not less than \$3 a day for miners, the pension age to begin at not more than 60 years. A protest was made against coal companies changing conditions after the contract had been drawn up.

The convention expressed the opinion that the co-operative movement was the only solution of the problem of the high cost of living and the district secretary was instructed to ascertain what the expenses would be for the secretary of the Co-operative Union of Canada to make a lecture tour of the mining camps of Nova Scotia with a view of organizing local co-operative stores.

It was resolved that the provincial government be requested to pass legislation compelling all the coal companies to install sewerage systems and to add kitchens to all their houses, and that sanitary inspectors be appointed to see that the premises are kept clean and sanitary.

The convention resolved that the provincial government be asked to set aside a portion of the royalties from coal to provide college education for children of members of industrial unions who

show special aptitude and ability. The working out of the scheme was left to the executive, but it was suggested that competitive examinations be held for applicants for "labour scholarships."

A resolution was adopted endorsing the principle of first-aid instruction as taught by the St. John Ambulance Association and strongly recommending the inclusion in the mining laws of the province of such regulations as would make the possession of a first aid certificate a necessary qualification of all officials holding senior positions in the practical working of coal mines.

A proposal was made that a grant to the Nova Scotia branch of the Independent Labour Party, which had just been organized at Truro, be made out of the district funds. This step was opposed on the ground that part of the fund was contributed by members who were adherents of the old parties. The secretary was instructed to place the matter before the locals. A resolution was passed in favour of petitioning the minister of justice to release on bail the Winnipeg strike leaders until their appeal to a higher court has been heard, and recommending the donation of a sum to the Winnipeg defence committee. A vote of \$500 to the defence committee was then passed.

The next annual convention is to be held at New Glasgow in April, 1921.

On April 16, Robert Baxter, president of the District, J. B. MacLachlan, secretary-treasurer, and nineteen other delegates waited upon the provincial government and presented the requests of the convention for amendments to the Workmen's Compensation Act, and for other legislation.

## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE PERIOD OF FEBRUARY 29—APRIL 24

Also Review of Work during the Fiscal Year ending March 31, 1920

**R**EPORTS from Employment Offices to the Dominion Headquarters of the Employment Service of Canada show an increase in the number of placements during the two four weeks' periods covered by the present report. The number of regular placements during the four weeks from February 29 to March 27 being 24,895, while the number of such placements during the period ending April 24 was 31,949. The number of placements during the last period reported in the LABOUR GAZETTE (Feb. 1 to 28) was 22,908.

During the period under review (Feb. 29—April 24) regular and casual placements were distributed as follows:

		Regular Place- ments.	Casual Place- ments.
Week ending March 6 ..	5,792	979	
" " " 13 ..	5,707	1,238	
" " " 20 ..	6,194	1,362	
" " " 27 ..	7,202	1,608	
" " April 3 ..	6,747	1,346	
" " " 10 ..	7,883	1,418	
" " " 17 ..	8,630	1,650	
" " " 24 ..	8,689	1,774	

The two tables which follow give in detail the work of the offices for the four weeks ending March 27 and the four weeks ending April 24. At the beginning of the first period 25,036 men and 1,206 women, a total of 26,242 persons, who had registered during the previous weeks remained unplaced at the various offices. On the same date 9,577 vacancies notified by employers still remained unfilled, of these 6,157 were for men and 3,426 for women.

During the period, 34,952 men and 3,062 women applied for employment (or renewed previous applications) while 27,591 new vacancies for men and 6,066 for women were notified by employers. The number of persons placed in regular employment was 24,895, of which 22,942 were men and 1,953 were women.

The Employment Service began the second period with 22,475 men and 1,416 women unplaced on its books, a total of 23,891 persons. This was a decrease of 2,351 as compared with the beginning of the preceding period. The number of unfilled vacancies on the other hand was 11,842, of which 6,793 were for men and 5,049 for women. This represents an increase of 2,265, as compared with the beginning of the preceding period, the bulk of the increase being for unplaced women workers. Of the unfilled vacancies for men 2,730 were in the Prairie provinces and 2,963 in Ontario. During the second period, 39,306 men and 3,474 women applied for employment and the number of new vacancies for men was 35,860 and for women 5,803. Thus, while the increase in supply of labour (applications) exceeded by 4,766 persons the number reported during the previous period, the increase in demand for labour (vacancies) was very much greater than the corresponding increase during the previous period, the total increase amounting to 8,006 vacancies. Regular placements reported were 29,706 men and 2,243 women as compared with 22,942 men and 1,953 women during the previous period, a total increase of 7,054. In addition to the regular placements noted above, the Employment Offices made 5,187 casual placements during the

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED MARCH 27, 1920.

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Charlottetown.....	188	2	126	3	6	3	60	2	92	5	56	2
Prince Edward Island.....	188	2	126	3	6	3	60	2	92	5	56	2
	190		129		9		62		97		58	
Amherst.....	50	0	98	2	1	4	65	0	32	0	33	0
Hali'ax.....	599	33	488	93	18	80	217	152	243	59	217	29
New Glasgow.....	96	5	116	9	30	60	63	50	84	4	66	2
Sydney.....	127	5	183	8	453	1	122	4	225	5	135	1
Yarmouth.....	141	4	48	0	6	5	36	8	32	1	30	1
	1,013	47	933	112	508	150	503	214	616	69	481	33
Nova Scotia.....	1,060		1,045		668		717		685		514	
Bathurst.....	41	0	141	1	47	0	125	1	122	1	121	1
Campbellton.....	22	0	71	1	7	13	96	0	78	1	61	1
Fredericton.....	89	9	140	9	59	13	55	14	73	9	54	6
Moncton.....	76	6	325	26	61	4	289	29	276	22	228	17
Newcastle.....	39	0	32	1	15	0	66	0	47	0	48	0
St. John.....	242	10	375	21	83	79	218	20	221	17	163	14
	509	25	1,134	59	272	109	849	64	817	50	675	39
New Brunswick..	534		1,193		381		913		867		714	
Hull.....	67	0	164	8	138	0	12	21	56	5	89	5
Lachine.....	29	0	63	0				0	61	0	59	0
Montreal, St. James St.	153	21	697	39	147	164	450	147	457	32	351	30
Montreal, Sect. P. & B.*	190	0	94	0	110	0	38	0	52	0	23	0
Montreal, Windsor St.	5,449	0	2,013	0	0	0		0	1,736	0	1,151	0
Quebec.....	134	0	143	0	39	0	116	10	110	6	94	6
Quebec, Merger Bldg..	398	0	323	0		0		0	281	0	186	0
Rivière du Loup.....	76	0	32	0		0		0	16	0	15	0
Sherbrooke.....	31	0	249	22	19	0	271	23	257	22	257	22
Three Rivers.....	72	9	117	5	52	7	98	20	123	13	70	3
	6,599	30	3,895	80	505	171	965	221	3,149	78	2,295	86
Quebec.....	6,529		3,975		676		1,206		3,227		2,361	
Belleville.....	28	0	83	0	0	0	34	0	83	0	74	0
Brantford.....	15	0	154	9	9	9	143	6	162	9	144	9
Brockville.....	56	0	129	2	11	5	53	1	67	2	50	1
Chatham.....	0	0	294	0	30	0	261	0	284	0	284	0
Cobalt.....	1	0	152	1	24	0	143	5	147	1	145	1
Cornwall.....	24	0	78	0	6	0	62	0	64	0	64	0
Fort William.....	7	0	444	2	308	3	816	8	431	1	367	1
Galt.....	0	0	40	0	33	0	42	0	39	0	38	0
Guelph.....	158	4	211	21	126	13	208	20	200	20	144	19
Hamilton.....	301	19	714	112	2	131	754	190	819	91	712	54
Kingston.....	109	0	251	2	30	0	189	2	157	2	148	2
Kitchener.....	0	0	120	0	19	0	120	0	120	0	120	0
Lindsay.....	46	0	70	0	0	0	59	0	52	0	51	0
London.....	21	17	164	64	46	217	183	87	156	45	141	33
Niagara Falls.....	0	0	68	0	0	41	86	0	65	0	26	0
North Bay.....	0	0	296	0	136	0	202	0	297	0	273	0
N.E. Ontario P. & B.*	22	0	60	0	0	0	57	0	64	0	56	0
Orillia.....	23	0	55	0	0	0	64	0	64	0	64	0
Oshawa.....	4	0	91	0	19	0	108	0	91	0	91	0
Ottawa, Dalhousie St..	14	0	134	0	176	0	19	0	126	0	115	0
Ottawa, Queen St.....	630	50	714	66	137	194	387	101	658	35	427	23
Owen Sound.....	12	0	78	0	2	0	79	0	74	0	72	0
Pembroke.....	6	0	83	1	16	0	77	0	81	1	78	0
Peterborough.....	45	8	178	2	20	10	173	5	195	2	154	0
Port Arthur.....	22	0	554	2	116	0	358	3	389	2	345	2
St. Catharines.....	57	0	202	9	8	0	196	9	207	9	179	7
St. Thomas.....	15	0	120	0	24	0	98	3	114	0	112	0
Sarnia.....	5	0	59	0	6	0	63	3	60	0	61	0
Sault Ste Marie.....	0	0	569	2	126	0	489	3	533	2	533	2
Stratford.....	18	0	84	0	67	2	72	0	76	0	59	0
Sudbury.....	0	0	799	1	282	0	597	1	775	1	653	1
Timmins.....	0	0	348	0	0	0	344	0	346	0	243	0

\* Professional and business division.



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED MARCH 27, 1920—Con.

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Toronto</b> —												
45 King St. W.....	9,033	189	5,254	662	771	1,120	2,585	2,168	1,730	505	892	358
" P. & B.* Sect.	224	0	138	0	61	0	89	0	231	0	85	0
1254 Bloor St. W.....	296	0	116	0	0	0	160	0	157	0	138	0
172 Front St. W.....	95	0	557	0	95	0	553	0	558	0	468	0
287 Queen St. E. (Handicap).....	35	0	58	0	0	0	39	0	39	0	37	0
Welland.....	24	0	78	0	26	3	186	4	73	0	50	0
Windsor.....	5	1	457	5	89	15	402	7	449	20	415	5
	<b>11,351</b>	<b>289</b>	<b>14,094</b>	<b>963</b>	<b>2,771</b>	<b>1,773</b>	<b>10,921</b>	<b>2,926</b>	<b>10,263</b>	<b>748</b>	<b>8,108</b>	<b>618</b>
<b>Ontario</b> .....	<b>11,339</b>		<b>15,057</b>		<b>4,544</b>		<b>13,247</b>		<b>11,011</b>		<b>8,626</b>	
Barrows Jct.....			58	0		0	58	0	58	0	58	0
Brandon.....	59	6	237	20	83	35	250	57	191	24	140	22
Dauphin.....	0	0	39	0	10	0	60	0	37	0	37	0
Portage la Prairie.....	10	5	221	37	13	32	318	65	275	63	161	21
The Pas.....	5	0	63	3	102	3	517	3	60	3	60	3
Transcona.....	36	0	80	0	0	0	82	0	73	0	71	0
Winnipeg—												
311 Tribune B.P.&B.*	180	0	181	131	34	0	87	419	118	112	61	51
(Handicap Sect.).....	132	0	227	0	2	0	76	0	75	0	47	0
Other offices.....	834	639	2,541	337	659	792	2,992	609	2,357	379	2,235	295
	<b>1,256</b>	<b>650</b>	<b>3,647</b>	<b>528</b>	<b>903</b>	<b>862</b>	<b>4,440</b>	<b>1,153</b>	<b>3,244</b>	<b>581</b>	<b>2,870</b>	<b>392</b>
<b>Manitoba</b> .....	<b>1,909</b>		<b>4,175</b>		<b>1,765</b>		<b>5,593</b>		<b>3,825</b>		<b>3,262</b>	
Estevan.....	55	3	81	16	9	0	92	19	83	17	53	9
Hudson's Bay Jct.....			52	0		0		0		0	52	0
Moose Jaw.....	91	5	251	56	47	22	371	112	154	71	147	49
North Battleford.....	32	0	39	2	16	6	29	3	17	2	13	2
Prince Albert.....	28	3	135	4	52	5	106	7	122	6	99	6
Regina.....	409	52	658	170	80	100	723	356	499	135	468	131
Saskatoon.....	203	2	609	82	72	57	693	208	531	80	464	75
Swift Current.....	21	8	116	24	13	10	143	42	116	28	87	16
Weyburn.....	12	0	54	3	13	2	69	5	35	1	29	1
Yorkton.....	12	0	78	0	20	2	122	5	66	0	63	0
	<b>863</b>	<b>78</b>	<b>2,073</b>	<b>357</b>	<b>322</b>	<b>204</b>	<b>2,348</b>	<b>757</b>	<b>1,653</b>	<b>340</b>	<b>1,475</b>	<b>285</b>
<b>Saskatchewan</b> .....	<b>936</b>		<b>2,430</b>		<b>526</b>		<b>3,105</b>		<b>1,993</b>		<b>1,760</b>	
Calgary.....	788	22	1,172	174	27	67	1,024	295	1,070	168	973	103
Drumheller.....	22	0	25	0	0	0	24	0	24	0	24	0
Edmonton.....	717	13	1,484	184	210	34	1,036	240	1,128	189	975	170
Lethbridge.....	21	1	208	16	0	0	305	8	146	6	146	6
Medicine Hat.....	70	0	137	20	3	0	124	32	115	20	115	20
Red Deer.....	5	0	44	2	10	2	65	2	35	2	29	2
	<b>1,623</b>	<b>36</b>	<b>3,070</b>	<b>396</b>	<b>250</b>	<b>103</b>	<b>2,578</b>	<b>577</b>	<b>2,518</b>	<b>385</b>	<b>2,262</b>	<b>301</b>
<b>Alberta</b> .....	<b>1,559</b>		<b>3,466</b>		<b>353</b>		<b>3,155</b>		<b>2,903</b>		<b>2,563</b>	
Cranbrooke.....	30	0	185	1	162	3	286	0	118	0	131	0
Fernie.....	1	0	68	0	82	0	69	0	67	0	63	0
Kamloops.....	52	0	282	0	22	0	206	0	273	0	189	0
Kelowna.....	0	0	17	0	0	0	18	0	17	0	17	0
Nanaimo.....	38	0	71	6	0	0	61	6	58	6	53	6
Nelson.....	61	0	186	9	47	5	203	10	178	9	171	7
New Westminster.....	51	1	188	0	27	1	165	0	137	0	137	0
Penticton.....	3	0	101	0	0	0	97	0	98	0	96	0
Prince Rupert.....	41	0	189	0	18	0	156	0	140	0	139	0
Revelstoke.....	4	0	32	0	2	0	36	0	28	0	28	0
Vancouver—												
Dunsuir St.....	404	29	1,343	438	0	10	1,017	265	1,184	328	1,043	229
" P. & B.*.....	381	0	268	0	15	0	125	0	124	0	116	0
(Handicap).....	22	0	41	0	1	0	19	0	13	0	12	0
Powell Ave.....	146	0	2,372	0	209	0	2,333	0	2,291	0	2,183	0
Vernon.....	68	0	198	0	23	0	232	0	176	0	161	0
Victoria.....	332	25	439	110	15	32	184	171	209	87	181	75
	<b>1,634</b>	<b>55</b>	<b>6,980</b>	<b>564</b>	<b>614</b>	<b>51</b>	<b>5,207</b>	<b>452</b>	<b>5,111</b>	<b>430</b>	<b>4,720</b>	<b>317</b>
<b>British Columbia</b> .....	<b>1,639</b>		<b>6,544</b>		<b>565</b>		<b>5,659</b>		<b>5,541</b>		<b>5,037</b>	
	<b>25,036</b>	<b>1,206</b>	<b>34,952</b>	<b>3,062</b>	<b>6,151</b>	<b>3,426</b>	<b>27,591</b>	<b>6,066</b>	<b>27,463</b>	<b>2,586</b>	<b>22,942</b>	<b>1,953</b>
<b>Totals for Canada</b> .....	<b>26,242</b>		<b>38,014</b>		<b>9,577</b>		<b>33,657</b>		<b>30,143</b>		<b>24,895</b>	

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED APRIL 24, 1920.

Office	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Charlottetown.....	172	3	139	5	6	2	110	10	146	6	95	2
Prince Edward Island	172	3	139	5	6	2	110	10	146	6	95	2
	175		144		8		120		152		97	
Amherst.....	59	2	82	0	9	1	121	0	24	0	25	0
Halifax.....	677	62	428	86	4	84	286	101	361	54	254	26
New Glasgow.....	86	6	74	9	24	106	37	2	59	8	39	1
Sydney.....	92	4	143	8	394	4	139	2	143	9	115	6
Yarmouth.....	109	3	33	3	12	12	65	28	43	1	41	1
	1,023	77	760	106	443	207	648	133	630	72	474	34
Nova Scotia	1,100		866		550		781		702		508	
Bathurst.....	39	0	504	0	46	0	533	0	489	0	419	0
Campbellton.....	17	0	95	0	28	12	113	0	125	0	74	0
Fredericton.....	98	10	229	8	34	14	227	5	188	5	164	4
Moncton.....	72	6	539	15	69	14	352	48	403	15	412	12
Newcastle.....	55	1	79	0	5	0	93	0	78	0	77	0
St. John.....	177	7	267	22	34	77	154	17	155	18	113	15
	458	24	1,713	45	216	117	1,472	70	1,438	38	1,259	31
New Brunswick..	482		1,758		333		1,542		1,476		1,290	
Hull.....	56	3	323	1	73	16	188	1	103	1	174	1
Lachine.....	20	0	63	0	0	0	0	0	72	0	69	0
Montreal St. James St.	264	20	653	51	80	127	543	109	491	38	427	34
Montreal P. & B.*	130	0	104	0	0	0	40	0	60	0	26	0
Montreal Windsor St.	3,229	0	1,711	0	0	0	0	0	1,674	0	1,222	0
Quebec.....	124	0	190	0	16	4	101	0	122	0	87	0
Quebec Merger Bldg...	368	0	295	0	0	0	0	0	265	0	184	0
Rivière du Loup.....	82	0	14	0	0	0	0	0	26	0	24	0
Sherbrooke.....	12	0	167	14	19	0	193	14	168	14	163	14
Three Rivers.....	55	5	119	3	60	15	72	16	100	8	39	1
	4,340	28	3,639	69	248	162	1,137	140	3,081	61	2,415	50
Quebec	4,368		3,708		410		1,277		3,142		2,465	
Belleville.....	14	0	132	1	3	0	132	1	132	1	125	1
Brantford.....	10	0	120	12	8	6	119	16	131	16	116	14
Brockville.....	67	0	80	0	20	0	92	0	93	0	88	0
Chatham.....	0	0	225	0	7	0	233	0	232	0	230	0
Cobalt.....	0	0	162	4	6	3	200	4	156	4	143	4
Cornwall.....	6	0	77	2	6	0	66	0	68	0	68	2
Fort William.....	4	1	461	4	158	6	424	5	403	2	338	1
Galt.....	1	0	40	0	36	0	51	30	41	0	41	0
Guelph.....	175	6	190	14	172	14	183	20	181	14	147	14
Hamilton.....	169	36	671	143	43	158	736	215	730	102	692	68
Kingston.....	123	0	211	1	33	0	261	1	240	1	240	0
Kitchener.....	0	0	127	1	12	0	177	1	127	1	127	1
Lindsay.....	33	0	70	0	7	0	97	0	77	0	71	0
London.....	8	16	209	63	60	212	285	95	199	55	166	43
Niagara Falls.....	0	0	121	0	27	41	95	0	112	0	16	0
North Bay.....	0	0	282	0	29	0	242	0	282	0	282	0
N.E. Ontario, P. & B.*	19	0	93	0	0	0	62	0	77	0	62	0
Orillia.....	14	0	59	1	0	0	61	1	60	1	60	1
Oshawa.....	1	0	149	0	25	0	213	0	128	0	128	0
Ottawa, Dalhousie St.	23	0	130	0	127	0	26	0	96	0	88	0
Ottawa, Queen St.	521	68	588	65	140	231	362	99	573	43	468	22
Owen Sound.....	11	0	77	1	7	0	72	0	59	0	57	0
Pembroke.....	5	1	144	2	3	0	93	0	134	0	134	2
Peterborough.....	32	5	185	7	38	8	176	5	195	8	167	5
Port Arthur.....	18	0	602	1	30	1	601	4	419	1	361	1
St. Catharines.....	23	0	341	23	1	0	336	23	330	23	259	21
St. Thomas.....	10	0	116	1	24	0	161	3	114	1	111	1
Sarnia.....	1	0	90	1	8	0	138	0	90	0	89	1
Sault Ste. Marie.....	0	0	876	3	36	1	987	3	713	3	713	3
Stratford.....	3	0	75	0	14	2	109	50	82	0	71	0
Sudbury.....	16	0	1,055	4	48	0	1,039	4	954	4	858	4
Timmins.....	3	0	420	1	0	0	421	1	425	1	320	1

\* Professional and business division.

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Office	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Toronto—</b>												
45 King St. W.	10,307	251	2,973	688	950	2,256	3,041	1,751	1,662	490	926	350
" P. & B.*	123	0	167	0	40	0	92	0	170	0	84	0
1254 Bloor St. W.	70	0	168	0	0	0	159	0	156	0	146	0
172 Front St. W.	28	0	1,187	0	84	0	984	0	960	0	1,115	0
287 Queen St. E.	45	0	75	0	0	0	55	0	55	0	52	0
Welland.....	14	0	112	1	76	7	266	2	112	1	45	0
Windsor.....	8	1	460	8	40	17	468	8	458	7	444	7
	11,910	385	13,329	1,050	2,332	2,963	13,320	2,342	11,226	779	5,528	567
<b>Ontario.....</b>	12,295		14,379		5,295		15,662		12,005		10,195	
Brandon.....	56	4	319	29	133	48	337	42	281	29	245	26
Dauphin.....	2	0	56	2	27	0	43	2	40	1	40	2
Portage la Prairie.....	24	2	318	43	110	53	220	68	301	67	189	22
Transcona.....	8	0	93	0	0	0	90	0	94	0	90	0
The Pas.....	2	0	69	3	460	3	145	4	59	3	55	3
Winnipeg—												
P. & B.	158	0	146	0	18	0	93	0	121	0	48	0
Handicap Sect.....	125	0	110	0	0	0	65	0	62	0	40	0
220 Bannatyne.....	1,023	0	886	0	166	0	1,973	0	1,285	0	1,138	0
189 Pacific.....	0	630	0	326	0	436	0	773	0	331	0	249
210 Montreal Trust												
P. & B.*	0	45	0	115	0	329	0	231	0	133	0	74
179 Henry St.....	0	0	1,392	0	151	0	1,871	0	1,392	0	1,392	0
439 Main St. Farm..	9	7	1,300	193	237	46	1,542	175	1,251	147	1,251	147
	1,407	598	4,689	711	1,302	815	5,379	1,295	4,886	711	4,488	623
<b>Manitoba.....</b>	2,095		5,400		2,217		7,674		5,597		5,011	
Big River.....	0	0	79	0	0	0	0	0	79	0	79	0
Estevan.....	48	2	120	12	35	2	133	17	203	12	128	10
Hudson's Bay Jct.....	0	0	184	0	0	0	0	0	0	0	184	0
Moose Jaw.....	77	5	578	36	225	43	475	69	425	25	377	21
North Battleford.....	27	0	58	1	22	7	48	3	36	1	19	1
Prince Albert.....	41	3	190	4	22	7	238	2	184	2	160	0
Regina.....	334	74	1,191	138	499	217	1,028	289	1,092	115	777	116
Saskatoon.....	208	4	1,394	118	307	110	1,427	246	1,279	119	1,185	114
Swift Current.....	19	8	163	34	49	30	200	48	179	46	99	21
Weyburn.....	12	0	106	0	26	4	98	5	98	0	61	0
Yorkton.....	6	0	106	3	38	4	137	7	96	2	96	2
	772	96	4,174	346	1,043	424	3,784	586	3,671	322	3,165	286
<b>Saskatchewan.....</b>	858		4,520		1,467		4,470		3,993		3,450	
Calgary.....	420	37	1,424	270	86	150	1,174	360	1,249	283	1,137	187
Drumheller.....	9	0	93	0	0	0	119	0	93	0	90	0
Edmonton.....	317	5	1,663	241	114	23	1,590	317	1,535	233	1,393	216
Lethbridge.....	64	11	321	21	156	2	261	32	269	17	269	17
Medicine Hat.....	57	0	130	13	8	12	232	28	153	13	153	13
Red Deer.....	10	0	39	2	21	0	52	1	39	1	29	0
	877	53	3,870	547	385	187	3,428	738	3,338	547	3,071	435
<b>Alberta.....</b>	930		4,417		572		4,166		3,885		3,506	
Cranbrook.....	17	1	150	0	171	3	216	1	123	0	116	0
Fernie.....	2	0	68	0	58	0	141	0	62	0	56	0
Grand Forks.....	0	0	13	0	0	0	79	0	14	0	4	0
Kamloops.....	67	0	342	4	66	0	224	4	294	4	215	4
Kelowna.....	0	0	34	0	1	0	35	0	34	0	34	0
Nanaimo.....	20	0	77	0	1	0	59	0	52	0	39	0
Nelson.....	74	2	224	5	49	8	273	5	228	5	222	5
New Westminster.....	28	0	140	1	18	0	146	2	117	0	116	0
Penticton.....	0	0	94	0	0	0	93	0	93	0	93	0
Prince Rupert.....	47	0	142	0	24	0	131	0	115	0	115	0
Revelstoke.....	6	0	30	0	0	0	45	0	19	0	19	0
Vancouver—												
Homer & Dunsmuir	389	28	1,416	459	0	19	1,052	253	1,361	322	1,221	232
P. & B.*	407	0	249	0	11	0	77	0	82	0	74	0
Handicap Sect.....	27	0	132	0	0	0	26	0	35	0	21	0
Powell Ave.....	130	0	2,549	0	329	0	2,432	0	2,431	0	2,375	0
Vernon.....	53	0	247	0	76	0	302	0	236	0	178	0
Victoria.....	249	31	1086	126	14	42	251	124	243	76	213	75
	1,516	62	6,993	595	818	72	5,582	389	5,589	497	5,111	318
<b>British Columbia.....</b>	1,573		7,588		890		5,971		5,996		5,427	
	22,475	1,416	39,306	3,474	6,793	5,049	35,860	5,803	34,005	2,943	29,705	2,243
<b>Total for Canada</b>	23,891		42,780		11,842		41,663		36,948		31,949	



## CHRONOLOGICAL SUMMARY OF PLACEMENTS, MARCH, 1919—APRIL 24, 1920

Week ended				REGULAR PLACEMENTS										Casual Place- ments Canada		
				MARITIME PROVINCES			Que- bec	On- tario	Mani- toba	Sas- kat- che- wan	Al- berta	Brit- ish Col- um- bia	CANADA			
				P.E.I.	Nova- Scotia	New Brun- swick							Men		Women	Total
1 March	8.			13	94	670	88	242	274	265	1,374	272	1,646	210		
2 "	15.			25	101	667	96	285	198	303	1,404	281	1,685	249		
3 "	22.			24	32	1,016	85	259	327	361	1,916	294	2,210	242		
4 "	29.			60	46	79	1,169	297	448	532	2,674	405	3,079	357		
5 April	5.			56	90	128	1,332	371	569	493	3,332	334	3,666	277		
6 "	12.	10	115	125	101	1,467	464	587	719	792	3,965	415	4,380	370		
7 "	19.	11	94	195	108	1,290	440	543	620	711	3,675	337	4,012	322		
8 "	26.	22	65	161	164	1,477	456	530	596	667	3,835	303	4,138	447		
9 May	3.	21	97	165	319	1,669	406	479	716	641	4,197	316	4,513	546		
10 "	10.	41	129	192	410	1,977	360	505	776	550	4,559	381	4,940	591		
11 "	17.	80	168	211	436	1,859	326	506	813	550	4,600	349	4,949	407		
12 "	24.	36	123	207	407	1,601	235	536	793	437	4,100	275	4,375	409		
13 "	31.	56	113	211	386	2,160	245	416	463	502	4,251	301	4,552	463		
14 June	7.	52	138	232	321	1,753	214	575	507	361	3,873	280	4,153	374		
15 "	14.	30	156	200	499	1,880	385	694	570	495	4,587	322	4,909	406		
16 "	21.	37	205	272	477	2,315	425	637	547	636	5,058	493	5,551	517		
17 "	28.	31	220	248	401	2,077	789	739	566	663	5,197	537	5,734	539		
18 July	5.	27	194	336	388	1,691	844	673	579	646	4,894	484	5,378	551		
19 "	12.	24	136	339	437	2,282	1,126	699	682	1,097	6,318	504	6,822	959		
20 "	19.	37	146	315	459	2,262	1,139	670	613	797	5,806	632	6,438	515		
21 "	26.	33	146	385	554	2,508	1,195	824	638	836	6,618	501	7,119	863		
22 August	2.	34	126	301	632	2,422	1,719	944	808	784	7,352	418	7,770	879		
23 "	9.	32	125	227	560	2,103	3,087	1,522	1,015	1,005	9,344	432	9,776	771		
24 "	16.	26	99	288	712	2,397	4,036	1,889	1,008	1,202	11,147	510	11,657	1,124		
25 "	23.	18	128	290	802	2,394	4,049	2,157	1,052	1,149	11,504	535	12,039	1,322		
26 "	30.	32	177	289	811	2,661	2,454	1,418	1,222	940	9,522	482	10,004	1,254		
27 Sept.	6.	30	115	250	578	2,201	1,967	1,761	775	732	8,055	354	8,409	1,141		
28 "	13.	26	157	248	654	2,187	1,807	1,297	777	1,007	7,828	332	8,160	1,274		
29 "	20.	31	164	250	686	2,398	1,995	1,093	921	1,152	8,225	465	8,690	1,238		
30 "	27.	13	152	247	668	2,602	2,605	1,123	919	818	8,773	374	9,147	1,246		
31 Oct.	4.	33	163	292	700	2,228	1,812	1,009	948	943	7,753	345	8,098	1,216		
32 "	11.	32	176	275	665	2,158	1,637	788	863	814	7,039	369	7,408	1,294		
33 "	18.	19	100	293	604	1,994	1,066	731	871	761	6,102	337	6,439	1,248		
34 "	25.	21	135	244	665	2,175	1,811	740	1,036	709	7,187	349	7,536	1,634		
35 Nov.	1.	45	144	352	531	2,195	1,098	923	1,019	636	6,457	386	6,843	1,485		
36 "	8.	85	155	306	603	2,306	1,296	809	792	793	6,849	396	7,245	1,425		
37 "	15.	58	152	293	698	2,144	1,880	860	690	846	7,186	435	7,621	1,247		
38 "	22.	44	119	311	723	2,308	1,022	768	816	838	6,511	438	6,949	1,450		
39 "	29.	61	173	283	621	2,106	821	738	680	880	5,936	427	6,363	1,310		
40 Dec.	6.	23	155	240	585	2,148	825	635	586	955	5,745	407	6,152	1,308		
41 "	13.	29	97	252	466	1,927	589	480	538	758	4,803	333	5,136	1,250		
42 "	20.	32	156	249	429	1,695	495	481	566	975	4,671	407	5,078	1,491		
43 "	27.	2	72	122	241	1,046	417	318	416	469	2,940	163	3,103	1,029		
44 January, 3, 1920.		13	115	147	328	1,454	502	377	493	700	3,852	277	4,129	954		
45 "	10.	9	118	222	479	2,301	592	479	625	983	5,345	463	5,808	1,047		
46 "	17.	14	113	203	516	2,138	529	434	470	852	4,894	375	5,269	1,152		
47 "	24.	11	104	202	768	1,933	637	387	457	959	5,026	432	5,458	1,423		
48 "	31.	3	70	154	709	1,934	582	331	553	882	4,807	411	5,218	1,029		
49 Feb.	7.	9	113	222	675	1,975	601	295	599	992	5,057	424	5,481	1,280		
50 "	14.	6	107	217	707	2,183	565	252	644	1,010	5,293	398	5,691	1,198		
51 "	21.	16	77	222	855	2,100	732	368	591	1,171	5,710	422	6,132	1,251		
52 "	28.	14	114	176	700	1,996	597	348	562	1,097	5,154	450	5,604	1,250		
53 Mar.	6.	16	131	200	589	1,966	714	383	578	1,215	5,344	448	5,792	979		
54 "	13.	12	103	175	565	1,987	721	383	613	1,148	5,233	474	5,707	1,238		
55 "	20.	13	142	187	533	2,236	834	375	592	1,282	5,709	485	6,194	1,362		
56 "	27.	17	138	152	674	2,437	993	619	780	1,392	6,656	546	7,202	1,608		
57 April	3.	12	87	212	600	2,299	806	904	720	1,113	6,265	482	6,747	1,346		
58 "	10.	21	102	294	597	2,468	1,186	820	889	1,506	7,358	525	7,883	1,418		
59 "	17.	20	142	268	628	2,868	1,440	832	957	1,475	8,015	615	8,630	1,650		
60 "	24.	44	177	516	640	2,560	1,585	894	940	1,333	8,068	621	8,689	1,774		
		1,524	7,403	13,656	50,672	110,752	62,064	42,381	41,403	50,631	244,957	24,549	369,506	58,980		

first period and 6,188 during the second period.

The preceding table presents in summary form, by provinces, the reports of placements from March 1, 1919, to April 24, 1920. Regular placements refer only to those applicants for whom employment found was likely to be of more than one week's duration, while casual placements refer to those applicants for whom employment found was likely to be of less than one week's duration. It will be observed that the number of regular placements from the beginning of the report until April 24 was 369,506, or at the rate of 6,158 per week,

while the number of casual placements for the same period was 58,909, or a weekly average of 982. The number of applications made during the period totalled 530,486, while the number of vacancies notified to the Service amounted to 504,400.

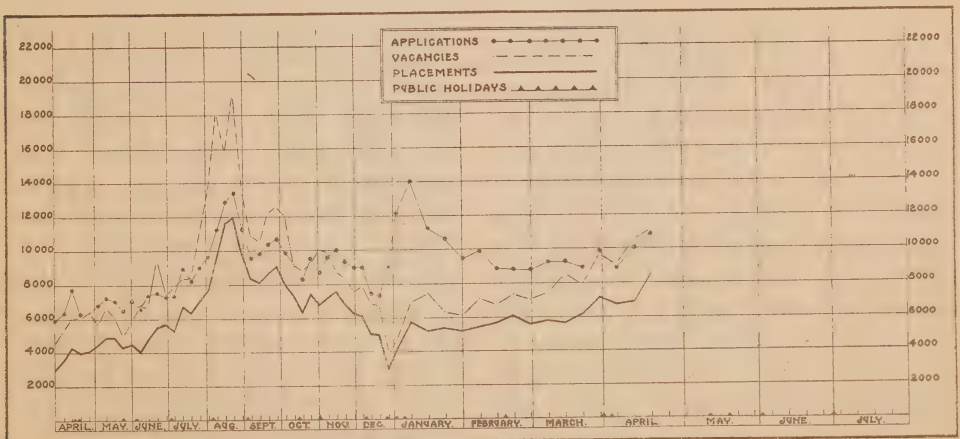
For the fiscal year, April 1, 1919 to March 31, 1920, the number of regular placements made by the Service was 328,937, of which 307,883 were men and 21,054 were women. During the same period the number of casual placements made was 51,663. The number of vacancies reported for the fiscal year was 449,022, and the number of applications made was 470,250.

#### Review of the Work during the Fiscal Year, April 1, 1919—March 31, 1920

The work of the offices for the fiscal year is summarized in another way on the accompanying chart. The three curves show applications and re-applications by weeks since the week ending April 3, 1919, the vacancies notified by employers and the applicants placed in regular employment.

The chart mentioned above indicates that during the first two weeks of April, 1919, applications, vacancies and placements retained a constant relation to each other, increasing at almost the same rate. After that, the vacancies (the demand) approached the applications (the

supply) more closely, and toward the end of April vacancies equalled the applications. This increase in vacancies, however, was largely due to the spring demand for farm help, and as the Service found it difficult to persuade the workers to leave the cities for farm employment, placements, while they were considerably increased, did not maintain the same relation to vacancies as formerly. About the end of May, the demand increased sufficiently to exceed applications, and except for a brief period in June and July, demand continued in excess of supply until the middle of October. In August the demand for harvesters in the West brought the num-



ber of vacancies in one week to 19,250; in that week 13,436 persons applied for employment and 12,039 placements were made. This was the record week of the year. From this peak demand declined until the middle of September when it again recovered, due to the early opening of bush operations in the East. In two weeks of October, the applications for employment slightly outnumbered vacancies, and in the second week of November, on account of the release of numbers of men from railway and construction operations and farm work, supply mounted above demand, where it remained until April 1.

After December 20, the chart indicates a steadily increasing number of applications to have been registered. The number registered during the week ending January 10 being 14,020, representing the largest number of applicants since the harvest period of last autumn. This increase may be attributed largely to registration under the Federal Emergency Appropriation Act, and though

succeeding weeks showed a falling off from this peak the number of applications remained substantially higher than during any preceding period with the exception of the period of active harvest demands. The number of vacancies reported to the Service, on the other hand, showed a marked falling off, especially during the last two weeks of 1919, representing curtailment of activity incident to the holiday season and the usual stock-taking and inventory period. With the close of the inventory period in the middle of January recovery was manifested and the number of vacancies reported to the Service increased, and with the beginning of the normal spring time expansion in demand, vacancies again equalled applications. During the first week of April vacancies exceeded applications and the demand continued in excess of supply until the end of the current period. Indeed, the number of vacancies reported by employers during the week ending April 17 was the largest since the harvest demand of the fall of 1919.

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## UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF MARCH, 1920

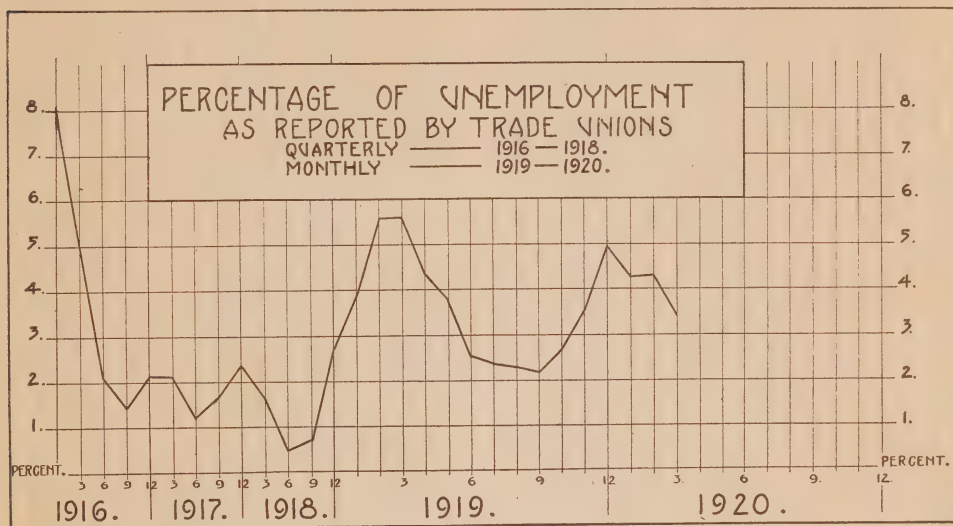
**T**HE present article on unemployment among the members of local trade unions deals with unemployment as at the end of March, 1920, and is based on returns received from 1,400 labour organizations with a total membership of 171,225. For all occupations reporting, 3.44 per cent of the members were unemployed as compared with 4.33 per cent in February, 1920, and with percentages of 5.62, 1.68 and 2.16, respectively, in March, 1919, 1918, and 1917. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades or who are idle because of sickness, or as the direct result of strikes or lockouts, are not considered as unemployed.

The chart following gives the curve of unemployment by quarters for 1916, 1917, and 1918; by months for 1919 to March of this year, and shows the increasing activity year by year during the war period for organized workers. The percentage of unemployment at the end of December, 1915 (the percentage for March, 1916, is not available) stood at 8. From then unemployment, except for seasonal fluctuations, grew gradually less with the more complete organization of labour forces on a war footing, until in June, 1918, the percentage of unemployment was only one-half of one per cent. Following the cessation of hostilities, and consequently of war industries, unemployment showed an upward curve, which was increased by the usual



winter slackness. At the end of February and March of 1919, the percentage of unemployment stood at 5.6 per cent. From then it gradually declined to 2.2 in September. Seasonal unemployment caused the curve to mount slightly with the approach of winter, un-

til it reached nearly 5 per cent at the end of December. The curtailment of operations incident to the holiday and inventory period very probably increased this percentage, as some recovery was manifested in January, February and March.



That the percentage out of work at the end of March was smaller than in both February, 1920, and March, 1919, was due to more activity for workers in all groups of industries. On the other hand, there was, and would be expected, more unemployment in all the groups in March of this year than was reported in the same month in 1918 and 1917.

Tables 1 and 2 on page 570 summarize the returns by provinces and cities. Nova Scotia and Prince Edward Island, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia showed less unemployment than in the preceding month, while the percentages out of work in New Brunswick and Quebec were larger. Nova Scotia and Prince Edward Island, Quebec, Ontario, Saskatchewan and Alberta registered declines in the percentage unemployed as compared with the returns for March

of last year, the other provinces showing increases in that comparison. Quebec was the only province to record a smaller percentage unemployed than in March of 1918, while in Nova Scotia and Prince Edward Island only were conditions better than at the end of March, 1917.

The percentages reported idle in the different groups of industries are indicated on Table III, on page 571.

Unemployment in the manufacturing and mechanical industries as reported by 361 unions having a combined membership of 50,979 was somewhat less prevalent at the end of March than in February, 1920, and March, 1919. The percentage out of work, however, was larger than in March, 1918 and 1917, activity in this group having been very pronounced at that time on account of war orders. The percentage out of work at the end of March was 1.93, as compared

TABLE I—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Occupation.	Mar. 1920	Feb. 1920	Jan. 1920	Dec. 1919	Nov. 1919	Oct. 1919	Sept. 1919	Aug. 1919	July 1919	June 1919	May 1919	April 1919	Mar. 1919	Feb. 1919	Jan. 1919	Dec. 1918	Sept. 1918	June 1918	Mar. 1918	Dec. 1917	Sept. 1917	June 1917	Mar. 1917	Dec. 1916	Sept. 1916	June 1916	Dec. 1915
Nova Scotia and Prince Edward Island.....	1.88	5.08	2.72	1.47	1.21	3.19	1.53	5.44	4.11	2.68	4.66	2.41	2.41	5.68	1.25	2.01	.03	.16	.08	2.64	.11	.25	2.72	.74	.47	.40	.36
New Brunswick .....	3.06	2.31	3.97	5.80	1.53	11.06	1.22	1.69	1.15	2.43	3.38	2.46	2.93	2.58	.84	.42	.32	.27	.24	3.07	.11	.20	1.78	1.66	.09	.8	.7
Quebec.....	3.18	1.93	4.38	5.39	2.93	2.39	2.12	2.52	2.51	3.79	5.15	4.21	6.93	6.70	4.07	3.46	1.41	.44	8.90	2.96	4.66	2.23	2.95	3.62	3.43	1.3	9.9
Ontario.....	2.53	3.04	2.66	1.99	2.02	.81	1.41	1.25	1.52	1.87	2.60	4.25	6.65	5.48	4.64	2.95	.22	.37	1.75	2.44	.99	.94	1.53	1.55	.72	1.7	8.1
Manitoba.....	3.18	4.62	4.50	4.97	2.07	1.28	.73	.81	.92	1.19	1.47	1.65	1.20	2.82	3.62	1.31	.45	.29	.78	1.07	.86	.58	2.81	1.01	.83	1.2	3.2
Saskatchewan.....	4.03	5.24	4.92	6.01	1.20	.59	1.29	1.95	2.77	2.51	2.86	3.85	5.31	4.47	5.73	2.15	.28	.18	1.72	2.41	.46	.25	1.77	1.63	2.19	2.6	7.0
Alberta.....	2.06	5.12	4.01	2.79	.52	.93	.94	1.09	1.90	1.68	1.43	2.26	3.56	4.16	1.97	2.07	.89	.39	1.08	1.55	.17	.84	1.09	1.70	.92	3.03	4.3
British Columbia.....	9.50	14.58	12.17	18.62	16.18	11.58	8.03	5.81	5.82	3.32	6.52	9.65	8.05	7.97	5.20	3.81	1.95	1.70	1.59	3.05	2.05	2.50	3.00	3.86	3.37	5.3	14.3
Canada.....	3.44	4.33	4.23	4.98	3.53	2.71	2.19	2.33	2.40	2.57	3.33	4.38	5.62	5.61	3.94	2.76	.72	.50	1.63	2.42	1.71	1.25	2.16	2.17	1.47	2.1	8.01

TABLE II—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY CITIES

City	Mar. 1920	Feb. 1920	Jan. 1920	Dec. 1919	Nov. 1919	Oct. 1919	Sept. 1919	Aug. 1919	July 1919	June 1919	May 1919	April 1919	Mar. 1919	Feb. 1919	Jan. 1919	Dec. 1918	Sept. 1918	June 1918	Mar. 1918	Dec. 1917	Sept. 1917	June 1917	Mar. 1917	Dec. 1916	Sept. 1916	June 1916	Dec. 1915
Halifax.....	2.83	8.45	5.65	3.77	2.74	2.14	1.65	1.12	6.13	3.56	1.90	2.69	7.36	4.10	4.40	1.31	.12	.27	.14	.34	.42	1.03	.98	.24	0	4.03	0
St. John.....	6.73	5.88	3.07	10.45	2.29	24.29	1.27	2.14	.80	4.95	6.48	2.01	2.04	2.62	1.94	.64	.70	1.18	.57	5.69	.16	.43	2.94	.47	.18	.09	2.92
Montreal.....	3.63	1.61	5.10	6.94	3.11	2.88	2.35	1.93	2.97	3.10	6.30	4.95	6.77	10.31	6.21	2.77	.58	.60	6.35	3.73	4.48	2.95	4.17	4.61	.50	2.6	10.6
Toronto.....	1.91	1.65	2.26	1.14	2.90	.87	2.55	.84	1.78	1.61	1.88	6.34	8.96	6.74	6.36	4.61	.11	.13	81	3.81	1.68	1.74	1.06	1.32	.63	1.8	10.6
Winnipeg.....	1.87	4.43	4.46	4.63	.82	.91	.76	1.09	.17	1.35	.95	1.75	1.08	2.32	3.55	.88	.53	.25	.76	1.07	1.02	.72	2.53	.98	.58	1.9	2.6
Regina.....	9.77	14.80	10.88	6.04	2.36	.19	1.63	2.76	2.79	.93	3.17	5.28	11.13	5.41	8.66	4.10	0	.10	2.64	5.63	0	0	3.73	1.75	.65	1.38	13.31
Edmonton.....	2.41	4.35	2.92	1.29	1.19	1.10	.86	.56	.97	1.90	2.80	3.20	4.99	5.20	2.57	1.54	.67	.23	.51	2.41	.55	1.68	1.11	3.32	4.27	1.78	8.43
Vancouver.....	9.26	6.40	8.51	8.12	7.81	11.13	3.48	5.30	5.54	3.35	4.65	6.01	8.73	6.31	5.59	3.65	1.42	1.05	1.94	3.28	2.99	2.67	4.75	4.95	4.56	8.1	18.0

TABLE III—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES.

TABLE III.—PERCENTAGES OF UNEMPLOYMENT IN VARIOUS OCCUPATIONS																											
Occupation.	Mar., 1920	Feb., 1920	Jan., 1920	Dec., 1919	Nov., 1919	Oct., 1919	Sept., 1919	Aug., 1919	July, 1919	June, 1919	May, 1919	April, 1919	Mar., 1919	Feb., 1919	Jan., 1919	Dec., 1918	Sept., 1918	June, 1918	Mar., 1918	Dec., 1917	Sept., 1917	June, 1917	Mar., 1917	Dec., 1916	Sept., 1916	June, 1916	Dec., 1915
<b>Manufacturing and Mechanical Industries</b>	1.83	2.45	2.96	2.79	3.16	2.27	2.57	3.33	2.95	3.15	4.05	3.17	4.18	4.29	3.32	2.89	.86	.42	.91	2.77	4.05	1.73	1.22	2.3	1.3	1.1	3.1
Meats machinery and accessories	2.29	3.38	4.11	3.72	5.73	4.60	4.00	5.39	4.84	4.69	7.27	4.26	5.51	5.54	3.21	3.53	1.24	.14	.28	.76	.15	.11	.29	.71	0	0	0
Food, tobacco and liquors	6.04	10.20	7.90	11.32	1.58	1.29	.80	5.42	1.83	1.90	3.82	4.06	6.72	9.90	8.24	8.63	1.47	1.78	.85	3.29	2.12	1.50	1.75	1.2	.5	4.9	.8
Textiles, carpets and cordage	.03	0	.18	.36	.05	.05	1.08	.87	.60	1.54	.32	2.04	5.99	12.29	11.50	1.41	0	.05	.05	0	0	0	0	0	5	0	0
Clothing	.15	.15	1.34	.12	.44	.85	.05	.55	0	.32	.73	0	.27	.26	3.22	3.42	0	.18	5.40	11.21	11.13	4.95	5.46	6.48	1.0	.6	3.3
Pulp, paper and fibre	0	.05	.54	.62	2.23	.21	.30	1.07	.34	1.61	1.17	.76	3.89	.96	2.23	.43	.75	0	0	.34	0	0	0	0	0	0	0
Printing, publishing and paper goods	1.28	1.31	1.31	1.08	1.05	1.13	1.71	1.45	1.86	1.64	.46	.59	.59	.70	.69	.86	.83	.72	.78	.67	2.05	.79	.52	.34	1.2	.8	3.7
Woodwork and furniture	.38	.26	.44	.15	.50	.14	.13	.59	0	4.08	0	1.07	2.21	2.78	10.57	0	.63	2.20	4.60	3.00	.89	.62	.69	.6	0	5.9	3.7
Leather boots, shoes and rubbers	1.38	.77	.39	.44	.47	.20	.15	.37	.06	.19	.13	8.63	4.22	4.00	1.19	1.33	0	0	7.83	2.92	30.70	6.28	4.18	4.33	1.0	0	0
Glass bottle blowing	14.42	1.93	8.92	6.22	2.71	1.61	1.18	64.33	0	9.89	5.96	7.93	10.03	9.44	0	.32	1.49	0	2.23	4.48	13.84	3.56	1.92	0	12.17	0	0
Jewelry workers	0	0	.44	0	0	0	0	0	0	0	0	0	0	.43	.74	.27	0	0	0	0	0	0	0	0	0	0	0
Oil refiners	2.22	2.29	5.60	0	0	0	0	0	0	0	0	0	0	4.61	5.88	0	0	0	0	0	0	0	0	0	0	0	0
<b>Transportation</b>	2.61	2.77	2.73	5.03	3.87	2.61	2.06	2.02	2.05	1.84	2.21	3.48	4.75	4.55	2.02	1.49	.38	.42	1.22	.70	.55	.51	1.26	1.52	.6	.5	3.0
Steam railways	1.80	1.78	1.90	1.59	1.17	.76	.99	1.42	1.83	1.98	1.62	2.40	2.87	2.74	1.78	.35	.16	.21	.29	.76	.25	.35	1.12	.62	.6	.5	2.4
Street and electric railways	.10	.20	.18	.62	.24	2.19	.13	1.39	.14	.53	.15	.20	.38	3.42	.33	.06	0	0	.58	.17	.44	.18	.09	.20	0	.3	2.3
Navigation	12.44	9.74	13.13	29.37	17.49	10.85	8.62	5.05	3.99	2.63	10.29	9.60	17.73	18.17	6.73	7.80	1.76	2.12	8.80	.74	2.38	1.79	9.79	10.57	1.2	2.3	12.2
Towing and driving	3.29	.12	.75	2.89	3.43	1.36	.36	2.26	1.25	2.28	.82	4.26	2.63	3.69	2.08	2.57	.27	.05	.08	0	0	0	0	0	0	0	0
Mining, quarrying and refining of ores	.65	4.72	.84	2.10	1.14	.91	1.11	.45	.47	.58	2.84	2.59	1.87	3.79	1.42	1.24	.35	.18	.40	2.09	.22	.32	.80	.65	.7	1.2	5.9
Building and construction	9.88	12.14	11.77	12.05	5.82	5.42	2.81	2.36	3.88	4.71	8.63	12.05	16.45	16.44	16.29	8.68	1.31	1.57	7.63	9.58	2.26	3.21	7.47	5.24	6.3	8.6	28.3
Public employment	1.66	1.63	.68	.91	.47	.06	.11	.17	0	0	0	0	.01	.43	.33	.47	1.54	.02	0	.17	.04	.04	.47	.11	.1	0	0
Fishing	3.45	3.57	24.21	72.16	20.75	0	0	0	0	0	4.10	0	0	17.54	50.50	0	0	0	0	0	0	0	0	0	0	0	23.3
Miscellaneous	3.63	4.84	5.45	4.23	3.24	2.95	2.07	1.68	2.79	3.99	7.26	4.30	4.74	4.07	2.84	2.29	1.40	.49	1.25	1.55	.80	.99	2.11	1.3	1.9	3.1	8.4
All occupations	3.44	4.33	4.23	4.92	3.58	2.71	2.19	2.33	2.40	2.57	3.83	4.38	5.62	5.61	3.94	2.75	.72	.50	1.68	2.42	1.71	1.25	2.16	2.17	1.4	2.1	8.01



with unemployment percentages of 2.49, 4.18, .91 and 1.22, respectively, in February, 1920, March, 1919, 1918 and 1917. Workers in metals, machinery and conveyances, food, tobacco, and liquors, and pulp, paper and fibre reported smaller percentages of unemployment than in the preceding month and also than in the corresponding month of last year. The two groups first named recorded more unemployment than in March of 1918 and 1917, while in pulp, paper and fibre there were no members reported as idle in March of this year, employment conditions in this group being the same as in March of 1918 and 1917. Textiles, carpets and cordage, woodworking and furniture, and leather, boots, shoes, and rubber goods registered slightly larger percentages of unemployment than in February, but improvement was shown in comparison with March of last year. Textiles showed a nominal decrease in unemployment as compared with both March, 1918, and a similar increase over March, 1917. Woodworking and furniture, and leather, boots, shoes, and rubber goods reported less unemployment than in both years. In clothing and laundry the number unemployed was the same as in the preceding month, while conditions were better than in March of preceding years. On the contrary, the printing, publishing and paper goods group registered slightly less unemployment than at the end of February, but the percentage was somewhat larger than in March of preceding years. Glass workers were not as fully engaged as in any month used in this article for comparative purposes. Jewelry workers, as reported by two unions, registered no unemployment in February 1920, March, 1920, 1918, and 1917. In March of last year, however, there was a small percentage of idleness. Some short time was reported by unions of boilermakers and iron ship builders, sheet metal workers, meat cutters, compositors and boot and shoe workers. In the last named group this slackness is due to seasonal inactivity.

Reports from 597 organizations of transportation workers having a total

membership of 68,022 indicated that 2.61 per cent of the members were unemployed as compared with 2.77 per cent in February, 1920, 4.75 per cent in March, 1919, 1.22 per cent in March, 1918, and 1.26 per cent in March, 1917. There was a nominal increase in the percentage unemployed as recorded by steam railway employees (whose returns constitute over 77 per cent of the entire group membership reporting) in comparison with the returns for the preceding month, and also as compared with March of 1918 and 1917, but the percentage for March, 1919, was considerably larger. While there was some short time reported by unions of trainmen, engineers and firemen and maintenance of way employees, the number working on reduced time was not as large as in the preceding month. Street and electric railway employees were more fully engaged than in February, 1920, and also than in March of previous years. Workers in the navigation sub-group registered more unemployment than in the preceding month and also than in March, 1918, and 1917, but the percentage out of work in March, 1919, was considerably larger. Teamsters and chauffeurs showed more unemployment than in any month used in this article for comparative purposes.

In the mining, quarrying and refining of ores group returns were received from 24 unions with an aggregate membership of 8,269, and show that .65 per cent of the members were out of work as compared with unemployment percentages of 4.78, 1.87, .40 and .80, respectively, in February, 1920, March, 1919, 1918, and 1917. Miners were more fully engaged than in the preceding month and also than in March, 1919, and March, 1917. The percentage unemployed, however, was slightly larger than in March of 1918. Mill and smeltermen reported more members out of work in February, 1920, but fewer than in March, 1918 and 1917. No returns for March of last year were received. There was also some short time reported by workers in this group.

The percentage out of work in the build-

ing and construction group as reported by 218 organizations having a combined membership of 25,418, was 9.88, as compared with percentages of 12.14, 16.45, 7.63, and 7.47, respectively, in February 1920, March, 1919, 1918 and 1917. The decline in the percentage of unemployed as compared with the preceding month is due to the commencement of spring operations in this group. Bricklayers, masons and plasterers were better employed than in February, and also than in March of previous years. Among the carpenters and joiners the percentage out of work showed a nominal increase as compared with the returns for February, but was somewhat smaller than in March of last year. On the other hand, the percentage was considerably larger than in March of 1918 and 1917. Electrical workers and painters, decorators and paperhangers showed less unemployment than in February, 1920, March, 1919 and March, 1917, the percentages being slightly larger than in March of 1918. Granite and stone cutters and plumbers and steamfitters also reported slightly less unemployment than in February, but the percentage was larger than in March of previous years. Conditions among tile layers, lathers, and roofers, bridge and structural iron workers and hod carriers and building labourers were better than in February, 1920 and also than in March, 1919, but the percentages out of work in these groups were larger than in March, 1918, and 1917. Steam shovel and dredgemen recorded slightly more unemployment than in the preceding month, and also than in March of 1918; but the percentage was considerably smaller than in March, 1919 and 1917. Some short time was registered by unions of carpenters and joiners, electrical workers, painters, decorators and paperhangers, plumbers and steamfitters, and wood, wire and metal lathers.

In the public employment group as reported by 71 unions having a total membership of 5,733, the percentage out of work was 1.66 as compared with an unemployment percentage of 1.63 in February, 1920, and with percentages of .09, 0, and .47 in March 1919, 1918 and 1917, respectively. Employment for civic workers showed a nominal increase in comparison with the returns for the preceding month, but there was more idleness than in March of previous years.

Unemployment in the group of miscellaneous trades as indicated by the returns received from 127 unions with 12,514 members, was less prevalent than in February, 1920 and March, 1919; but the percentage was larger than in March, 1918 and 1917. Retail clerks as reported by six organizations showed a small percentage of idleness as compared with no members out of work in February, 1920 and in March, 1918 and 1917. The percentage in March, 1919, however, was considerably larger. Hotel and restaurant employees recorded a slight decline in the percentage out of work as compared with the February returns, and also in comparison with the returns for March, 1917; but the percentage was larger than in March, 1919 and 1918. Barbers, stationary engineers and firemen, and unclassified workers registered less unemployment than in the preceding month and also than in March of last year; but the percentage out of work was larger than in March of 1918 and 1917. Musicians and theatre employees reported a smaller percentage of idleness than in February; the percentage however was somewhat larger than in March of previous years. Retail clerks and hotel and restaurant employees, in addition to the members entirely unemployed at the end of March, also recorded some short time.

The tabular statement on pages 574-5 presents the returns in some detail.



TABLE IV.—UNEMPLOYMENT ON MARCH 31, 1920.

OCCUPATIONS	Nova Scotia & Prince Ed. Island.				New Brunswick				Quebec				Ontario			
	No. reporting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed	
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ships	Members	Per cent	Unions	Member- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries</b>	11	1055	0	0	12	953	2	.21	70	17752	302	1.70	186	23185	347	1.50
2-(a) METALS, MACHINERY & CONVEYANCES	7	710	0	0	8	551	0	0	28	5471	118	2.18	59	3618	82	.88
3 Moulders	2	106	0	0	2	88	0	0	1	757	0	0	13	1494	18	0
4 Blacksmiths					2	165	0	0	3	377	0	0	11	586	5	0
5 Boilermakers and iron shipbuilders					2	180	0	0	4	2224	98	4.4	11	2608	2	0
6 Patternmakers									1	194	5	2.6	6	233	2	0
7 Metal polishers, buffers and platers													8	278	4	0
8 Machinists	3	166	0	0	1	92	0	0	10	1629	16	0.9	30	3458	47	0
9 Sheet metal workers and tinsmiths	2	438	0	0	1	26	0	0	2	290	0	0	6	861	4	0
10-(b) FOOD, TOBACCO AND LIQUORS					1	15	0	0	2	685	1	.15	15	1789	134	7.49
11 Flour and cereal mill employees																
12 Meat cutters and butchers									1	140	0	0	2	123	0	0
13 Bakers and confectioners									1	490	1	0.2	8	1075	4	0
14 Cigar and tobacco makers					1	15	0	0	1	55	0	0	3	483	130	0
15 Brewery workers													2	108	0	0
16-(c) TEXTILES, CARPETS AND CORDAGE	1	200	0	0					2	2270	0	0	3	431	1	.23
17-(d) CLOTHING AND LAUNDERING									1	48	0	0	17	1166	0	0
18 Tailors													8	313	0	0
19 Garment workers													6	312	0	0
20 Hat, glove and fur workers									1	48	0	0	3	536	0	0
21-(e) PULP, PAPER AND PIRE					1	272	0	0	16	2489	0	0	8	1973	0	0
22-(f) PRINTING, PUBLISHING & PAPER GOODS	3	145	0	0	2	121	2	165	11	1974	5	.41	30	4330	92	1.90
23 Compositors	3	145	0	0	1	90	2	2	4	995	4	0.4	14	2226	79	0
24 Pressmen and assistants					1	31	0	0	1	399	2	0.5	5	1087	4	0
25 Bookbinders									2	376	0	0	2	806	8	0
26 Stereotypers and electrotypes									1	47	1	2	2	93	1	0
27 Engravers and lithographers									2	135	1	0.7	6	552	0	0
28 Others									1	22	0	0	1	66	0	0
29-(g) WOODWORK AND FURNITURE									3	383	1	.25	9	1318	0	0
30-(h) LEATHER, BOOTS, SHOES & RUBBERS									9	3355	31	0.9	11	1539	33	2.47
31-(i) GLASS BOTTLE BLOWING									4	767	142	18.49	2	186	0	0
32-(j) JEWELRY WORKERS									1	310	0	0	1	435	0	0
33-(k) OIL REFINING																
<b>34-Transportation</b>	38	2795	28	1.00	33	4258	148	3.42	80	13361	371	2.78	247	26345	464	1.76
35-(a) STEAM RAILWAYS	35	2883	28	1.04	29	3449	116	3.36	70	10569	271	2.56	216	20879	298	1.43
36 Conductors	1	44	0	0	2	127	0	0	5	334	2	0.6	26	1124	0	0
37 Locomotive engineers	6	201	0	0	4	307	2	0.6	12	750	6	0.8	33	2302	3	0
38 Locomotive firemen	4	326	0	0	2	242	0	0	9	764	16	2.1	31	3243	140	4.3
39 Carmen	3	161	0	0	2	588	0	0	8	4425	62	1.4	29	3323	17	0
40 Trainmen	6	750	10	1.3	6	694	0	0	7	1363	50	3.6	21	4163	136	3.3
41 Telegraphers (local unions)	2	97	0	0					1	20	0	0	2	113	0	0
42 *Telegraphers																
43 Road maintenance men	6	660	3	0.4	10	708	0	0	15	1767	128	7.2	39	4878	1	0
44 Shop employees																
45 Railway employees (N.E.S.)	7	444	15	3.4	3	783	114	14.7	13	1146	7	0.6	35	1733	1	0
46-(b) STREET & ELECTRIC RY. EMPLOYEES					1	218	0	0	2	435	0	0	12	3867	1	.03
47-(c) NAVIGATION	2	84	0	0	2	211	29	13.74	5	1192	10	.84	13	1254	165	13.16
48 Marine engineers	2	84	0	0	1	79	2	2.6	3	267	10	3.7	7	275	11	4.0
49 Longshoremen									2	925	0	0	5	473	154	32.6
50 Others					1	132	27	20.5					1	506	0	0
51-(d) TEAMSTERS AND CHAUFFEURS	1	29	0	0	1	390	1	.26	3	1165	90	7.73	6	345	0	0
<b>52-Mining, Quarrying and Refining of Ores</b>	11	4922	42	.85	1	300	0	0	1	300	0	0	2	625	12	1.92
53 Miners	11	4922	42	.85	1	300	0	0	1	300	0	0	2	625	12	1.92
54 Quarry workers																
55 Mill and smeltermen													2	625	12	1.92
<b>56-Building and Construction</b>	8	686	17	2.48	9	585	42	7.18	25	4441	483	10.88	128	15864	907	5.72
57 Bricklayers, masons and plasterers	3	293	3	1.0	2	127	0	0	2	524	0	0	29	2719	319	11.7
58 Carpenters and joiners	1	150	0	0	3	449	40	8.9	20	3042	462	15.2	43	6646	350	5.3
59 Electrical workers	1	40	0	0	1	18	2	11.1	2	576	18	3.1	8	1029	15	1.5
60 Granite and stone cutters	1	6	4	66.7									8	345	62	18.0
61 Painters, decorators & paperhangers	1	180	10	5.6	2	54	0	0					13	1232	12	1.0
62 Plumbers and steam fitters	1	17	0	0	3	64	0	0	1	264	0	0	18	1022	42	4.1
63 Tile layers, lathers and roofers													4	145	8	5.5
64 Bridge and structural iron workers													2	211	10	4.7
65 Steam shovel and dredgemen									1	35	3	8.6	1	300	14	14.0
66 Hod carriers and building labourers									8	482	0	0	29	2927	30	1.03
<b>67-Public Employment</b>	3	87	0	0	3	104	0	0	5	352	0	0	9	2370	30	1.3
68 Civic employees					1	49	0	0					20	537	0	0
69 Letter carriers and postal employees	3	87	0	0	2	55	0	0	3	130	0	0	1	40	10	25.00
<b>70-Fishing</b>																
<b>71-Miscellaneous</b>	1	400	100	25.00					16	2719	84	3.09	73	6037	125	2.07
72 Retail clerks									3	417	0	0	1	136	0	0
73 Hotel and restaurant employees													4	719	55	7.7
74 Barbers									2	401	0	0	18	706	4	0
75 Musicians and theatre employees									4	1093	31	2.8	22	2713	36	1.3
76 Stationary engineers and firemen									2	130	0	0	18	1069	26	2.4
77 Others	1	400	100	25.00					5	678	3	0.4	10	694	4	0
<b>All occupations</b>	72	9945	187	1.88	58	6218	190	3.06	201	39055	1240	3.18	668	76923	1895	2.53

\*Commercial and railway—organized in interprovincial divisions.



AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada									
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed							
Unions	Members	Per cent	Members	Per cent	Unions	Members	Per cent	Unions	Members	Per cent	Unions	Members	Per cent	Unions	Members	Per cent	Unions	Members	Per cent	Members	Per cent				
																					Feb. 1920	Mar. 1920	Mar. 1919	1918	1917
12	1618	29	1	1.79	14	625	5	.8	23	1423	3	.21	33	4362	295	6.76	351	50979	923	2.49	1.93	4.16	.91	1.22	1
2	145	19	13	10	5	291	1	.34	7	620	3	.12	12	2452	231	9.42	151	19752	452	3.38	2.29	5.51	.28	.23	2
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	16	1134	5	1.40	.44	4.03	.19	.0	3	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	24	7028	281	6.40	4.0	3.28	.25	.38	4	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	8	469	11	1.42	2.35	6.05	.20	.29	5	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	8	278	4	.81	1.44	11.33	2.03	0	6	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	56	6544	99	1.95	1.51	7.80	.11	.26	7	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	15	1740	34	2.72	1.95	1.39	.59	3.78	8	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	32	3231	195	10.20	6.04	6.79	.85	1.75	9	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	5	464	38	32.72	8.19	18.58	0	0	10	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	6	249	1	.71	.40	2.16	1.40	2.77	13	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	4	584	0	0	0	0	0	0	18	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	14	1888	12	.68	.64	.38	1.03	.45	22	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	7	1301	9	.61	.69	1.34	2.13	.33	23	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	8	325	62	1.93	1.42	10.33	2.23	1.92	29	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	597	68022	1775	2.22	0	2.67	0	0	31	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	526	52646	946	2.77	2.61	4.75	1.22	1.26	32	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	54	2859	7	.08	.24	.23	.47	.36	33	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	59	9573	229	1.14	2.39	7.73	.57	1.89	37	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	6	316	0	0	0	.44	0	0	38	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	117	13477	281	4.20	2.09	2.32	.34	.15	40	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	76	5434	149	1.62	2.74	.45	.07	1.49	41	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	11	2948	611	11.04	20.73	20.11	13.40	4.53	45	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	4	1588	47	0	2.96	14.10	1.16	3.07	46	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	2	625	12	8.01	1.92	0	.61	.71	50	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	218	25418	2511	12.14	9.88	16.45	7.63	7.47	51	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	45	3850	468	20.86	12.16	36.36	19.57	17.90	52	
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1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	16	1889	97	2.15	1.96	6.50	1.73	2.84	54	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	13	481	132	28.59	27.44	15.05	23.22	17.50	55	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	19	1776	36	6.24	2.03	9.82	.26	2.11	56	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	31	1805	122	6.82	6.70	6.61	4.31	3.04	57	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	5	161	8	10.07	4.97	48.48	3.77	2.26	58	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	3	232	14	20.57	8.03	27.72	5.75	3.21	59	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	3	502	44	7.26	8.76	49.10	1.82	22	60	
1	105	1	2	140	0	1	120	0	1	120	0	1	120	0	0	3	2260	78	8.08	3.47	12.85	0	2.31	61	
1	105	1	2	140	0	1	120	0	1	120															

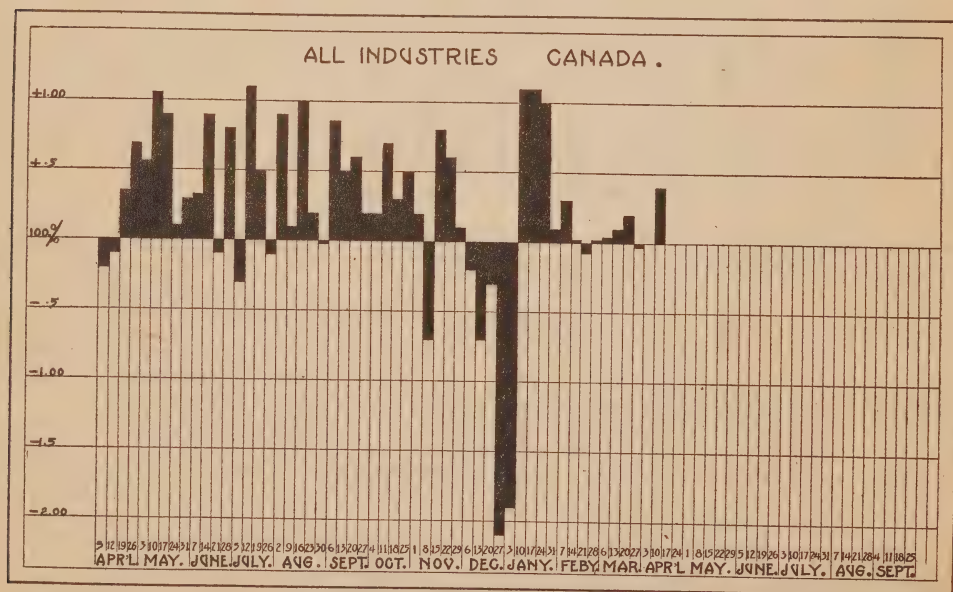
# EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD MARCH 7 TO APRIL 3, AS REPORTED BY EMPLOYERS

Also a Résumé of Conditions as Reported during the Fiscal Year

WEEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from March 7 to April 3 show an improvement in the employment situation, especially during the first two weeks of the period. During the latter half of the period nominal decreases were recorded, the decline during the last week being attributable to the Easter holidays.

The following chart shows weekly the percentage increase or decrease in the volume of employment for the full period of the record of March 30, 1919, until April 3, 1920. As formerly the chart presents a series of percentages, each percentage recording the increase or decrease in the volume of employment dur-

ing the week as compared with the previous week. As the number of firms reporting varies from week to week no attempt should be made to read the chart as a cumulative record. The chart indicates that for the first two weeks of April, 1919, nominal declines in the volume of employment took place, recovery being manifested, however, in the middle of April. Succeeding weeks registered increases in the volume of employment with the exception of slight declines during the weeks ending June 21 and July 5, which declines may be attributed to the mid-summer stocktaking period. Increases in the volume of employment were reported almost invariably from this period until December 1. A temporary setback was registered, however,



in the weeks ending July 26 and August 30, the decline in the latter case being due to the curtailment of railway construction work during the harvest period. The considerable decline manifested during the week ending November 8 represented the curtailment of active railway construction work for the season. Commencing with December 1 further declines were manifested in the building and construction industries, and with the week ending December 20 the annual decline, incident to the holiday and inventory period, took place, which decline continued until the week ending January 10. By January 17 almost complete recovery had taken place from this reduction and more recent returns would indicate slight increases during the remaining weeks of January with little or no change in the volume of employment during the month of February. Increased activity was manifested during the first two weeks of March. Because of unfavourable weather conditions and the curtailment of bush operations, these increases were not maintained, but with the first of April increases in the volume of employment were registered, which would indicate that the springtime expansion in demand was under weigh.

The returns for the week ending January 17, which it is to be noted practically coincides with the close of the annual inventory period, has been taken as a base week, and it is interesting to note that at the end of the period under review 5,000 employers, representing over 700,000 employees, registered an increase of approximately 12,000 persons or 1.7 per cent in their staffs as compared with the base week. The changes recorded during the current period under review were:

Week ending March 13—an increase of .1 per cent.

Week ending March 20—an increase of .2 per cent.

Week ending March 27—a decrease of .03 per cent.

Week ending April 3—a decrease of .01 per cent.

Reports from the various districts indicate that conditions during the current period under review were not the same throughout Canada. The Maritime provinces and British Columbia reported decreases during the first and third weeks with corresponding increases during the second and fourth weeks of the period. Quebec and Ontario registered increases during the first three weeks with a decline during the week ending April 3. The Prairie provinces registered substantial declines during the first three weeks of the period with some recovery during the fourth week.

Summarizing the returns by industrial groups Textiles, Pulp, Paper and Printing; Mineral Products; Iron and Steel Products; Railway Construction; Telephone; Telegraph; Miscellaneous Service (chiefly laundries), and Miscellaneous Industries (chiefly chemicals and tobacco), registered increases during all four weeks of the period. Metallic Ores; Coal; Clay, Glass and Stone Products; Service (Hotels); Furs and Fur Products; Rubber Products and Water Transportation registered increases taking the period as a whole with declines during individual weeks. Non-Metallic Minerals (other than coal); Building and Construction; Retail Trade; Wholesale Trade; Leather and Leather Goods; Local Transportation; Railway Transportation; Edible Plant Products and



Wood Distillates registered decreases taking the period as a whole with increases during individual weeks. Lumbering showed declines during all four weeks of the period, representing the curtailment of active bush operations.

## REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES—MARCH, 1920

**R**EPORTS from fifteen cities showing the number of workers temporarily engaged and the wages paid these employees during the month of March, showed increases of nearly fourteen per cent in the number of workers and over twenty-one per cent in the wages paid as compared with the preceding month. In March 11,868 persons were temporarily employed and payrolls amounted to \$971,723, as compared with 10,444 employees and aggregate payroll of \$800,594 in February. In comparison with the same period in 1919, increases of thirty-one per cent in the number of

workers and over sixty-five per cent in the wages paid are indicated, there having been 9,021 employees with an aggregate payroll of \$588,724 in March, 1919.

Montreal, Ottawa, Toronto, London, Winnipeg, Brandon, Regina and Victoria, recorded increases in the number of employees both as compared with the preceding month and also with March, 1919. St. John, Saskatoon, Calgary and Vancouver, reported declines as compared with the figures for the preceding month, but increases were recorded in comparison with the returns for March of last year. On the other hand Hamil-

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, MARCH 1920, COMPARED WITH FEBRUARY 1920, AND WITH MARCH 1919.

City.	Number of employees temporarily employed during month of.			Amount of wages paid employees temporarily employed during month of.		
	February, 1920	March, 1920	March, 1919	February, 1920	March, 1920	March, 1919
St. John.....	429	321	241	\$ 0,531.80	\$ 15,623.78	\$ 14,829.64
Montreal.....	4790	5,756	4,397	339,570.83	453,171.18	252,935.20
Ottawa.....	706	918	681	47,160.89	65,400.76	38,071.59
Toronto.....	1,487	1,533	1,164	121,802.61	127,407.78	82,690.62
Hamilton.....	367	402	435	32,027.33	34,863.87	29,550.58
London.....	304	347	229	22,622.42	27,389.74	15,758.71
Winnipeg.....	611	853	472	56,654.94	75,838.23	41,097.91
Brandon.....	35	45	37	2,602.92	3,072.73	1,279.64
Regina.....	124	206	100	10,152.10	14,565.18	8,507.33
Moose Jaw.....	104	105	109	11,329.70	11,663.55	5,618.78
Saskatoon.....	141	130	91	14,103.94	13,041.26	26,226.20
Calgary.....	412	373	364	35,821.64	43,519.81	5,806.03
Edmonton.....	114	55	80	6,123.83	3,442.79	38,621.34
Vancouver.....	600	591	437	50,677.24	59,771.13	16,242.66
Victoria.....	220	233	179	19,412.60	22,951.85	
Total.....	10,444	11,868	9,021	\$ 800,594.84	\$ 971,723.64	\$ 588,724.63

ton and Moose Jaw showed increases in comparison with the returns for February and decreases as compared with the figures for March, 1919, while at Edmonton there were declines in both comparisons.

As to wages, Montreal, Ottawa, Toronto, Hamilton, London, Winnipeg, Brandon, Regina, Moose Jaw, Calgary,

Vancouver and Victoria showed increases both as compared with February, 1920, and with March, 1919. St. John and Saskatoon registered declines as compared with the figures for the preceding month, but both cities reported increases in comparison with the returns for the corresponding month in 1919. Edmonton showed declines in both cases.

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### EMPLOYMENT IN THE BUILDING TRADES DURING MARCH, 1920, AS INDICATED BY BUILDING PERMITS

EMPLOYMENT in the building trades as indicated by the value of building permits issued in 56 cities shows an increase during March as compared with the preceding month, the total of building permits rising from \$4,684,934 in February to \$8,258,410 in March, an increase of \$3,573,476 or 76.3 per cent. All the provinces registered increases in this comparison, those in Ontario, Quebec, Alberta and Manitoba being very substantial.

As compared with the corresponding month in 1919, there was an increase of 148.1 per cent, the value for March, 1919, having been \$3,329,050. Nova Scotia and New Brunswick, as during February, were the only provinces to record declines in that comparison. In Ontario and Quebec there were increases of respectively \$1,954,307 and \$1,136,895. The increases in the other provinces were also large.

The returns from 35 cities originally

used in this report (which are distinguished by asterisks) are tabulated separately, and show that the total value of building permits issued by these cities amounted to \$7,395,739, an increase of \$3,069,940 or 71 per cent during March as compared with February. In comparison with the figures for March last year, the considerable increase of \$4,383,684 or 145.5 per cent was registered.

All the larger cities, Montreal, Toronto, Winnipeg, Edmonton, and Vancouver, showed substantial increases both as compared with the returns for February, 1920, and for March, 1919.

Of the smaller centres, Quebec, Sherbrooke, Brantford, Fort William, Guelph, Hamilton, Kingston, Kitchener, London, Oshawa, Peterborough, Stratford, St. Catharines, St. Thomas, Sarnia, Sault Ste. Marie, St. Boniface, Regina, Calgary, Point Grey, and South Vancouver, showed large increases as compared with both February and March, 1919.





# EMPLOYMENT OF WOMEN ON UNITED STATES RAILROADS DURING 1919

THE following information with respect to the number of women employed on January 1 and October 1 of last year, on the Class I railroads formerly under the control of the Director General of United States Railroads, has been obtained from statistics recently published by the late United States Railroad Administration. It will be noticed that there were 99,737 women employed on January 1, as compared with 81,803 on October 1. With but few exceptions all classes recorded a reduction in the number of women employed, the more notable exceptions to this rule being in the classes of cashiers, watchwomen (on day duty), and mail carriers.

	Jan. 1, 1919.	Oct. 1, 1919.
<b>Cleaning:</b>		
Car cleaners, inside and outside...	3,374	2,896
Stations and offices .....	1,403	1,687
Shops .....	163	37
Other cleaners .....	533	115
Total .....	5,473	4,735
Elevator operators .....	100	92
Messenger service:		
Day work .....	745	538
Night work .....	9	11
Total .....	754	549
Personal service:		
Cooks, dishwashers, stewardesses, waitresses .....	1,600	1,435
Janitresses, maids, matrons .....	787	656
Laundresses, employees in linen rooms .....	198	234
Other service .....	278	125
Total .....	2,863	2,450
Roundhouse work:		
Calling crews by telephone .....	25	7
Cleaning headlights and lanterns..	116	4
Roundhouse clerks .....	393	346
Supplying engines .....	25	3
Turntable operators .....	29	12
Wiping engines .....	636	185
Labourers .....	66	39
Total .....	1,290	596
Shop work:		
Blacksmiths' helpers .....	47	18
Boilermakers' helpers .....	11	1
Coppersmiths, sheet-metal workers, pipe fitters' helpers .....	17	11
Electricians' helpers .....	52	26
Machinists' helpers .....	321	115
Clerks .....	394	269
Labourers, inside work .....	445	327
Labourers, outside work (including scrap dock work) .....	1,542	280
Total .....	2,829	1,047
Signal Service:		
Maintenance .....	12	1
Manipulation, day work (except telephone) .....	211	148
Manipulation, night work (except telephone) .....	11	7
Total .....	234	156
Station agents, assistants, agent operators .....	1,175	1,104
Supervisors of women employees....	105	88
Switch tenders and other yard work.	37	14

	Jan. 1, 1919.	Oct. 1, 1919.
<b>Attendants:</b>		
Information bureaus .....	97	84
Station (including station helpers)	650	641
Storeroom .....	854	344
Tool room .....	63	31
Other attendants .....	150	116
Total .....	1,814	1,216
<b>Bridge and lock tenders:</b>		
Day work .....	1	0
<b>Car department:</b>		
Coach and car carpenters, helpers..	25	5
Coach and car equipment, painters, helpers .....	55	34
Coach and car repairers, helpers..	21	25
Pattern-makers, helpers .....	3	5
Upholsterers and seamstresses ....	101	72
Other car work .....	265	97
Clerks .....	604	515
Labourers .....	451	128
Total .....	1,525	881
<b>Clerical or semi-clerical:</b>		
Accountants .....	630	568
Cashiers .....	429	473
Clerks, stenographers, typists, comptometer operators .....	67,258	58,744
Draughtswomen and assistants ....	400	203
Ticket sellers and clerks .....	1,307	1,054
Other office clerks (including telephone work, except telephone train operation) .....	4,921	3,614
Total .....	74,945	64,656

	Jan. 1, 1919.	Oct. 1, 1919.		Jan. 1, 1919.	Oct. 1, 1919.
Telegraph operators:					
Day work .....	1,774	1,182			
Night work .....	810	481			
Total .....	2,584	1,663			
Telegraph and telephone operators (train orders, blocking and report- ing trains), day work .....	1,359	840	Warehouse and docks—		
night work .....	763	476	Billing and report clerks (including checkers or tally clerks) .....	546	270
Total .....	2,122	1,316	Pushing trucks, handling freight..	5	0
			Yard clerks, outside work .....	61	19
Track work .....	1	0	Labourers .....	129	41
Train service, guards .....	94	58	Total .....	741	330
Watchwomen:					
Crossings, day work .....	680	532	Other service:		
Crossings, night work .....	25	10	Mail carriers .....	49	68
Other watchwomen, day work ....	15	59	Pumpers .....	35	23
Other watchwomen, night work ..	1	1	Miscellaneous employees .....	245	159
Total .....	721	602	Total .....	329	250
			Grand total .....	99,737	81,803

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Mining—Coal

HALIFAX, N.S.—NOVA SCOTIA STEEL AND COAL CO., LTD., AND COAL HANDLERS' BRANCH, OF THE AMERICAN FEDERATION OF LABOUR. Agreement in effect from October 1, 1919, to March 1, 1920.

Rate of pay shall be 65 cents per hour for day work and 70 cents for night work to eleven p.m. Double time shall be paid for Sundays and the following holidays: Good Friday, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day. Men required to work during meal hours shall be paid double time, meal hours to be as follows: 6 a.m. to 7 a.m., 12 noon to 1 p.m., 6 p.m. to 7 p.m. and 11 p.m. to midnight. Men

compelled to stay in stream without meals shall receive double time for same.

HALIFAX, N.S.—DOMINION COAL CO., LTD., AND NOVA SCOTIA STEEL AND COAL CO., LTD., AND COAL HANDLERS' BRANCH OF THE INDEPENDENT FEDERATION OF LABOUR. Agreement effective from April 15, 1920, to April 15, 1921.

Rate of wages for day work shall be 70 cents and for night work up to 11 p.m. 75 cents.

For work on Sundays and the following holidays, Good Friday, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day, double time shall be paid. For work performed during meal hours double time shall also be paid, meal hours being as follows: 6 a.m. to 7 a.m., 12 noon to 1 p.m., 6 p.m. to 7 p.m. and 11 p.m. to midnight. If men are required to work on vessels on fire or wrecks and compelled to labour under abnormal conditions, double time shall also be paid.

### Printing and Publishing

EDMONTON, ALTA.—INTERNATIONAL PRINTING PRESSMEN AND ASSISTANTS' UNION, No. 255, AND LOCAL EMPLOYERS.

Agreement in effect from January 6, 1920, to October 31, 1920.

Forty-eight hours constitute a week's work—eight hours on six days per week. Work shall stop when possible at noon on Saturday, the employee losing four hours. If, however, the work shall require it, the employee must work Saturday afternoon for four hours to complete the week of forty-eight hours.

The minimum scale of wages: Per hour—journeymen pressmen, 82 cents; offset pressmen, 86½ cents; foremen pressmen, 86½ cents; the latter to receive also \$2 per week in addition to above. Said scale to be increased 4 cents per hour from May 1, 1920.

In all offices where a night shift is employed, forty-five hours shall constitute a week's work, and \$2 over the prevailing day scale shall be paid to all men on night shift.

Press feeders' scale: Per hour—First six months, 21 cents; second six months, 23 cents; third six months, 25 cents; fourth six months, 29 cents; fifth six months, 33 cents; sixth six months, 37½ cents; seventh six months, 42 cents.

Apprentice scale: Per hour—Fourth six months, 29 cents; fifth six months, 35 cents; sixth six months, 42 cents; seventh six months, 48 cents; eighth six months, 52 cents; ninth six months, 56 cents; tenth six months, 60 cents.

Overtime shall be paid at the rate of time and one-half for the first three hours only, and from then on at the rate of double time. Overtime shall be paid for the following legal holidays, New Year's Day, Good Friday, May 24, Dominion Day, Thanksgiving Day, Labour Day, Civic Holiday and Christmas Day, and double time for Sundays.

All differences arising over provisions relating to wages and hours shall be submitted to an arbitration committee, consisting of one representative of the employer, one representative of the Union, and a third person mutually agreed on by the two, provided the dispute cannot be settled by conciliation.

ST. JOHN, N.B. — TYPOGRAPHICAL UNION, No. 85, (NEWSPAPER AND BOOK AND JOB SCALE) AND LOCAL JOB AND NEWSPAPER OFFICES. Agreement to be in effect from January 1, 1920, until April 30, 1921, and for such a reasonable time thereafter, not exceeding thirty days, as may be required for the negotiation of a new contract.

A day's work shall consist of eight hours for day work, between 7 a.m. and 6 p.m., and seven and one-half hours for night work, between 7 p.m. and 6 a.m., no overtime in connection with the ordinary work of preparing the regular edition unless more than eight hours are occupied. Overtime and work on holidays shall be paid for at the rate of time and one-half. Holidays to be Dominion Day, Labour Day and Christmas; Sundays to be paid for at double time.

Minimum scale of wages for day work: Per week—Foremen, linotype operators and machinists, \$32; floor hands and monotype keyboard operators, \$30.

Night work: Per week—Foremen, operators and machinists, \$35; floormen, \$33.

Apprentices shall be paid as follows: third year, two-fifths of journeymen's pay; fourth year, one-half of journeymen's pay; fifth year, two-thirds of journeymen's pay.

In case any difference should arise between the interested parties at any time, which cannot be settled between the employer and a committee of two from the office affected, the dispute shall be referred to an arbitration committee of three persons, one of whom shall be selected by the employers, one a member of Typographical Union, No. 85, the third to be selected by these two, and their decision shall be final.

#### Food Products

TORONTO, ONT. — INTERNATIONAL BAKERY AND CONFECTIONERY WORKERS OF AMERICA, LOCAL 181, AND LOCAL EMPLOYERS. Agreement in effect from May 1, 1920.



Eight hours shall constitute a day's work, six days per week. Sponge setting on Friday must be paid not less than \$1, same to be done by jobbers.

Minimum rate of wages: Per week—Foreman, \$49; second hand, \$45; third hand, \$41.

Overtime shall be paid for as time and one-half for the regular journeymen employed, and not less than \$1 per hour for jobbers.

The Union's label must be put on every loaf of bread, and the employer shall pay 15 cents per thousand for the use of them.

#### Construction (other than railway)

OTTAWA, ONT.—UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS OF THE UNITED STATES AND CANADA, LOCAL NO. 71, AND THE OTTAWA MASTER PLUMBERS AND STEAMFITTERS' ASSOCIATION. Agreement effective from January 1, 1920, to April 30, 1921, and from year to year unless notice be given by either party not later than January 2 of each year.

The hours shall be from 8 a.m. to 5 p.m., with one hour for lunch for five days, and on Saturdays from 8 a.m. to noon. All hours worked after 5 p.m. on 8-hour days, and after noon on Saturdays shall be considered overtime, and shall be paid for at the rate of time and one-half until midnight, and double time from midnight until starting time. Sundays and the following holidays, New Year's Day, Victoria Day, Dominion Day, Labour Day and Christmas Day shall be paid for at the rate of double time.

The minimum rate of wages for all journeymen shall be 75 cents per hour until May 1, 1920, on and after that date 80 cents per hour.

Apprentices: Per hour—40 cents in the first twelve months, and 50 cents in the second twelve months.

Any grievance arising which cannot be adjusted by the representatives of both organizations shall be referred to a Joint Arbitration Board composed of three masters and three journeymen mutually agreed upon.

TORONTO, ONT.—GENERAL CONTRACTORS' AND CARPENTERS' SECTIONS OF TORONTO BUILDERS' EXCHANGE AND THE TORONTO DISTRICT COUNCIL OF CARPENTERS OF THE UNITED BROTHERHOOD OF CARPENTERS OF AMERICA. This agreement in effect from April 1, 1920, to December 31, 1920.

Eight hours shall constitute a day's work for the first five days of the week, from 8 a.m. to 5 p.m., and four hours on Saturday from 8 a.m. to noon.

The following shall be observed as holidays, Sundays, Christmas Day, New Year's Day, Empire Day, Dominion Day, Labour Day and Saturday afternoons. No work shall be done on these days unless in case of emergency, in which event all time worked shall be paid for at the rate of double time, except Saturday afternoons until 5 p.m. which shall be paid for at the rate of time and one-half.

Rate of wages: Per hour—Carpenters, 85 cents from April, 1920, until May 31, 1920, and 90 cents from June 1, 1920, to December 31, 1920.

All grievances and disputes shall be settled by a Joint Arbitration Committee.

ST. CATHARINES, ONT. — INTERNATIONAL BROTHERHOOD OF PAINTERS, PAPER HANGERS AND DECORATORS, LOCAL 407, AND THE LOCAL BRANCH OF THE MASTER HOUSE PAINTERS AND DECORATORS' ASSOCIATION OF CANADA. Agreement to become effective April 1, 1920, and until either party desiring to change same shall give six months' notice.

The minimum rate of wages shall be 70 cents per hour.

Hours of labour shall be 8 hours per day for five days from 8 a.m. to noon; 1 p.m. to 5 p.m., and four hours on Saturday from 8 a.m. to noon. Forty-four hours shall constitute a week's work.

All overtime shall be paid for as time and one-half up to midnight; double time for Sundays.

Disputes shall be referred to a joint committee, consisting of three members of the local union and three members of the Master Painters' Association.

**TORONTO, ONT.—LOCAL UNION 151, PAINTERS, DECORATORS AND PAPER HANGERS OF AMERICA, AND MASTER PAINTERS AND EMPLOYING FIRMS AND CONTRACTORS.** Agreement effective from April 23, 1920, to December 31, 1920.

Hours of labour shall be from 8 a.m. to 5 p.m. with one hour for lunch for five days, and for Saturdays from 8 a.m. to noon.

The minimum rate of wages for all journeymen shall be 75 cents per hour.

Overtime shall be paid for at the following rates: Time and one-half for the first four hours worked after regular working hours have elapsed, except Saturday afternoons, all other time Saturdays after noon, Sundays, and the following holidays shall be paid for at the rate of double time: New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Thanksgiving Day and Christmas Day. No work shall be done on Labour Day.

#### **Transportation—Electric Tramways**

**HAMILTON, ONT. — HAMILTON AND DUNDAS STREET RAILWAY CO., THE HAMILTON, RADIAL ELECTRIC RAILWAY CO., HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY CO., AND THE BRANTFORD AND HAMILTON ELECTRIC RAILWAY CO., AND THE AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, DIVISION No. 876.** Agreement effective from April 1, 1920, until April 1, 1921.

The hours of all regular trainmen assigned to regular freight and passenger runs shall be ten hours, to be completed within 11 consecutive hours.

Rate of wages: Per hour—Trainmen, first six months, 35 cents; second six months, 40 cents; second year, 45 cents; third year and after, 52 cents.

Overtime shall be paid at the rate of time and one-half. Passenger trainmen shall receive 25 cents per day in addition to regular pay for training students.

Train despatcher shall receive \$155 per month.

**REGINA, SASK.—STREET RAILWAY DEPARTMENT AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA.** Agreement effective from January 1, 1920, to January 1, 1921.

Scale of wages: Per hour—Conductors and motormen, for the first six months, 40 cents; for the second six months, 46 cents; for the second year, 51 cents; for the third year and after, 55 cents; night foremen, 60 cents; night car repairers, 59 cents; night car cleaners, 50 cents; day car repairers, 60 cents; trimmer, 55 cents; teamster, 50 cents; switchman, 48 cents; track foreman, 60 cents. Per month—Inspectors, \$150; motorman on work train, \$140.

All conductors and motormen operating regular cars shall work not more than nine hours per day and not more than six days per week, and shall be paid at the rate of nine and one-half hours.

Sunday operation shall be paid for at time and one-quarter. Similar rates shall be paid for overtime on the basis of nine and a half hours' pay for nine hours' work.

Time and one-half shall be paid for all work on holidays, New Year's Day, Good Friday, Twenty-fourth of May, Labour Day, Thanksgiving Day, Christmas Day and civic holidays.

Grievances shall be submitted in writing to the superintendent, who shall at all times have an opportunity to adjust a grievance, before it is taken up by the Executive Committee. If the decision of the superintendent is not satisfactory the Executive Committee shall have the right to appeal to the city commissioner.

**TORONTO, ONT.—NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANY AND CERTAIN OF ITS EMPLOYEES, MEMBERS OF DIVISION 846 OF THE AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA AND ITS OTHER EMPLOYEES.** Agreement in effect from March 1, 1920, to October 31, 1920.



Nine hours shall constitute a day's work for all passenger train men, to be completed within eleven consecutive hours.

Overtime shall be paid for at the rate of 15 cents per hour in addition to the regular rate of wages for the first hour over nine, and at the rate of time and one-half for all time served over ten hours.

Rate of wages for passenger trainmen shall be as follows: Per hour—For the first year, 40 cents; for the second year, 44 cents; for the third year, 46 cents, and 50 cents thereafter. Regular trainmen called for extra work and not assigned shall not be held longer than one hour, and shall receive two hours' pay at their regular rate. Trainmen employed in freight service shall have a minimum of 10 hours per day for week days for each day used, when called and cancelled they shall be paid for time held.

On Sundays and holidays, if required, they will be paid a half day for 5 hours' service or less, or a full day if service beyond 5 hours is required.

The wages of freight conductors and freight engineers during the first, second and third years of their service shall be 50 cents per hour, and thereafter 52 cents.

Brakemen's and polemen's wages: Per hour—For the first year, 41 cents; for the second year, 43 cents; for the third year, 45 cents; for the fourth year and thereafter, 46 cents; linemen, 45 cents to 50 cents; groundmen, 37 cents to 42½ cents. Per month—Baggage-men, \$90; shedmen, \$75; watchmen, \$70; lowermen, first class, \$90; second class, \$80; section foremen, \$100 to \$110; sectionmen, 35 cents to 40 cents per hour.

#### Transportation (Forwarding and Storage)

AMERICAN RAILWAY EXPRESS COMPANY AND THE BROTHERHOOD OF RAILWAY AND STEAMSHIP CLERKS, FREIGHT

HANDLERS, EXPRESS AND STATION EMPLOYEES AND THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS. Agreement took effect on February 15, 1920, and will remain in effect for thirty days and thereafter until thirty days' notice has been given in writing by either party.

Eight consecutive hours exclusive of the meal period shall constitute a day's work. Meal hours shall not be less than thirty minutes and not more than one hour. For hourly rated employees, except as otherwise provided in these rules, overtime shall be paid at the rate of time and one-half. For monthly rated employees, except as otherwise provided, when the full number of hours per week are worked, overtime shall be paid at the rate of time and one-half.

#### Personal Service

VICTORIA, B.C. — JOURNEYMEN BARBERS' INTERNATIONAL UNION OF AMERICA, LOCAL 372, AND LOCAL EMPLOYERS. Agreement to take effect from March 1, 1920.

Hours of work shall be from 8 a.m. to 6 p.m. on Monday, Tuesday, Thursday and Friday, 8 a.m. to 1 p.m. on Wednesday, 8 a.m. to 9.30 p.m. on Saturday. One hour allowed for dinner and forty-five minutes for supper on Saturday. The day before a statutory holiday to be the same as Saturday.

Regular pay of journeymen shall be \$18.00 and 60 per cent over \$28.00.

Saturday man to be paid \$6.00 and 60 per cent over \$9.00.

Swing shift man, \$12.00 and 60 per cent over \$17.00.

The agreement contains a list of prices to be charged for work performed.



## MINIMUM WAGES FOR WOMEN IN BRITISH COLUMBIA

### New Order for Telephone and Telegraph Employees

**F**OLLOWING the receipt of recommendations from a reconvened conference of representatives of employers and employees and of the public, the Minimum Wage Board of British Columbia has issued a new order superseding a previous order issued on September 23 last, (see LABOUR GAZETTE, October, 1917, p. 1239) with respect to female employees in the telephone and telegraph occupation. The new order was gazetted on March 4, and is in force and effective from April 5, 1920.

Since the telephone and telegraph occupation is one in which apprentices are not usually employed, female employees are divided by the new order into two classes, experienced and inexperienced. An experienced employee is defined as one who has worked in the telephone or telegraph occupation for a period of at least nine months, and an inexperienced employee means one who has worked in the occupation for less than nine months. The minimum wage for experienced employees of whatever age is fixed at \$15 a week. An inexperienced employee shall receive at least \$11 per week for the first three months, \$12 per week for the next three months, and \$13 per week

for the third three months, after which period she shall receive an experienced employee's wage. The total number of inexperienced female employees in any plant or establishment shall not exceed 35 per cent of the total number of females employed. The maximum hours of labour for both classes of workers shall be 8 hours a day, and 48 hours a week, and every employee shall have one full day off duty in every week. In the case of female employees customarily on duty between the hours of 10 o'clock p.m. and 8 o'clock a.m., ten hours on such duty shall be regarded as the equivalent of eight hours of labour as allowed by this order. Where employees reside on the premises of the employer, the latter may arrange with such employees to answer emergency calls between the hours of 10 o'clock p.m. and 8 o'clock a.m. In an emergency period the maximum hours of labour for an employee may be extended, though they must not exceed in any case 56 hours of labour in any one week, in which case the minimum wage for that employee during the time of labour in excess of 48 hours in any week shall be one and one-half times the rate of minimum wage otherwise specified by this order.

### FAIR WAGE CONTRACTS, APRIL, 1920

**D**URING April the Department of Labour received for insertion in the LABOUR GAZETTE the following information relative to nine fair wage contracts, of which eight were awarded by the Department of Public Works, and one by the Department of Railways and Canals. All the contracts contained the usual fair wage clause which provides

for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to

supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

#### DEPARTMENT OF PUBLIC WORKS.

Wharf, Shenacadie, N.B. Name of contractor, E. M. Dickson, Louisburg, N.S. Date of contract, April 1, 1920. Amount of contract: schedule of prices.

Extension to mezzanine floor with counters and screens in main post office, Winnipeg, Man. Name of contractor, R. N. Wyatt, Winnipeg, Man. Date of contract, April 5, 1920. Amount of contract, \$5,539.

Repairs to wharf, Bamfield (Comox-Atlin District), B.C. Name of contractors, McDonald, Watson & Wither, Victoria, B.C. Date of contract, March 25, 1920. Amount of contract: advance of 10 per cent on unit prices.

Repairs to wharf, Ucluelet (Comox-Atlin District), B.C. Name of contractors, W. H. Karn & W. Thornton, Ucluelet, B.C. Date of contract, March 26, 1920. Amount of contract: schedule of prices.

Construction of valve house, foundation piers, installation of piping for water supply and installation of emergency engine to run draft fan at Psychopathic hospital, London, Ont. Name of contractor, W. H. Harvey, London, Ont. Date of contract, April 17, 1920. Amount of contract, \$11,010.

Post office fittings in public building, Woodstock, Ont. Name of contractor, Arthur Bourque, Hull, Que. Date of contract, April 20, 1920. Amount of contract, \$3,950.

General restoration and the fitting up of interior—including electric elevator

—of the marine store building on King's wharf, Quebec, Que. Name of contractors, L. H. Peters, Ltd., Quebec, Que. Date of contract, April 21, 1920. Amount of contract, \$8,205.

Cribwork extension to wharf, Sober Island, N.S. Name of contractor, Melvin Naugle, West Lawrencetown, N.S. Date of contract, April 22, 1920. Amount of contract: schedule of prices.

#### DEPARTMENT OF RAILWAYS AND CANALS.

Construction and completion of certain concrete culverts on the Fort William and Redditt Subdivisions of the Canadian National Railways. Name of contractors, Carter-Halls-Aldinger Company, Ltd., Winnipeg, Man. Date of contract, April 14, 1920. Amount of contract: schedule rates.

#### POST OFFICE DEPARTMENT.

The following is a statement of payments made in April for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of Orders	Amount of Orders
Making metal dating stamps and type and making other hand stamps and brass crown seals. ....	\$ 583.87
Making rubber stamps. ....	193.20
Supplying stamping material, pads and ink. ....	353.89
Supplying mail bag fittings. ....	1,301.95
Making up and supplying letter carriers' uniforms. ....	427.71
Mail clerks' boxes and letter boxes new and repaired. ....	363.00
Letter carriers' satchels. ....	1,208.55
String cutters. ....	300.00

## EARNINGS OF CONTRACT MINERS IN DISTRICT 18 DURING JANUARY, 1920

THE average daily earnings of contract miners employed at forty-eight of the principal coal mines in District 18 amounted in January last to \$8.92. Details of the number of miners employed at the various mines with the average earnings per man at each mine, based upon the daily payroll, are given below:

MINE.	No. of men.	Average daily earnings.	MINE.	No. of men.	Average daily earnings.
Alberta Block Coal Company, Ltd...	56	\$9.82	Foothills Collieries, Ltd. ....	22	9.82
Atlas Coal Company, Ltd. ....	45	8.06	Great West Coal Company, Ltd.:		
Bellevue Collieries, Ltd., Maple Leaf Mine .....	16	10.96	Star Mine .....	46	7.31
Blue Diamond Coal Company, Ltd..	75	11.29	Hamilton Coal Company, Ltd. ....	39	8.20
Brazeau Collieries, Ltd. ....	222	9.17	Hillcrest Collieries, Ltd. ....	120	10.43
Cadomin Coal Company, Ltd. ....	65	12.72	Hy-Grade Coal Company, Ltd. ....	35	9.32
Canada West Coal Company, Ltd..	132	7.35	International Coal & Coke Co., Ltd.	123	7.60
Canadian Pacific Railway Company:			Jasper Park Collieries, Ltd. ....	85	9.78
Bankhead Mines .....	47	9.03	Jewell Collieries, Ltd. ....	36	10.82
Galt Mines (runners) .....	42	7.18	McGillvray Creek Coal & Coke Co., Ltd. ....	127	8.61
" (scrapers) .....	42	5.60	Midland Collieries, Ltd. ....	78	8.48
" (loaders) .....	311	6.53	Mountain Park Coal Company, Ltd..	16	8.96
Canmore Coal Company, Limited ..	101	9.45	Newcastle Coal Company, Ltd. ....	52	9.56
Chinook Coal Company, Ltd. ....	76	8.62	North American Collieries, Ltd.:		
Corbin Coal & Coke Co., Ltd. ....	4	10.55	Kipp Mines .....	167	8.28
Crow's Nest Pass Coal Co., Ltd.:			Monarch Mine .....	67	8.98
Coal Creek .....	317	8.47	Pembina Mine .....	58	9.99
Michel .....	185	8.34	Pacific Pass Mine .....	51	9.90
Drumheller Land Company, Ltd. ...	64	7.58	Premier Coal Company, Ltd. ....	25	8.05
Elgin Coal Company, Ltd. ....	16	7.85	Regal Collieries, Ltd. ....	67	7.35
Excelsior Collieries, Ltd. ....	17	8.75	Rock Springs Coal Co., Ltd. ....	26	5.86
Federal Coals, Ltd. ....	41	5.93	Rosedale Coal & Clay Products Co., Ltd. ....	129	8.72
			Fosdick Coal Mining Company, Ltd.	123	9.67
			Saunders Creek Collieries, Ltd. ....	20	8.40
			Seranton Coal Company, Ltd. ....	47	9.54
			West Canad an Collieries, Ltd.:		
			Bellevue Mine .....	130	9.90
			Greenhill Mine .....	129	9.84
			Western Commercial Coal Company, Ltd. ....	139	10.00
			Western Gem Mining Company, Ltd.	37	10.18
			Yellowhead Coal Company, Ltd. ....	29	8.24
				3,897	\$8.92

## PRICES RETAIL AND WHOLESALE IN CANADA, APRIL, 1920

THE prices movement continued upward, seasonal decreases in some foods, particularly eggs, being offset by increases in other lines, sugar and potatoes being prominent among foods, and flax products, hides, coke and petroleum products among materials.

In retail prices the cost of a weekly family food budget in terms of the average prices in some sixty cities was \$15.99 for April as compared with \$15.98 for March, increases in sugar and potatoes being offset by decreases in eggs. For April, 1919, the average cost was \$13.35 and for April, 1914, \$7.51. There were slight increases in meats, but slight de-

creases in butter, cheese, evaporated apples and prunes. Coal, wood and coal oil were slightly higher, while rents were upward in a number of the cities.

In wholesale prices the index number rose to 353.1 for April as compared with 349.0 for March, 279.6 for April, 1919, and 136.7 for April, 1914. The chief increases for the month were in fruits and vegetables, miscellaneous foods, flax products, hides, fuel and light, and miscellaneous building materials, but there were appreciable advances in grain and fodder, animals and meats, cottons, iron and steel, house furnishings and chemicals. Dairy products averaged lower. In



raw furs there was a considerable decline in muskrat skins. As compared with prices a year ago, higher levels appeared in all the groups, except Animals and Meats, Dairy Products and Fish.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workingmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central, without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood, coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by

various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For instance the only fruits are evaporated apples and prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained. In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and aver-

aged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

Meats were slightly higher, advances occurring in a number of the cities. Prices of fish also showed little change. Lard decreased slightly. Eggs were down between 15 and 20 cents per dozen, decreases occurring in nearly all of the cities. Butter averaged slightly lower as slight decreases occurred in many of the cities, but in some cases there were increases. Cheese averaged slightly lower. Bread averaged the same per pound, decreases in some cities being offset by increases in others. Rice, tapioca and canned vegetables showed very little change. Potatoes averaged higher, considerable increases occurring in many of the cities. In the Maritime provinces and in Quebec the increases were slight, but in Ontario they were steep in many cases. In the Western Provinces there were also considerable increases. Prunes and raisins were higher in some of the cities, but lower in others. Currants were almost unchanged. Jam and canned fruits showed little change. Marmalade and corn syrup showed increases in some places. Sugar was up in nearly all of the cities, the increases averaging nearly  $1\frac{1}{2}$  cents per pound; 20 cents per pound prevailed in many of the cities and in some the price was as high as 24 cents.

Anthracite coal was higher in most of the cities, the increases amounting to \$1.00 and \$1.50 per ton in some cases. Bituminous coal also showed advances, chiefly east of Winnipeg. Wood was higher in a number of the cities. Coal oil advanced in several of the cities, the increases being from 2 to 5 cents per gallon.

Rents were higher in Sydney, Brockville, Belleville, Peterborough, Brantford, London, Chatham, Windsor, Winnipeg and Calgary.

### Wholesale Prices

GRAINS AND FODDER.—Wheat was unchanged at the prices fixed earlier in the year. Barley rose at Winnipeg from \$1.64 to \$1.80 per bushel and at Toronto from \$1.80 to \$1.87. Oats advanced at Winnipeg from 98c. to \$1.11 and at Toronto from \$1.04 to \$1.07. Corn rose from \$1.93 to \$2.12. Flaxseed fell from \$5.30 per bushel to \$5.14. Rye advanced from \$1.85 to \$2.20. Hay advanced nearly \$4.00 per ton at Toronto and Montreal, reaching \$34. Bran rose to \$51 per ton and shorts to \$58.

ANIMALS AND MEATS.—Cattle rose from \$12.50 per hundred pounds to \$14 at Winnipeg for the best grades, and were also slightly higher at Toronto. Dressed beef advanced \$1.00 per hundred. Veal declined \$1.00 per hundred. Live hogs rose from \$17.75 per hundred to \$19.75. Dressed hogs were firmer. Breakfast bacon advanced 1c. per pound to 43-44c. Ham was up to 38-40c. per pound. Lard rose from 30c. per pound to 31c., but fell off to 28c. Sheep were firmer at \$10-\$16 per hundred pounds. Poultry was steady.

DAIRY PRODUCTS.—Finest creamery butter at Montreal fell to 63c. per pound, but rose to 66c. toward the end of the month. Cheese fell from 27½c. per pound to 26½c., but later rose to 28c. Eggs fell to 51c. per dozen for fresh at Montreal, but later rose to 54c. Similar changes occurred at Toronto. The wholesale price of milk was lowered in many of the cities to take effect at the first of May.

FISH.—Dried cod fell from 10½c. per pound to 10c. on the Atlantic coast. Export markets were reported to be easier, the West Indian markets being well supplied. The market for salt herring was reported quiet, but business in mackerel was active, and stocks were cleared out at \$14.00 per barrel.

FRUITS AND VEGETABLES.—Bananas were easier at 8½c. per pound. Oranges were lower at \$5.00 per box. Prunes were easier. Potatoes rose to \$6.00 per bag at Toronto in small lots and to



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		Ham, boiled, sliced, per lb.
	Strloin steak, per lb.	Round Steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Stewing, per lb.				Fresh, roast ham, per lb.	Fresh chops, loin, per lb.	Salt, mess, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	
<b>Dominion Average.....</b>	<b>38.2</b>	<b>32.3</b>	<b>30.6</b>	<b>24.9</b>	<b>20.7</b>	<b>26.5</b>	<b>35.8</b>	<b>39.3</b>	<b>38.8</b>	<b>41.9</b>	<b>36.1</b>	<b>53.7</b>	<b>58.2</b>	<b>69.3</b>
<b>Nova Scotia (Average).....</b>	<b>40.0</b>	<b>34.9</b>	<b>33.6</b>	<b>27.6</b>	<b>23.8</b>	<b>23.8</b>	<b>34.0</b>	<b>38.0</b>	<b>36.6</b>	<b>38.8</b>	<b>36.3</b>	<b>49.5</b>	<b>55.0</b>	<b>68.8</b>
1-Sydney.....	40	35	35	28-32	25-28	20-30	24-32	40	40	40	40	55	60	80
2-New Glasgow (a).....	35	30-33	25-28	22-25	18-20	25	28-30	30-33	32-38	30-40	50	50	55	65
3-Amherst*.....	45	32-40	38	25	24-25	22	40	45	42	45	35	48	55	70
4-Halifax.....	40	37	35	32	25	23	25	35	33	35	35	45	50	60
5-Truro.....	35	32	28-32	30	25	14-16	25-30	35-38	35	35	35	52	54	60
<b>6-P.E.I.—Charlottetown....</b>	<b>35</b>	<b>32</b>	<b>28-32</b>	<b>30</b>	<b>25</b>	<b>14-16</b>	<b>25-30</b>	<b>35-38</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>52</b>	<b>54</b>	<b>60</b>
<b>New Brunswick (Average)...</b>	<b>37.5</b>	<b>31.9</b>	<b>28.4</b>	<b>22.5</b>	<b>19.3</b>	<b>20.3</b>	<b>32.5</b>	<b>35.0</b>	<b>34.5</b>	<b>35.0</b>	<b>35.3</b>	<b>48.3</b>	<b>51.3</b>	<b>67.5</b>
7-Moncton.....	35-40	30-35	28	24	18	25	35	35	35	35	35	48	50	65
8-St. John.....	45	35	35	25	22	18	35	35	38	40	35	50	55	75
9-Fredericton.....	35	30	28	23	20	18	30	35	35	35	36	40	45	60
10-Bathurst (b).....	30-35	30	20-25	18	17	17	17	30	30	30	35	55	55	65
<b>Quebec (Average).....</b>	<b>32.4</b>	<b>32.2</b>	<b>27.6</b>	<b>22.4</b>	<b>16.9</b>	<b>22.1</b>	<b>32.8</b>	<b>36.1</b>	<b>34.3</b>	<b>35.0</b>	<b>34.1</b>	<b>51.6</b>	<b>55.4</b>	<b>70.8</b>
11-Quebec.....	29-30	28-30	23-24	16-19	14	20-25	25-28	35-38	30-32	28-30	30-32	48	48	70
12-Three Rivers.....	38	35	30	25	22	20	30	35	35	35	35	60	65	75
13-Sherbrooke.....	25	28	25	20	18	18	30	35	35	35	35	55	60	80
14-Sorel.....	30	30	25	20	15	25	30	25	32	35	32	55	55	65
15-St. Hyacinthe.....	30	30	22	22	22	28	28	30	30	30	35	40	40	65
16-St. John's.....	33	33	35	23	20	25	40	45	35	35	35	60	60	80
17-Thetford Mines.....	40	40	35	30	28	20	35	50	35	38	35	50	50	65
18-Montreal.....	30-32	27-33	25-30	18-20	16-17	15	40	42	40-42	42-44	35	45-48	48-52	65-68
19-Hull.....	35	35	25	25	18-20	25	25	35	35	35	35	50	50	65
<b>Ontario (Average).....</b>	<b>38.3</b>	<b>34.9</b>	<b>31.3</b>	<b>26.0</b>	<b>21.6</b>	<b>29.8</b>	<b>35.0</b>	<b>39.5</b>	<b>38.8</b>	<b>42.9</b>	<b>35.9</b>	<b>51.3</b>	<b>56.0</b>	<b>67.2</b>
20-Ottawa.....	35	35	28	20-22	15-20	20-22	35-38	38	35-42	35	35	50	55	60
21-Brockville.....	32-37	30-35	23-30	25	20-25	20-25	33	35	35-36	35-37	35	60	60-65	68-70
22-Kingston.....	38-40	33-38	30-35	25-28	20-22	22	35	38	35-40	40-45	35	50	55	60-75
23-Belleville.....	35	30	35	20	20	30	35	40	35	35	35	50	55	65
24-Peterborough.....	40	35	25	23	20	30	35	40	40	45	30	50	55	60
25-Orillia.....	35-38	30-32	25-30	23-25	17-18	32-33	30-35	40	30-32	38	35-40	45-50	50-55	60-65
26-Toronto.....	35-45	30-35	25-35	20-25	12.5-15	20-30	25-30	40-45	33-38	40-45	35-40	45-50	50-55	60-65
27-Niagara Falls.....	45	40	32	28	25	30	40	45	40	45	35	50	52	65
28-St. Catharines.....	35	32	30	25-28	18-22	27-32	35-37	38	38-40	44	35	45	50	60
29-Hamilton.....	35	30	25-30	25	15-23	25-27	30-32	35	33	40	38	45-50	55	70
30-Brantford.....	40	35	35	30	25	35	45	50	45	50	40	50	55	70
31-Galt.....	45	38	35	30	28	28	35	45	40	45	40	48	50	70
32-Guelph.....	40	35	31-33	28-30	25-30	30-35	35	35	35	43	33	46	53	63
33-Kitchener.....	40	35	35	28	23-25	35	40	40	40	43	35	48	55	70
34-Woodstock.....	38-40	32-35	35	25	23	35	35	35-40	40-45	48	48	50	55	70
35-Stratford.....	38	37	34	30	23	28	35	38	44	44	32	62	62	72
36-London.....	38-40	35	32	25	22	28	35	37	38	42	45	52	55	65
37-St. Thomas.....	40	38	30	27	22	30	30	35	40	45	35	53	55	65
38-Chatham.....	42	38	29	25	20	32	34	40	38	45	35	55	60	65
39-Windsor.....	38	36	28-36	30	25-38	35	38	40	40-45	52	32-35	50	55	60
40-Owen Sound.....	38	35	30	25-28	20-25	28-30	35	35	35-38	38	38	50-58	60	70
41-Cobalt.....	43	35-40	35	22-30	15-30	40	40	40	40	40	40	47	50	65
42-Sault Ste. Marie.....	40	35	35	25	18	35	40	40	38	38	45	55	60	75
43-Port Arthur.....	45	35	30	25-28	18	25	42	45	45	50	45	55	60	75
44-Port William.....	40	35	28	20	15-18	18-22	35	35	40	45-50	45	55-60	65	75
<b>Manitoba (Average).....</b>	<b>40.0</b>	<b>32.5</b>	<b>30.0</b>	<b>23.5</b>	<b>22.0</b>	<b>28.8</b>	<b>41.0</b>	<b>42.5</b>	<b>42.5</b>	<b>46.5</b>	.....	<b>57.5</b>	<b>62.5</b>	<b>75.0</b>
45-Winnipeg.....	45	35	35	25	22	25	42	45	40	48	48	55	60	80
46-Brandon.....	35	30	25	22	22	30-35	40	40	45	45	45	60	65	70
<b>Saskatchewan (Average).....</b>	<b>37.5</b>	<b>32.5</b>	<b>27.5</b>	<b>25.0</b>	<b>24.0</b>	<b>26.0</b>	<b>36.5</b>	<b>37.5</b>	<b>39.0</b>	<b>40.0</b>	<b>32.0</b>	<b>61.3</b>	<b>70.0</b>	<b>75.0</b>
47-Regina.....	35	30	28	25	25	25	38	40	38	40	32	70	75	75
48-Prince Albert*.....	40	35	27	25	23	27	35	35	40	40	32	65	70	70
49-Saskatoon*.....	40	35	27	25	23	27	35	35	40	40	32	60	65	80
50-Moose Jaw.....	40	35	27	25	23	27	35	35	40	40	32	60	65	80
<b>Alberta (Average).....</b>	<b>37.5</b>	<b>32.5</b>	<b>30.8</b>	<b>23.6</b>	<b>17.8</b>	<b>22.0</b>	<b>37.8</b>	<b>38.8</b>	<b>43.8</b>	<b>48.3</b>	<b>37.5</b>	<b>62.0</b>	<b>66.8</b>	<b>71.3</b>
51-Medicine Hat.....	35	30	30	22	15	20	38	40	40	40	35	65	70	70
52-Edmonton.....	35	30	30	22	18	18	35	35	45	50	35	58	65	70
53-Calgary.....	40	35	35	25	20	25	40	42	50	55	40	60	62	75
54-Lethbridge.....	40	35	28	25	18	25	38	38	40	48	40	65	70	70
<b>British Columbia (Average).....</b>	<b>42.0</b>	<b>35.7</b>	<b>32.7</b>	<b>24.4</b>	<b>21.1</b>	<b>30.5</b>	<b>41.3</b>	<b>45.2</b>	<b>44.5</b>	<b>49.6</b>	<b>40.8</b>	<b>60.3</b>	<b>64.0</b>	<b>72.1</b>
55-Fernie.....	40	35	35	25	18	25	42	42	50	55	35	57	59	75
56-Nelson.....	40	35	32	18-22	14-16	30	40	42	45	50	40	70	72	70
57-Trail.....	40	35	32	18-22	14-16	30	40	42	45	50	40	70	72	70
58-New Westminster.....	40	30	25	25	18-22	30	45	45	40	45	40	60	65	80
59-Vancouver.....	45	38-40	40	23	24	24	42	42	42-45	40-55	45	55	60	70
60-Victoria.....	44	36	30	28	28	28	40	55	38	50	40	50	55	65
61-Nanaimo.....	45	40	35	30	28	40	40	45	50	50	45	60	65	75

(a) Including Westville, Stellarton and Trenton.

(b) Representing the former Newcastle district.

\*Quotations from dealers.



## AND RENTALS IN CANADA AT MIDDLE OF APRIL, 1920.

## FISH

Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, fresh, per doz.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	(c) Other, fresh, per lb.	Other, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod, boneless, per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. can.	Canned salmon, med. red, lb. can.	Canned salmon, pinks, lb. can.	Lard, pure leaf, best, per lb.
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
17.8	16.8	18.0	14.1	30.5	29.0	13.5	7.0	75.0	75.0	20.0	18.3	24.2	21.5	13.6	67.7	24.7	21.0	47.8	40.4	30.6	39.1
13.8	14.0	13.0	9.0	28.8	30.0									6.0	59.0	25.0	19.0	40.0	40.0	37.5	40.5
15	15			25-30	30										75	25	15	35			45
14	14	9	9	30	30		7							6	65	25	15	45			42-45
18	15														40	25	18	40	35	38	3
															60	25	18	40	40	38	4
14	14	14	14	30-35	30-35		70					15-25	25		72	18-20	18		45		38
																					6
15.0	14.0			33.8		10.0						12.0		12.0	60.0	24.8	17.3	35.0	37.5	30.0	37.5
12	12			35										12	70	24	20	35		30	35
18	18			35											60	25	15		35	40	7
18	14			35		12									70	25	16		30	35	8
12	12			30		8									40	25	18		40	30	10
6.0	14.0	14.9	13.0	32.8	31.0	12.0	12.0	80.0	75.0	20.0			10.0	12.3	74.0	22.8	24.1	45.0	36.6	31.1	38.1
	15		13	35	30					15				7.5	75	30	30	35		38	11
20	15	15	13	35	35	12	12	80	80					10	80	25	25	45	40	35	12
13	13	13	13	35										10	60				40	35	13
				28		12				15				12	70-90	22-25	20	45	40	30	14
5		9-10		28	28			70	20	30			10	8		22-25	15-18	35-50	30	25	15
										20							40-45	25-30	25-30	37	19
18.8	17.7	17.9	15.3	30.9	29.2	14.9	13.0			22.0	19.7	18.0	21.6	12.8	67.7	24.9	20.0	49.0	41.8	31.5	37.9
25				35						15-18						25		50	45	35	20
15	10	12.5	10	30	30	10	10			17-20	15-18	15	20		50	17-25	18	45	38	35	21
16		16		28		25									75	25	20	50	40	25	22
				30	27	10										18-22	50	45	30	40	24
15				25	25			15	15						70	22	18	50	40	25	25
16		17		30	30	20	8-9			18-20		20-22				20	50	40	30	38	26
22				32	32	15		25	25	20			15		1.00	30	18-22	48-50	45	35-45	35
20	15	15	12	35-40	35	15		25	25	25			15		75	25-30	18-25	40	35	34	29
18		20		35	30	20		40	40	20			13		30	20	50	50	35	40	30
				33		15				20			25			20	45			38	31
				30	30	10				20			15		60	25	55	40	35	40	32
18		17		30		15				22			30-35	12.5	75	25	20	50	40	30	33
30	30	30	30	30	30	12.5	12.5			30	30			10	60	30	28	45	50	45	38
	15	12.5		30	25	10					12.5				60	20	15-18	49	39	29	37
18		10	10	30	30	15		18	18		18			10	50	25	18	50	30	25	37
15		35		35		15		25		17-20					27	20-23	20	42	25	36	38
																20	55	40	33	38.45	39
	20				30		15				25				70	25	20	45	40	30	41
16-18	16-18			30	25-30			15-17	15-17	18	18	18	18	15-25		20	18	45-50	35	30	40
16-18	16-18	15	15	25	25			18	18	18-20	18-20				75	25	20	45	40-45	25	40-45
																25	18-20	40-45	25	40-45	44
				32.5	26.0					17.0							20.0	49.0	42.5	30.0	46.0
				35	25					16							20	48	45	35	45
				30						18								50	40	25	46
17.6	17.6			30.0	28.5	12.5				15.0	13.5	25.0		15.0	87.5	25.0	22.3	48.3	45.0	27.6	43.1
	20			30	30						15		25		1.00	30	25	50	50	80	45
														15							47
17.5	15			30	23	12.5				15	12			15	75	20	20	45	40	25	48
																					49
21.3	17.6			27.5	23.9	14.2	12.5			14.2	13.8	32.5	25.0	17.6		29.3	23.0	47.5	40.0	31.3	40.9
25				25	23	15				15	12.5	35	30	20		30	25	55	40	30	38.5
20	17.5			25	25	12.5				12.5	12.5	30	25	15		25	20	45	40	35	52
22				25	25									15		25	25	45	40	25	53
18				30		12.5				15				20		25	22	45	40	35	54
18.0	20.0			27.4	30.0	8.5	13.3				18.0	30.0	25.0	14.3		25.0	23.3	47.8	40.0	28.3	40.4
	20			30	30						18			15		27.5	23	45	38	35	55
22				30							18			18							56
22				30																	57
18				25		10						30	25	15		25	25	50	40	25	58
18				28								35		10		25	22	50	35	25	59
16				24		7						30		10		25	18	44		25	60
18				25								25				22.5	25	50	40	35	61

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY.	EGGS.					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
	Fresh, specials, per doz.	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage, per dozen.		Dairy, solid, per lb.	Creamery, prints, per lb.		Old, per lb.	New, per lb.
<b>Dominion Average</b> .....	cents. 53.8	cents. 54.0	cents. 51.2	cents. 45.0	cents. 48.8	cents. 15.1	cents. 65.6	cents. 72.3	cents. 43.8	cents. 40.2	cents. 37.7
<b>Nova Scotia (Average)</b> .....	60.8	67.5	60.0			14.5	66.7	76.1	46.0	41.3	40.0
1-Sydney.....		70				14-16		85	48		
2-New Glasgow (a).....	50-55					14	65-69	70-75		40	
3-Amherst*.....	65							68		45	
4-Halifax.....	70	65	60			15	68	75	45	40	
5-Truro.....	55					14	65	80	45		40
<b>6-P.E.I.—Charlottetown</b> .....	45	40	38			12-13	59	68		35	35
<b>New Brunswick (Average)</b> ..	65.0	57.5			60.0	14.1	62.5	72.0	45.0	39.3	38.0
7-Moncton.....	70	65				14-15	c65	70	45	38	
8-St. John.....		55				15	65	68			38
9-Fredericton.....	65	60			60	15	65	75	45	40	38
10-Bathurst (b).....	60	50				12	55	75	45	40	
<b>Quebec (Average)</b> .....	61.8	59.2	60.0	55.0	50.5	14.8	62.6	68.4	41.8	40.0	36.8
11-Quebec.....	60				50	16	57-60	63-65	40	38-40	34-36
12-Three Rivers.....	70	60			55	16	68	70	40	45	40
13-Sherbrooke.....	60					d14.3		75	40	45	
14-Sorel.....	65	60				14	60	65	40	35	35
15-St. Hyacinthe.....		55			42	14		65			35
16-St. John's.....	65	65	60	55	55	14	65	68	40	45	35
17-Theftord Mines.....	65	60				15	65	60	45	40	32
18-Montreal.....	58-60	55				16	55-65	64-67	40-42	38	35-38
19-Hull.....	50					14	62	65	38-49	38	38
<b>Ontario (Average)</b> .....	57.2	50.7	53.0		48.7	15.0	66.7	70.5	42.4	40.5	37.6
20-Ottawa.....	60	50				14	68	72	38-40	40	35
21-Brockville.....		50				14	70	73	40-42	39	
22-Kingston.....			48-50			12	60-65	65-68	37-40	38	33
23-Belleville.....	55	50			48	d13	65	68	45	38	
24-Peterborough.....	50	48				d13.6	68	70	42	44	40
25-Orillia.....	45					14	65	70	42	40	35
26-Toronto.....	60					d15.4		70	42	40	
27-Niagara Falls.....	57	50				16		73	43	38	37
28-St. Catharines.....	50					15	68-70	70	42		36
29-Hamilton.....	50					15	63	68	40	37	
30-Brantford.....	55	55			50	14-15	69	73	47	40	40
31-Galt.....	45	45				d12.5	68-70	70	38-42	40	30
32-Guelph.....	50	50				14	c65	71	43	45	40
33-Kitchener.....	40-45					d14.3	66	68	40	42	
34-Woodstock.....	50	48				12	c65	70	44	40	40
35-Stratford.....	50					13	62	66	45	44	42
36-London.....	50				48	d14	65	68	39-42	38	35
37-St. Thomas.....	50	50				d13.3	70	70	45	43	40
38-Chatham.....	45	45				16	65	68	42	40	35
39-Windsor.....	55	50	50			16-20	72	75	45	45	40
40-Owen Sound.....		45				d14.3	65	68	40		38
41-Cobalt.....	70	65	60			20	70	75	45	40	40
42-Sault Ste. Marie.....	65	60				20		75	45	40	
43-Port Arthur.....	60					20		75	45	40	
44-Fort William.....	65					20	65-70	75	40	40	40
<b>Manitoba (Average)</b> .....	45.0		35.0			15.0	70.0	77.5	45.5	40.0	
45-Winnipeg.....	50					15		80	48	40	
46-Brandon.....	40		35			15	70	75	43	40	
<b>Saskatchewan (Average)</b> ..	56.3		55.0		40.0	16.5	65.2	73.1	45.6	42.5	41.3
47-Regina.....	60		55			15	65	75	45	40	
48-Prince Albert*.....	55						55.5	70	45		45
49-Saskatoon*.....	55-65				40			60-75	45-50		35-40
50-Moose Jaw.....	50					18	75	80	45	45	
<b>Alberta (Average)</b> .....	48.8	47.5	45.0	40.0	40.0	16.0	70.0	79.4	45.0	37.5	38.8
51-Medicine Hat.....	45					17	c65	80	45		40
52-Edmonton.....	50	50	45	40	40	d15.4		80	45	35	35
53-Calgary.....	50			40		15		75-80	45	40	40
54-Lethbridge.....	50	45				d16.7	75	80	45		40
<b>British Columbia (Average)</b>	57.1	57.0	60.0		47.5	16.8	85.7	78.3	47.0	40.0	38.6
55-Fernie.....	65		60			d16.7		80	50		40
56-Nelson.....	60					20		75	45		
57-Trail.....	60							75	50		
58-New Westminster.....	50						55	75	50	40	
59-Vancouver.....	60	57			47	16.5	c75	80	50	40	40
60-Victoria.....	55				48	15	60	78	44	38	35
61-Nanaimo.....	50					d15.4	73	85	45	42	38
						17		75	45	40	40

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Dairy Prints. (d) Prices per single quart higher. \*Quotations from dealers.



## AND RENTALS IN CANADA AT MIDDLE OF APRIL, 1920.—Continued.

Bread, plain white, per lb.	Soda Biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLES			
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				"B", per lb.	Patina, per lb.	Japan, per lb.	Siam, per lb.		Tomatoes, 2½%, per can.	Peas, standard, 2½%, per can.	Corn, 2½%, per can.	
cents 9.1	cents 21.6	cents 7.9	cents 7.7	cents 8.4	cents 8.9	cents 11.6	cents 16.7	cents 19.2	cents 20.0	cents 17.7	cents 19.3	cents 21.6	cents 21.2	cents 21.6	
9.7	22.0	8.6	8.0	8.3	9.3	9.8	16.0	18.0			20.9	24.6	23.4	22.3	1
10	24	9.2		9	9	9	18				22-25	25	25	25	2
10	20		8.1	8		8		18			20	25	25	25	3
9.3	20	9.3	7.7	8.3	10	12	15				20	22-25	22-25	18-20	4
9.3	24	8.1	8.3	8	9	10	15	18			20	25	20	20	5
9.3	20	7.5	6.9	8	8	8	18		15		20	18-20	18-20	18-20	6
10.2	20.5	8.2	7.7	8.6	8.5	9.3	17.0	19.5	18.0	16.3	21.0	20.5	19.5	20.0	7
9.3-10.0	20	8.3	8.3	8-9	9	9				16	20	20-22	18-20	20-22	8
10-10.7	22	8.3	8.1	9	5-9	10	15	18-20		15	24	20	20	20	9
10	20	8.1	7.7	9	8	10	18	20	18	18	22	18-20	18-20	18-20	10
10.7	20	8.1	7.1	8	10	8	18				18	22	20	20	
8.6	21.1	8.1	7.9	8.7	10.1	12.4	15.6	18.8	20.7	17.3	20.1	20.2	20.5	20.8	11
8.5	20	8.5	8.5	8	8			16	18		16	20	18	20	12
8.7	22	8.3	8.3	8	12.5	12	15	20			20	20-25	19-20	23-25	13
9.3	20	8.3	8.3	10	10	15	18	20	25		23	20	20	20	14
8	20		7.7	10	10	12	15	18			20	17	25	20	15
7.3			7.7	8			15	20			20	20	20	20	16
8	22	7.3	7.3	8	8	13	15	20	20		20	20-22	20	20-22	17
8.7		7.9	7.3	9	12.5	10	15	16	18	14	25	22	25	25	18
9.3-9.7	22-23	7.3-8.8	8.5-8.8	8-8.3	8.3-10	12-13	15-18	22	18	18	18-20	18-20	18-20	16-18	17
8.7	20	8.1	7.7	9.5	8.5	12		25	25	20	18	20	18	20	19
8.8	21.0	7.9	7.6	8.3	8.7	11.8	17.6	20.1	20.8	19.1	19.3	20.4	19.9	20.9	20
9.3	20	8.8	7.3	9	8	12			25	20	20	20	20	25	21
8.3	24	8.3	8.3	7	7	10	18				20	20	20	22	22
8.7	18	7.5	7.5	7	6	13	15	20			18	18	20	20	23
8	20	7.3	7.9	9	9	12	15			25	20	20	20	20	24
8.7	22	6.9	6.9	8	10	10	15	20	20	20	18	19-20	17-20	20-22	25
8.7	20	6.7	7.9	7	7	13	20	25	20	20	20	25	25	25	26
8.8	24	8.8	7.3	7.5	10	10	18	20	20	23	20	18	20	18-20	27
8	18		7.1	8	10	10	18	25	25		20	19-20	19-20	19-20	28
8.3	20	9.2	7.5	8.3	8.3	10	18	20	20	17	20	19-20	19-20	19	29
8.7	22	8.3	7.7	10	10	10	15	20	22	20	17.5-18	17.5-18	17.5-18	20	30
8.7	23	6.9	7.7	8.3	8.3	10	15	20	20	15	20	20	20	20	31
8.7	20	7.9	7.1	8.3	8.3	15	18	25	18	18	22	20	20	20	32
8.7	22	7.5	7.4	8	10	15		20	20	20	20	20	20	20	33
8.7	22	7.7	7.7	8.3	8.3	8.3	20	25	25	20	20	20	20	20	34
8.7	20	7.5		10	10	10	15	17	17	20	20	20	20	20	35
8.6	21	7.9	8.3	9	9	9	18	22	22	20	20	20	19	18	36
8.7	22	7.9	7.9	7	10	15-25	15-25	15-25	15-25	15-25	18	20	15	20	37
8.7	22	7.9	7.9	8.3	8	10	17	28	20	18	18	25	20	25	38
8	20	9	7.7	8	12	15	18	12.5	15		18-20	20-25	18-22	18-20	39
7.3	22	7.7	6.3-6.7	8	8	9	17	20	18	18	18	18-20	18-20	20	40
12	20	8.1	8.1	10	10	10	20	20	25	25	20	24-25	24-25	24-25	41
9.3	20	8.3		7.5	8	13	25	25	25	25	20	22.5-23	22.5-23	22.5-23	42
10	22			10	8	12.5	12.5	15	20	13	20	16.7-20	19-20	24-25	43
10	18-20	7.5	7.5	7.5-8.0	8	12	15	15	12.5	15	20	16.7-20	19-20	20	44
8.0	22.0	7.4	7.7	7.7	10.0	11.5	17.5	15.0	18.0	13.0	18.0	24.0	22.0	24.0	45
7.2	22	7.7	7.7	8.3	10	13	22	13	18	13	18	25	25	25	46
8.8		7.1		7	10	10	13	15			18	23	18-20	23	
9.7	26.7	8.1	7.8	8.1	9.6	12.5	12.5	20.0	16.3	15.0	19.7	25.4	24.5	25.0	47
8.9	20		7.3	8.5	10	15	12.5	20	12.5	15	20	25	23	25	48
10	35		8.5	10	10	10			20		20	25	25	25	49
10		8.1	7.7	7.5-8.1	8.3	15			20	17.5	17.5-20	22.5-30	20-30	22.5-27.5	50
10	25		7.5	8	10	10	12.5		12.5	12.5	25	25	25	25	
9.2	21.8	7.2	7.4	8.5	7.1	10.7		12.0	19.4	17.7	17.3	22.6	23.1	24.5	51
7.7	20	7.1		7	7.5	8.3			17.5	17.5	18.5	20.5-25	21-25	21-25	52
9.6	22	7.3	7.3	8	7	12			20		17.5	22.5	22.5	25	53
9.6	25		7.3	8.8	8	12.5			20	18	15	22	25	25	54
10	20		7.5	10	6			12	20	17.5	18	23	22	25	
9.9	22.1	7.7	7.7	8.8	9.2	13.0	15.0	20.0	21.1	16.5	17.8	24.0	23.4	22.1	55
10	22	7.7	7.7	9.5	9	15			22.5		17.5	25	22.5	22.5	56
10	20	8.1	8.1	9.4		12.5			25		20	25	25	25	57
10	20	7.5		8.8		12.5			23		20	25	23	25	58
9.8	20	7.9	7.9	8	10	15	15	20	20	15	20	25	25	20-25	59
9.8	22	7.7	7.5	8.5	10	12.5			20	18	15	20	20	20	60
9.8	30	7.3	7.3	8	8	12.5	15		17	15	17	23	23	20	61
9.8	21	7.3		8	9	11			20	18	15	25	25	20	62



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING,

LOCALITY	Beans, dry, common, white, per lb.	Onions yellow red, etc. per lb.	POTATOES		APPLES				Prunes, medium size, per lb.	Raisins, seeded, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu- (90 lb.)	Per peck, (15 lb.)	Fresh, best or eating, per gall.	Fresh, cooking, per gallon.	Evaporated, bright, per lb.				
Dominion Average.....	cents. 11.9	cents. 11.8	cents. 4.78.4	cents. 81.9	cents. 49.4	cents. 40.5	cents. 27.9	cents. 27.5	cents. 25.5	cents. 31.2	
Nova Scotia (Average).....	12.5	10.0	4.22.5	73.3	35.0	31.5	28.3	28.8	25.6	30.0	
1-Sydney.....	14	10	4.80	80		33	24	25-30	25-30	30	
2-New Glasgow (a).....	12	8	d4.50						25		
3-Amherst*.....											
4-Halifax.....	12	12	4.00	80	c35	c30	25	30	25	30	
5-Truro.....	12	10	3.60	60			30	23	25		
6-P.E.I.—Charlottetown.....	12	10	3.60	60	35	35		24	24	30	
New Brunswick (Average).....	11.8	9.5	4.85.0	85.0	36.3	27.5	28.0	25.8	25.0	32.8	
7-Moncton.....	13	10	4.50	75	c35	c30	25	22	22	33	
8-St. John.....	10	10	5.40	90	c37.5	c25	26	30	26	30	
9-Fredericton.....	12	8	5.50	95			27	26	25	35	
10-Bathurst (b).....	12	10	4.00	80				25	27	33	
Quebec (Average).....	11.4	12.7	4.15.8	71.1	49.1	39.3	28.1	26.7	25.1	30.1	
11-Quebec.....	10.9	12	3.00	65	30	30	20	30	20		
12-Three Rivers.....	12.5	15	d3.50	50	60	40	30	30	30	35	
13-Sherbrooke.....	15	15	4.88	85	65	50		30	25	30	
14-Sorel.....	13	10	2.25	45	54	30-35	30	25	20	30	
15-St. Hyacinthe.....	10		5.00		35			18			
16-St. John's.....	8	10	4.00	70	c45	c37.5	30	25	20	20	
17-Theford Mines.....	12	15	4.15	50			35	35	28	35	
18-Montreal.....	11-12	10-15	5.50-6.00	95-1.13	35-75	30-60	23-30	25-30	30	30-35	
19-Hull.....	12	12	5.25	1.00		40	25	20	28	28	
Ontario (Average).....	12.5	12.4	5.13.1	88.3	52.7	44.1	28.1	27.3	26.5	30.1	
20-Ottawa.....	15	15	5.50	1.00	50	40	30	30	25	30	
21-Brockville.....	10-12.5	10-12.5	4.80	85-90	c45	c37.5	25	25	23	30-35	
22-Kingston.....	10	12	5.50	90	c30-45	c30	28	20-25	22-25	28	
23-Belleville.....	12.5	15	4.50	80	c62.5		30	27	27	30	
24-Peterborough.....	12.5	15	5.00	90	c62.5	c45	30	28	25	25	
25-Orillia.....	10	10	4.50	80			28	30	25	30	
26-Toronto.....	13		5.75	1.00				25	30	20	
27-Niagara Falls.....	13	15	5.90	1.00				30	28	30	
28-St. Catharines.....	12.5	15	5.85	98		c45	30	28	25	23	
29-Hamilton.....	12	12	5.00-5.25	90	60	60		25	27	27	
30-Brantford.....	15	15	5.25	90	50	35		30	30	30	
31-Galt.....	10.5	12.5	e				25	20-30	25-30	30	
32-Guelph.....	12.5	15	5.50	1.00	60	50		30	28	30	
33-Kitchener.....	12.5	12.5	4.75	85	38	33	20	35	28	35	
34-Woodstock.....	12.5	12.5	5.25	90	45	40	30	25	30	30	
35-Stratford.....	15	15	4.75-5.00	85	70	60		20	25	30	
36-London.....	12.5	12.5	6.00	1.00			30	30	25	23	
37-St. Thomas.....	10	12.5	5.75	1.00	50	40		30-35	30	30	
38-Chatham.....	12.5	8	5.00-5.50	70	40-50			28-30	25	23	
39-Windsor.....			f		60	60	40	35	25	32	
40-Owen Sound.....	12.5	10	5.00	90	30	30		25	25	25	
41-Cobalt.....	15	12	3.75	60	80	55	25	25	30	35	
42-Sault Ste. Marie.....	12.5	12.5	6.00	1.00	50	45	25	25	28	35	
43-Port Arthur.....	12.5	8.3	4.25	75			25	20	25-30	30	
44-Fort William.....	10-15	6.3	4.00	70			30-35	20	20	35	
Manitoba (Average).....	13.0	18.0	4.65.0	50.0			25.0	27.5	20.5	30.0	
45-Winnipeg.....	13	18	6.30					25	23	30	
46-Brandon.....	13		3.00	50				30	18	30	
Saskatchewan (Average).....	11.9	10.6	3.75.9	90.0			25.0	29.4	21.0	33.8	
47-Regina.....	12.5		d3.75				25	35	15	35	
48-Prince Albert*.....	12.5	12.5	2.63					30	25	25	
49-Saskatoon.....	10-15	8.3-10	3.38-3.75					25-30	20-28	34-35	
50-Moose Jaw.....	10	10	5.25	90			25	25	20	40	
Alberta (Average).....	10.9	10.7	4.31.3	71.7			31.3	27.5	23.1	36.0	
51-Medicine Hat.....	12.5	8.3	4.50				30	30	20	35	
52-Edmonton.....	10	12	3.00	50			30	25	17.5	30	
53-Calgary.....	11	10	d4.50	80			35	30	30	40	
54-Lethbridge.....	10	12.5	5.25	85			30	25	25	35	
British Columbia (Average).....	10.3	10.4	5.72.0	98.5			28.4	29.9	27.9	32.1	
55-Fernie.....	10	8	d4.95	60			25	30	30	35	
56-Nelson.....		8	d5.40					30	30	35	
57-Trail.....	12.5	8	d5.13					25	30	35	
58-New Westminster.....	8	12.5	d5.63				30	30	25	30	
59-Vancouver.....	10	12.5	6.10	1.05			32	32	28	30	
60-Victoria.....	10	12.5	6.30	d1.20			25	32	27	30	
61-Nanaimo.....	11	11	6.53	d1.09			30	30	25	30	

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated per gal. from price quoted. (d) Calculated per bag from price quoted. (e) Potatoes \$1.00 per basket. (f) Potatoes \$8.50-\$9.00 per bag, \$1.50 or peck. \* Quotations from dealers.

## AND RENTALS IN CANADA AT MIDDLE OF APRIL, 1920.—Continued.

JAM		CANNED FRUITS					* Corn Syrup, per 5-lb. tin.	Honey, clover, strained, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's, per can.	Pears, 2's, per can.	Plums, 2's, per can.	Marmalade, orange, per 4-lb. tin.				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packets), per lb.	Green, medium (in bulk), per lb.	Green, medium (packets), per lb.
\$	\$	cents.	cents.	cents.	\$	cents.	\$		cents.	cents.	cents.	cents.	cents.	cents.
1.36.3	1.33.1	40.3	38.8	28.9	1.08.5	65.9	1.77.3		19.5	18.4	64.4	66.7	67.7	68.1
1.16.7	1.13.3	42.5	45.0	35.0	1.00.0	65.0			19.6	18.4	61.6	65.6		
1.00	1.00								20	20	60-75	70		
									20	18	55-66	55-70		
									18		65			
1.25	1.15	45	45	35	1.00				20	16.7	50	65		
1.25	1.25	40				65			20	19	65	65		
1.25	1.25	35	30	25	1.00	50	1.50		17.4	16.7	60	65		
1.30.0	1.28.3	44.1	47.1	35.0	1.08.3	58.3			20.3	19.1	56.7	62.5	70.0	65.9
1.30	1.25	40	40	40	1.00	65			20	19	55	55		
1.35	1.35	40	40	35	1.00	60			21	20	60	65	70	65
1.25	1.25	55	65		1.25	50			20	18.2	55	65	70	
		38-45	40-47	30					20	19		65		
1.40.0	1.36.8	42.5	40.4	30.0	1.18.1	63.2	1.85.0		19.0	17.8	68.4	63.8	67.2	62.5
1.50	1.40	40	40	30	1.25	60	2.50		18	17	70	65	70	65
1.50	1.50	40	40	30	1.15	65	1.50		20	18	60	50	70	50
1.25	1.25	40	40	25		65	2.25		19	19	70	70	55	
									18	17	70		70	
1.40	1.40	45	40	35	1.40	70	1.50		20	18.2		60		60
1.50	1.40	45	40	35		65			18.2	16	70	60	70	60
1.30-1.50	1.25-1.50	40-45	40-45	30	90-95	65-70	1.50		19.3	18.5	80	75	80	80
1.25	1.25	45	40	25		50			18-19	17-17.5	55-60	70	45-60	70-75
									20	19		60	50	50
1.37.6	1.34.0	38.1	36.2	29.2	1.05.7	68.2	1.66.4		19.2	18.3	64.6	67.2	64.9	67.2
1.35	1.35	40	40	35	1.10	60	1.75		22	21	70		70	
1.25	1.20	40	40	35	1.00	60-65	1.50		16.7	16.7		50	70	
1.40	1.40				1.25	50			18.2	15.4	65	50-55	65	50-55
1.45	1.35		60		1.00	60	1.75		18.2	17.4	70	60	70	60
1.35	1.25	40	40	35	1.25		1.60		20	20	70	70	75	70
1.25	1.25				1.10	65	1.50		20	20	50-60	70	50-60	70
1.25	1.15	40	30	30	1.00				19	18	60	70	60	70
1.45	1.35	40	40		1.00		1.75		20	19	60	70	60	70
1.50	1.50	30	28	22	1.00	65	1.75		20	20	60-70	70	55-65	70
1.35	1.25	32	25	23	1.00	60	1.75		18	17	60	70	60	70
1.40	1.40	35	35	30	1.00	65	1.50		20	18.2	70	70	80	70
1.30	1.20	25-40	35-40	20-25	90-1.10	60	1.75		20	18.2	60		60	
1.40	1.30	40	40	30	1.25	65	1.50		20	20	60	65	60	65
1.45	1.45	35	30	25	95	60	1.25		18.2	18.2	65	70	65	70
1.25	1.25	45	40	35	1.00	65	1.50		20	20	60	70	70	70
1.50	1.50	30	30		1.00	85	1.75		20	16.7	65	70	65	70
1.50	1.50		29	1.00	65				18	17	65	68	65	68
1.40	1.40	35	30	25	1.25	65	1.50		18.2	17.4	60	70	60	70
1.40	1.40	35-40	30	20	1.00-1.25	65	1.75		16.7	16.7	60-80	70-80	60-80	70
1.35	1.35	45	45	40	1.10	90	2.00		18.2	16.7	50-80	50-80	50-80	50-80
1.35	1.35				90	60	1.60		18.2	16.7	70	60	70	70
1.50	1.45	35	35	30	1.25	65	1.75		20	19.6	65	70	70	70
1.35	1.30	40	45	25	1.15	65	1.75		20	20	65	70	65	70
1.40	1.35	40-60	35	25-30	1.00	65	1.75		20	20	60-70	65	60-70	60
1.25	1.25	30-50	25	25	1.00	60	1.90		20	18.2	60-70	55	55-60	55
1.40.0	1.40.0	35.0	35.0	30.0	1.00.0	82.5	1.92.5		20.0	19.5	75.0	70.9	72.5	72.5
1.40	1.40		35	30	1.10	1.00	1.95		20	19	80	70	75	75
1.40	1.40	35	35		90	65	1.90		20	20	70	70	70	70
1.29.4	1.26.7	29.5	34.4	25.8	1.12.3	69.2	1.75.0		19.0	17.3	68.3	70.0	70.0	65.0
1.25	1.25	30	25	25	1.00	70	1.75		20	20	70	65-75	70	65-75
1.30		45	35						17.5		65			
1.35-1.40	1.30	48	40-45	25-30	1.10-1.14	70-75	17-19.5		20	17-18		75		
1.25	1.25	35	35	25	1.25	65	1.75		20	14.3	65.75	65	65-75	60
1.42.5	1.33.8	46.7	46.7	31.3	1.11.3	80.8	2.17.6		20.3	19.1	62.5	71.3	70.8	73.8
1.35	1.35	40	40	25	1.00	70	1.85		20		55	65	65	65
1.35	1.30			30	1.15	65	2.00		20	20	60	70	65	75
1.60	1.40	45	45	40	1.15	90	2.20		21	20.5	70	75	75	80
1.40	1.30	55	55	30	1.15	95	2.25		20	16.7	65	75	70	75
1.39.9	1.38.4	40.7	41.1	31.0	1.11.1	76.3	1.95		21.0	19.2	61.4	66.4	74.3	77.5
1.35	1.35	45	45	30	1.35	85	2.25		22	21	70	70	85	
1.50	1.50	30	25		1.25	75	2.00		20	18	65	75	80	80
1.30	1.30	40			1.05	75	1.70		24		65	50	60	
1.40	1.40	45	40		1.00	80	1.80		17.5	20	60	70	75	
1.40	1.30	35	35	25	1.00	70	1.85		20	18.2	55	70	70	75
1.44	1.44	60	50	20	98	74	2.10		23.4	20	60	65	75	80
1.40	1.40	40	45	40	1.15	75			20	18.2	55	65	75	75



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per $\frac{1}{2}$ -lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per $\frac{1}{4}$ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans roasted, etc., per lb.								Laundry stand-ard, per bar.	Toilet, castile, per lb.
<b>Dominion Average</b> .....	cents. 61.0	cents. 57.4	cents. 30.5	cents. 15.1	cents. 10.4	cents. 15.0	\$ 1.18.5	cents. 9.4	cents. 14.4	cents. 10.4	cents. 31.6
<b>Nova Scotia (Average)</b> .....	61.3	55.0	31.8	12.8	9.5	14.3	1.00.0	8.3	15.0	11.8	27.5
1-Sydney .....	60		33	13	8	14	1.00	10	15	12	30
2-New Glasgow (a) .....	60		30-35	10	12	12-14	1.00	6-10	15	12	
3-Amherst* .....	60		30	15	10	15	1.00	5	15	10-12	25
4-Halifax .....	65	65		13	8	15	1.00	10	15	12	
5-Truro .....	65										
[6-P.E.I.—Charlottetown] .....	65	60	25	15	10	15	1.00	8	15	9.5-10	24
<b>New Brunswick (Average)</b> .....	63.8	55.0	30.0	12.3	10.3	17.5	92.5	6.0	14.3	11.1	27.6
7-Moncton .....	65	50	25	12	6	15	.90	6	15	9-10	25
8-St. John .....	65	60	35	12	15	25	1.00	6	12	12	20
9-Fredericton .....	60		30	10	8	15	.80	7	15	12	30
10-Bathurst (b) .....	65		30	15	12	15	1.00	5	15	11	35
<b>Quebec (Average)</b> .....	60.3	57.5	28.7	14.6	10.4	15.2	1.08.8	9.2	13.9	9.9	27.8
11-Quebec .....	55-60	55	25	18-22	8	10-12.5			12-14	8-10	
12-Three Rivers .....	60	50	30	15	10	15	1.20			9-10	20
13-Sherbrooke .....	65	60	35	15	10	15	1.10			11	25
14-Sorel .....	45	60	30	13	10	15	1.00	10	15	9	50
15-St. Hyacinthe .....		60		14					12		
16-St. John's .....	70	70	25	16	16	20	.80	10	13	10	
17-Theftford Mines .....	75				12		1.60		15	12	
18-Montreal .....	50-70	50-65	30-32	13-15	7-8	12.5-18	80-1.00	10	14-15	8.3-10	15-18
19-Hull .....	50	50	25	10	10	15	1.00	10	13	9.5-10	25
<b>Ontario (Average)</b> .....	60.0	57.4	31.0	13.3	10.0	15.1	1.25.0	9.2	13.3	11.3	31.5
20-Ottawa .....	60	60	30		8	15	1.10	10	15	10	25
21-Brockville .....	65		30	15	10	20	1.00	8	12.5	11-12	35
22-Kingston .....	60		25	12.5	10	15	1.00	8	13	10	25
23-Belleville .....	60	60	30	12	10	15	1.20	10	12.5	12	39
24-Peterborough .....	65	60	40	15	10	15	1.20	8	14	9-11	20
25-Orillia .....	50	60	30	15	10	15	1.00	10	15	12	24
26-Toronto .....	60	60	35	13	10	20		10	13	11	30
27-Niagara Falls .....	65	60	30	14	10	17		6	15	11-12	35
28-St. Catharines .....	60-70		30	13	10		1.20	8	13	12	40
29-Hamilton .....	60	60	30	10	10	15		5	12	10	
30-Brantford .....	70	65	30	15	10			10	15	12	25
31-Galt .....	65	65	35	13	12	15	1.10	10	15	10	20
32-Guelph .....	55	45	30	15	14	15	1.00	12	13	12	40
33-Kitchener .....	50	40	30	12	7	17	1.50	10	15	12	
34-Woodstock .....	65	50	30	13	7	13	1.40	10	12.5	12.5	20
35-Stratford .....	60	60	25	14	15	10	1.60	10	12.5	12.5-13	30
36-London .....	65	65	30	15	10	12.5		7	14	12	30
37-St. Thomas .....	60	50	30	12.5	10	15	1.00	8	12.5	10.5-12	25
38-Chatham .....	55-60	55	30	13	10	15	1.25	8	14	12	18-35
39-Windsor .....	50-55	50-65	50	10	10	15	1.50		12.5	10	35
40-Owen Sound .....	65	65	30	12.5	5	15	1.10	7	12.5	11	45
41-Cobalt .....	60	55	35	15	15	15	1.50	10	15	12-12.5	35
42-Sault Ste. Marie .....	45	50	30	15	7	15	1.25	15	15	11-12	30
43-Port Arthur .....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Port William .....			25	10	10	12.5	1.70	10	10	10	50
<b>Manitoba (Average)</b> .....	60.0	55.0	30.0	12.5	10.0	15.0	1.20.0	10.0	15.0	9.4	30.0
45-Winnipeg .....	65	65	35	10	12	15	1.20	10	15	11	
46-Brandon .....	55		25	15	8			10	15	7.5-8	30
<b>Saskatchewan (Average)</b> .....	66.9		30.8	20.0	12.2	15.0	1.50.0	12.5	20.0	8.8	45.7
47-Regina .....	65		30	20	15	15	1.40		20		50
48-Prince Albert* .....	67.5				12.5			15	20	7.5	
49-Saskatoon* .....	70		30-35		10-12.5				20	7.5-10	50
50-Moose Jaw .....	65		30	20	10	15	1.60	10	20	10	40
<b>Alberta (Average)</b> .....	63.8	55.0	32.5	16.3	9.3	13.8	1.55.7	10.0	15.6	9.5	32.5
51-Medicine Hat .....	60	50	30	15	8	15	1.35	10	17.5	8-10	25
52-Edmonton .....	60	55	35	15	10	10	1.10	10	15	8	35
53-Calgary .....	65	65	35	15		15	1.10	10	15	11	20
54-Lethbridge .....	70	50	30	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average)</b> .....	58.6	57.1	29.9	23.1	12.4	14.1	1.28.6	12.0	14.0	7.9	32.3
55-Pernie .....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson .....	60	60	35	25	15	15	1.30	15	15		35
57-Trail .....	50	50	30	22	15	12.5	1.40	15	16	8	35
58-New Westminster .....	65	65	35	20	15	15	1.30	10	12.5	6.7	40
59-Vancouver .....	60	50	25	30	10	12.5	1.15	10	12.5	6.3-7.7	21
60-Victoria .....	55	55	34	30	9	14	1.10	12	15	5.8-7.7	35
61-Nanaimo .....	55	55	25	20	10	15	1.35	10	12	10	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per cor-  
 from price quoted. (d) Natural gas used. (e) Lignite. (f) Jackpine, poplar, etc. (g) Including delivery charges. (h) Not include  
 average. (i) Small bars. (j) Small box. \*Quotations from dealers.



## AND RENTALS IN CANADA AT MIDDLE OF APRIL, 1920.—Concluded.

Coal		Wood						Coal oil, per gallon.	Matches, per 1000.	RENT	
Anthracite, per ton.	Bituminous, per ton.	Hard (long), per cord.	Hard (short), per cord.	Soft, best (long), per cord.	Soft (short), per cord.	Millwood cuttings etc., per cord.				Six-roomed house with modern conveniences, per month.	Six-roomed house without or with in complete modern conveniences, per month.
\$	\$	\$	\$	\$	\$	\$	cents.	cents.	\$	\$	
15.11.0	10.83.8	12.75.1	12.24.9	9.82.3	10.96.2	10.21.3	34.1	14.9	23.71.1	18.68.1	
18.00.0	9.50.8	9.37.5	10.25.0	6.57.5	7.00.0	10.00.0	35.0	15.0	20.33.3	13.50.0	1
	7.20	5.00	6.00	4.00	5.00		35	15	18.00-25.00	10.00-14.00	2
	7.75-8.00	8.00	8.00	8.00	8.00		35	15	18.00-25.00	12.00-18.00	3
18.00	11.75-12.75	14.50	15.00	9.30	9.00	10.00	35	15	18.00-20.00	12.00-15.00	4
	10.50	10.00	12.00	5.00	6.00		35	15			5
17.50	11.50	10.00	12.00	8.00	10.00	c10.50	30-32	15	15.00	11.00	6
17.08.3	11.50.5	12.50.0	14.50.0	7.62.5	8.75.0	7.79.0	31.0	15.0	21.37.5	16.25.0	
	9.25-11.25	10.00	12.00	7.00	8.00		30	15	25.00-40.00	18.00-24.00	7
17.50-18.00	11.75-14.50	15.00	16.00	9.00	9.00	c7.58	26-32	15	15.00	12.00	8
16.00	12.00	15.00	16.00	7.00	8.00	c8.00	28-32	15	18.00	14.00	9
17.50	11.00	10.00	14.00	8.50	10.00		35	15	20.00	13.00	10
14.09.1	10.70.8	13.00.0	15.39.3	10.28.1	11.16.7	10.15.0	30.8	15.0	17.11.1	11.62.5	
14.00	11.75	c13.33-14.67	c13.33-14.67	c11.33-12.67	c11.33-12.67	c9.75	22	15	20.00-25.00		11
15.00	11.00	12.00	18.00	9.00	12.00	c8.00	30-35	15	20.00	12.00	12
14.35	11.50	12.00	14.00	10.00	12.00		35	15	18.00	14.00	13
14.00	10.50	12.00	13.00	7.00-9.00	8.00-10.00	c8.00	35-40	15	14.00	7.00	14
14.50			c16.00	c13.33			32-37		15.00	10.00	15
13.50	9.00	14.00	17.00	9.00	c10.00	c12.00	25-30		10.00-12.00	6.00-10.00	16
								15	21.00	15.00	17
14.00	10.00-11.00	13.00-15.00	15.50-16.00	10.00-11.00	12.00	12.00-14.00	28	15	14.00-18.00	12.00-13.00	18
13.25-13.50							28-30		17.00-22.00	12.00-17.00	19
14.49.5	11.08.8	13.80.8	14.99.6	10.84.9	12.18.7	11.12.4	30.9	14.8	25.18.0	17.74.0	
13.25-13.50		c15.38	c17.23	c10.46	c12.92	10.00	28-35	15	20.00-28.00	15.00-20.00	20
12.00		c19.39		c17.54		c16.67	30	15	19.00	13.00	21
14.00	10.00	14.00	14.00	10.00	11.00	c13.00	28-30	15	18.00-25.00	15.00-20.00	22
13.50	11.00	14.00	15.00	11.00	12.00	10.00	22-25	15	25.00-30.00	20.00-25.00	23
14.00	10.50	10.50	11.00	6.50	7.00	4.50	28-30	15	20.00-30.00	18.00-20.00	24
15.00	10.00	11.00	12.00	8.00		c8.40	35	15	13.00-16.00	11.00-13.00	25
13.50		17.00	18.00	15.00	16.00	13.00		15	35.00	25.00	26
	9.25	d	d	d	d	d	34	15	20.00-28.00	18.00-23.00	27
13.00							33	15	25.00	20.00	28
14.00	12.00	14.00	14.00	12.00	12.00		27	12	25.00-30.00	20.00-25.00	29
15.00	10.50	16.00	16.00	12.00	12.00		32	15	20.00-35.00	15.00	30
14.00	14.00		16.00	12.00	12.00	c12.00	30	15	18.00	14.00	31
15.00	12.00	16.00	17.00	12.50	13.50	c13.50	30-35	15	20.00-24.00	14.00-16.00	32
15.00	10.50	14.00	16.00	11.00	12.50	c12.50	32	15	30.00-35.00	20.00	33
15.00	10.00	12.50	15.00	11.00	14.00	c13.33	35	15	18.00	12.00	34
14.00	14.50	16.00		13.00			30		24.00-30.00	14.00-16.00	35
14.50	13.00		16.00		14.00	14.00	30	14	25.00-40.00	16.00-25.00	36
15.00	10.00	12.00-13.00	17.00		14.00	c13.33	30	15	18.00-25.00	12.00-17.00	37
16.00	12.00					c9.00-12.00	30	15	20.00-22.00	15.00-20.00	38
16.00	10.50						22-28	15	35.00	25.00	39
14.00	9.00	12.00	12.50	10.00	10.00	5.00	30	15	13.00-16.00	10.00-13.00	40
16.50		12.00	15.00	10.00	14.25		30	15	22.00	14.00	41
13.50	11.00	11.00	15.00	8.00	12.00	8.25	30-35	15	35.00	20.00	42
16.00	11.50			10.00	12.00		35	13.3	25.00-35.00	15.00-25.00	43
16.00	10.50	11.50	12.50	c7.29	c8.00		35	15	25.00-35.00	15.00-25.00	44
17.78.5	12.75.0	11.50.0	12.62.5	10.00.0	11.25.0		35.0	15.0	31.25.0	22.62.5	
16.75	c13.00	11.50	12.75	10.00	11.50		35	15	30.00-40.00	22.50-30.00	45
19.00	12.50	11.50	12.50	10.00	11.00		35	15	25.00 30.00	18.00-20.00	46
19.50.0	11.67.5	13.00.0	14.00.0	11.50.0	12.00.0	10.50.0	40.6	15.0	35.00.0	18.75.6	
19.50	11.85	f 13.00	f14.00	11.00	12.00	12.00	40-45	15	35.00	15.00-20.00	47
	c9.00-11.50				c11.00-12.00	c10.50	40	15	c30.00-40.00	c20.00	48
	11.50			12.00		9.00	40	15	35.00	20.00	49
											50
d	7.62.7	d	d	d	13.00.0	10.75.0	40.0	16.3	31.25.0	19.75.0	
	6.50				d	d	35	15	25.00	15.00	51
	c8.50-9.75				c13.00	c10.00-11.00	40	15	40.00	25.00	52
	7.25					c11.00	45	20	35.00	25.00	53
									25.00	14.00	54
18.00.0	11.04.4			9.40.8	10.60.7	7.44.0	45.4	13.3	21.28.6	19.20.0	
	6.45-8.70				12.00		50		20.00	18.00	55
15.00	12.00			c11.00-13.50			60		17.00		56
	12.00			c8.00-12.75			45	15	30.00	20.00	57
	12.50					c5.25	40	15	18.00-20.00	12.00-14.00	58
	13.00			8.00	10.00	c9.73	40-45	10	20.00-30.00	18.00-24.00	59
	12.00-12.50			7.00	c9.82	c5.05	35		18.00-22.00		60
	c8.35-9.10								18.00	14.00	61

**COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS  
OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA**

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	April 1914	April 1915	April 1916	April 1917	April 1918	April 1919	Mar. 1920	April 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	39.4	37.6	39.9	41.6	44.4	49.0	46.6	48.4	58.0	67.8	75.4	74.6	76.4
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	33.0	32.8	33.2	39.6	48.2	52.4	48.8	49.8
Veal, roast, forequarter..	1 "	10.0	11.3	12.8	14.0	14.4	15.7	17.6	17.1	18.1	21.7	26.3	27.4	26.3	26.5
Mutton, roast, hindq'r....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	21.0	20.8	22.6	26.9	32.2	35.5	33.9	35.8
Pork, fresh, roast, ham....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.3	18.4	20.9	27.3	35.7	36.1	37.5	38.8
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	37.0	34.8	37.0	47.6	67.2	69.4	71.6	72.2
Bacon, breakfast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	26.1	24.7	27.6	34.5	48.1	50.6	52.6	53.7
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	38.2	35.0	37.8	56.4	69.4	72.6	79.2	78.2
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.5	34.3	33.7	24.0	23.4	26.6	37.1	46.0	49.8	73.9	55.8
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	29.1	23.2	21.8	26.0	32.9	43.9	43.9	63.3	48.6
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	53.4	54.6	52.8	60.6	72.0	82.2	90.6	90.6
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.6	52.0	58.4	58.0	59.0	66.2	66.6	85.2	98.4	121.6	132.6	131.3
Butter, creamery prints..	1 "	25.5	27.7	31.9	31.5	31.7	33.9	34.7	37.9	38.3	47.9	54.8	65.7	72.9	72.3
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	21.4	23.6	24.7	33.0	33.2	35.9	40.7	40.2
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	19.3	22.0	23.3	30.8	31.1	34.5	38.2	37.7
Bread, plain, white.....	15 "	55.5	58.5	66.0	64.5	60.0	61.5	64.5	72.0	69.0	93.0	117.0	117.0	136.5	136.5
Flour, family.....	10 "	26.0	28.0	33.0	32.0	34.0	32.0	33.0	43.0	37.0	59.0	67.0	67.0	76.0	77.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.8	22.0	26.0	24.0	28.0	40.0	37.5	41.5	42.0
Rice, good medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	11.6	11.8	12.8	13.8	21.4	24.2	32.0	33.4
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.8	12.4	11.8	13.8	18.3	26.8	33.8	24.0	23.4	23.8
Apples, evaporated.....	1 "	9.9	9.7	11.5	13.6	13.5	12.0	13.0	11.6	13.3	14.6	22.1	22.4	28.7	27.9
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	12.5	12.9	13.0	14.3	17.6	20.2	27.0	27.5
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	22.4	32.4	34.4	38.4	42.4	47.6	72.8	78.0
Sugar, yellow.....	2 "	10.0	9.8	10.8	11.0	12.0	11.0	10.4	14.6	16.0	17.6	20.0	22.0	33.8	36.8
Tea, black, medium.....	1 "	8.2	8.3	8.7	8.9	8.8	8.9	8.8	9.2	9.8	10.9	12.8	15.7	16.4	16.4
Tea, green, medium.....	1 "	8.7	8.7	9.1	9.4	9.5	9.3	9.7	9.7	10.2	10.8	12.1	15.5	16.9	17.0
Coffee, medium.....	1 "	8.6	8.8	8.9	9.2	9.3	9.4	9.5	9.8	9.9	10.0	10.2	12.1	15.2	14.8
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	43.3	32.0	61.5	99.0	64.3	56.0	140.3	159.5
Vinegar, white wine.....	1/4 pt.	.7	.7	.7	.7	.8	.8	.8	.8	.8	.8	.9	.9	.9	.9
<b>All foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.95</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.51</b>	<b>\$7.79</b>	<b>\$8.34</b>	<b>\$10.77</b>	<b>\$12.67</b>	<b>\$13.35</b>	<b>\$16.98</b>	<b>\$15.98</b>
<b>Starch, laundry.....</b>	<b>1/8 lb.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>	<b>c.</b>
Coal, anthracite.....	1 1/2 ton	39.5	45.2	48.1	48.8	51.9	55.0	52.1	53.1	53.5	64.7	71.8	80.3	92.8	94.4
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	38.4	37.2	37.7	50.8	57.8	61.5	66.8	67.7
Wood, hard.....	" cord	32.5	35.3	38.8	41.4	41.3	42.5	43.8	34.1	41.5	50.6	67.1	77.2	77.5	79.7
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	34.2	31.4	30.2	36.9	49.9	55.9	59.4	61.4
Coal oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	24.4	23.6	23.0	24.5	26.8	28.1	33.1	34.1
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.93</b>	<b>\$1.79</b>	<b>\$1.86</b>	<b>\$2.28</b>	<b>\$2.73</b>	<b>\$3.03</b>	<b>\$3.30</b>	<b>\$3.37</b>
<b>Rent.....</b>	<b>1/4 mo'th</b>	<b>\$2.37</b>	<b>\$2.89</b>	<b>\$4.05</b>	<b>\$4.05</b>	<b>\$4.60</b>	<b>\$4.75</b>	<b>\$4.85</b>	<b>\$4.17</b>	<b>\$3.98</b>	<b>\$4.27</b>	<b>\$4.56</b>	<b>\$4.91</b>	<b>\$5.69</b>	<b>\$5.98</b>
<b>Grand total.....</b>		<b>\$9.87</b>	<b>\$10.50</b>	<b>\$12.79</b>	<b>\$13.00</b>	<b>\$13.78</b>	<b>\$14.02</b>	<b>\$14.32</b>	<b>\$13.79</b>	<b>\$14.21</b>	<b>\$17.34</b>	<b>\$19.81</b>	<b>\$21.34</b>	<b>\$25.61</b>	<b>\$25.3</b>

**AVERAGE COST OF STAPLE FOODS BY PROVINCES**

Nova Scotia.....	\$6.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.28	\$7.39	\$8.48	\$10.64	\$12.80	\$13.43	\$16.24	\$16.16
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.51	6.61	7.46	9.09	11.01	11.85	14.17	14.47
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.20	7.57	8.41	10.70	12.50	13.28	15.80	15.97
Quebec.....	5.15	5.64	6.33	6.46	6.97	6.87	7.04	7.17	8.03	10.66	12.24	12.78	15.26	15.23
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.29	7.40	8.30	11.14	12.57	13.32	16.03	16.0
Manitoba.....	5.85	6.19	7.46	7.41	7.88	7.87	7.97	7.93	8.54	9.74	11.97	12.92	15.90	16.1
Saskatchewan.....	6.86	6.92	7.86	8.06	8.16	8.25	8.03	8.33	8.30	10.30	12.58	13.37	15.67	15.7
Alberta.....	8.02	6.50	8.00	8.08	8.15	8.33	7.97	8.33	8.26	10.76	12.72	13.36	15.78	15.9
British Columbia.....	8.90	7.74	8.32	8.79	9.03	9.13	9.13	8.90	8.50	11.14	13.08	14.40	16.95	17.0

\*December only.



# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR APRIL, 1920, MARCH, 1920, AND APRIL, 1919, 1918, 1917, 1916, 1915, 1914, AND 1913.

(Average price 1890-1899=100.)

		INDEX NUMBERS									
		Number of commodities.	*April, 1920	*March, 1920	*April, 1919	*April 1918	April, 1917	April, 1916	April, 1915	April, 1914	April, 1913
<b>I.—GRAINS AND FODDERS—</b>											
	6		418.9	403.9	309.0	438.9	330.3	182.9	216.9	143.8	136.6
Grains, Ontario.....	4		438.8	433.7	304.6	363.0	290.1	165.4	203.8	124.6	121.9
Grains, Western.....	5		343.4	300.4	279.0	216.5	200.0	179.1	188.6	163.9	144.8
Fodder.....	15		399.0	384.0	297.8	344.5	276.2	177.0	204.0	145.4	136.0
All.....											
<b>II.—ANIMALS AND MEATS—</b>											
	6		349.2	344.5	379.9	341.9	288.0	213.5	202.8	219.3	188.3
Cattle and beef.....	6		363.9	363.9	373.6	364.7	287.7	204.7	162.1	172.6	184.6
Hogs and hog products.....	3		295.7	285.8	314.2	329.2	252.5	217.7	179.8	172.6	172.3
Sheep and mutton.....	2		476.6	476.6	476.2	409.9	297.3	272.8	211.4	221.8	179.3
Poultry.....	17		359.9	356.5	377.4	355.7	282.7	218.1	185.4	194.8	183.1
All.....	9		302.6	317.9	282.9	241.7	215.1	170.1	160.7	148.6	150.9
<b>III.—DAIRY PRODUCTS.....</b>											
<b>IV.—FISH—</b>											
	6		227.2	229.4	236.6	241.6	199.9	151.8	144.6	155.6	160.5
Prepared fish.....	3		263.2	263.2	247.8	228.6	233.8	200.9	145.9	161.0	155.2
Fresh fish.....	9		239.2	240.6	240.3	237.3	213.5	171.4	145.2	157.4	158.4
All.....											
<b>V.—OTHER FOODS—</b>											
(a) Fruits and Vegetables—											
Fresh fruits, native.....	1		312.5	312.5	275.7	193.0	239.0	183.8	128.7	193.0	96.5
Fresh fruits, foreign.....	3		185.0	201.0	173.9	178.7	119.7	105.0	83.4	88.6	108.0
Dried fruits.....	4		283.4	283.4	249.0	275.6	198.6	150.9	121.9	121.7	113.2
Fresh vegetables.....	5		678.9	589.3	275.3	299.7	542.9	271.5	132.8	190.0	122.9
Canned vegetables.....	3		216.3	216.3	202.4	258.3	202.2	105.5	101.2	97.7	125.2
All.....	16		377.8	352.7	236.1	256.6	294.6	173.5	114.7	138.8	116.5
(b)—Miscellaneous groceries—											
Breadstuffs.....	10		311.9	304.3	246.1	261.2	226.7	147.5	164.9	126.4	126.3
Tea, coffee, etc.....	4		332.7	294.0	192.6	151.6	142.9	125.4	113.3	107.7	118.2
Sugar, etc.....	6		611.9	560.7	280.9	250.5	197.6	162.9	146.8	101.2	115.4
Condiments.....	5		231.9	231.9	236.5	227.9	161.4	145.6	120.3	104.6	98.00
All.....	25		304.6	293.1	245.2	284.4	193.2	147.3	143.9	112.6	116.7
<b>VI.—TEXTILES—</b>											
	5		412.7	412.7	380.9	395.6	261.2	212.7	170.2	138.0	125.2
Woolens.....	4		400.1	387.6	359.2	290.3	203.7	151.6	125.6	146.1	143.4
Cottons.....	3		246.2	261.1	145.8	134.1	112.1	111.2	79.7	93.2	86.7
Silks.....	2		642.1	676.6	609.5	609.5	431.6	320.2	226.6	225.4	213.0
Jutes.....	4		568.7	529.9	471.8	391.1	286.9	205.5	168.7	114.7	120.4
Flax products.....	2		306.7	274.0	273.8	193.7	147.1	132.5	103.5	104.6	104.7
Oilcloths.....	20		478.7	420.9	371.6	335.6	238.1	186.1	145.5	133.6	128.8
All.....											
<b>VII.—HIDES, LEATHER, BOOTS AND SHOES—</b>											
	4		507.6	429.1	300.2	257.4	291.9	248.5	202.7	206.4	177.3
Hides and tallow.....	4		315.0	315.0	265.0	263.3	268.5	187.1	172.2	151.4	152.7
Leather.....	3		339.7	339.7	244.4	230.9	221.1	180.6	158.3	155.7	153.9
Boots and shoes.....	11		391.8	363.2	272.2	252.3	264.1	207.6	179.5	172.6	161.9
All.....											
<b>VIII.—METALS AND IMPLEMENTS—</b>											
	11		273.2	262.3	205.1	276.4	221.2	144.0	103.9	102.7	106.1
Iron and steel.....	12		236.8	235.7	181.0	255.2	277.4	283.2	173.8	124.9	133.2
Other metals.....	10		250.3	250.3	235.6	220.9	166.0	134.8	140.6	106.6	105.6
Implements.....	33		253.0	250.2	205.6	251.9	224.7	191.8	131.4	112.3	116.3
All.....											
<b>IX.—FUEL AND LIGHTING—</b>											
	6		311.4	258.3	245.1	238.5	211.0	148.3	119.4	127.7	137.6
Fuel.....	4		258.7	249.1	250.4	122.4	106.9	88.5	90.0	92.7	92.2
Lighting.....	10		289.3	254.7	243.2	192.0	169.3	124.4	107.6	113.7	119.4
All.....											
<b>X.—BUILDING MATERIALS—</b>											
	14		485.0	485.0	277.7	268.3	204.8	182.4	176.7	182.4	178.8
Lumber.....	20		256.7	250.5	219.9	222.0	191.2	152.5	111.2	113.3	111.8
Miscellaneous materials.....	14		473.5	471.1	330.7	297.9	255.2	198.9	150.4	140.8	146.9
Paints, oils and glass.....	48		386.6	383.2	269.1	257.6	213.8	174.8	141.7	141.5	141.6
All.....											
<b>XI.—HOUSE FURNISHINGS—</b>											
	6		449.2	449.2	332.1	207.3	185.1	143.6	146.7	147.1	146.6
Furniture.....	4		439.0	439.0	375.4	279.8	234.5	183.8	155.1	133.9	130.9
Crockery and glassware.....	2		164.1	164.1	155.1	150.7	132.2	126.6	80.3	72.4	72.4
Table cutlery.....	4		292.2	263.6	258.3	251.4	177.1	132.4	125.5	124.6	117.8
Kitchen furnishings.....	16		371.8	364.5	302.3	229.4	188.8	148.7	135.2	128.8	126.2
All.....											
<b>XII.—DRUGS AND CHEMICALS.</b>											
	16		227.2	219.5	238.2	275.9	272.8	260.9	159.2	111.6	112.7
All.....											
<b>XIII.—MISCELLANEOUS—</b>											
	4		1779.7	1851.4	887.4	535.4	412.4	295.7	133.8	241.3	46.5
Raw furs.....	6		316.3	316.3	256.2	209.0	159.0	143.5	135.8	138.4	34.5
Liquors and tobaccos.....	7		207.5	205.3	213.2	217.1	172.1	139.9	113.8	108.4	113.4
Sundries.....	17		615.8	631.7	387.0	289.1	224.0	177.5	126.3	150.3	75.7
All.....											
All commodities.....	262†		353.1	349.0	279.6	269.4	231.1	181.0	146.4	136.7	316.3

\*Preliminary figures. †Nine commodities on the market, fruits, vegetables, etc., one line of spelter was dropped in 1915.



\$5.25 at Montreal in car lots. Beans advanced to \$6.00 per bushel. Onions, turnips and canned vegetables were steady.

**MISCELLANEOUS FOODS.**—Oatmeal and Rangoon rice were easier. Spring wheat flour was slightly higher at \$13.30 per barrel. Chocolate advanced 2c. per pound to 38c. Sugar rose approximately 2c. per pound, reaching \$18.76-\$19.26 per hundred at Toronto in barrels. Molasses rose to \$1.50 per gallon. Maple sugar rose to 32c.-35c. per pound. Cheese salt was higher.

**TEXTILES.**—Raw cotton advanced to 43c. per pound for upland middlings. Coloured cottons averaged 7c. per pound higher. Shirting, Saxony, gingham and ticking advanced. Raw silk was down nearly \$2.00 per pound at New York. Jute was down from 16.23c. to 14.80c. per lb. Hessians were also slightly lower. Flax fibre was up to 85c. per pound and fine tow up to 35c. Flax sewing twine was up to 76c. per pound. Table and floor oilcloth advanced about 5 per cent.

**HIDES, LEATHER, BOOTS AND SHOES.**—Beef hides advanced to 25c. per pound, calfskins to 50c., and horsehides to \$10-\$11 each.

**METALS AND IMPLEMENTS.**—Iron bar, galvanized sheets, and wrought iron scrap were higher. Aluminum, brass, quicksilver and tin were higher, but antimony, lead and solder were lower.

**FUEL AND LIGHTING.**—Connellsville coke advanced at the ovens from \$6.00 per ton to \$12.00. Foundry coke advanced from \$7.00 to \$14.00 per ton. Bituminous coal averaged higher in British Columbia. Gasoline and coal oil were 2c. per gallon higher.

**BUILDING MATERIALS.**—Oak was higher, but birch was lower. Bricks, plaster of Paris, building paper, black iron sheets, nails, sash weights and sash cord were higher. Turpentine, benzine, Paris green and putty advanced.

**HOUSE FURNISHINGS.**—Glassware and crockery advanced 15 per cent at the end of the month. Wooden pails and tubs were about ten per cent higher.

**DRUGS AND CHEMICALS.**—Bleaching powder, caustic soda and soda ash advanced.

**MISCELLANEOUS.**—Muskrat skins declined from \$4.50 to \$4.00 each. Wrapping paper and wood pulp advanced. Raw rubber was up  $\frac{1}{2}$ c. to  $41\frac{1}{2}$ c. per pound. Laundry starch rose  $\frac{1}{2}$ c. to  $10\frac{3}{4}$ c. per pound.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

THE accompanying tables and the following notes give the latest available statistics as to prices movements in other countries and as compared with Canada.

### United Kingdom

The level of retail food prices at the beginning of April, was reported by the Ministry of Labour, to be slightly higher than at the beginning of March, owing to advances in the prices of sugar

and potatoes, but there were declines in eggs, milk and imported mutton. The prices of foods, therefore, averaged 139 per cent higher than in July, 1914. Rents were estimated to be up about 10 per cent owing to increases in local taxes, as the Increase of Rent Restriction Acts prevented other advances in rents. The increase in clothing was estimated to be up about 310 to 320 per cent, the calculation being based upon prices reported for certain

staple lines. In fuel and light, the increase in coal was found to be 75 per cent, in gas something less, lamp oil and candles were found to have nearly trebled, and matches had risen still more. The average increase for the groups was therefore estimated at between 80 and 85 per cent. Other items were estimated to have advanced 120 per cent. The increase in all items of average household expenditure was, therefore, found to be 132 per cent, taking into consideration the same quantities and qualities of the various items as before the war. In March the average increase was estimated at 130 per cent. In wholesale prices the index numbers of the *Economist* and the *Statist* showed increases at the beginning of April, increases in food prices more than offsetting decreases in some materials. At the end of April, however, the index number of the *Economist* showed a considerable drop, all groups being lower, especially textiles, minerals and miscellaneous. Retail prices at the beginning of May were reported by the Ministry of Labour to have reached a point 146 per cent higher than in July, 1914.

#### France

The General Statistical Department of France reported the level of prices of food, fuel and light at Paris in February to be 14.1 per cent higher than in the preceding month and 239 per cent higher than in 1914.

#### Italy

The Municipal Labour Office at Rome reported the level of food prices in February to be 9 per cent higher than in January and 199 per cent higher than in 1914. If other necessities, clothing, fuel, lighting, rents, etc., were included

the increase since 1914 was 193 per cent. In Milan, the Municipal Labour Office reported the cost of maintaining a family had increased 274 per cent since 1914, food being up 306 per cent, clothing 293 per cent, heat and light 325 per cent and rent 8.3 per cent. March figures, however, were 2 per cent lower than those for February on the average, food having declined 2.9 per cent.

#### Belgium

The Belgian official labour review reported the cost of living index number for Brussels to have reached 445 for February, 1920 as compared with 410 for January and 334 for February, 1919. In April 1914 the index number was equal to 100. The index numbers for all the cities averaged 420 for February as compared with 396 for January.

#### Mexico

The cost of living index number for the federal capital was reported in the official monthly gazette up to 197.49 for December, 1919, as compared with 175.45 in December, 1918, prices in 1910 being equal to 100.

#### South Africa

The Quarterly Abstract of Union Statistics for January, 1920 (No. 1) reports the cost of living index number (including retail prices of foods, fuel, light and rent) to have reached 1,548 for December, 1919, as compared with 1,331 in January, 1919, 1,077 for the year 1913 and 1,000 for the year 1910. Increases for the year 1919 appeared in all the groups. Rents for six-roomed houses were up nearly \$5 per month. In wholesale prices the index number reached 1,170 for the year and 2,079 for the last quarter as compared with 1,799 for January, 1919, 1,663 for January, 1918,

INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States					France	Australia	Italy	Japan	Sweden
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dunn	Gibson	Statistique Générale	Bureau of Census and Statistics	Bacchi Index No.	Bank of Japan	Official	
No. of commodities	272*	47	44	45	346	25†	96	200	22‡	45	92				
Date.	1890—1899 = 100	1900 = 100	1901—1905 = 100	1867—1877 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100	1911 = 1000				
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$.....	\$ 90.876	43.4	.....	1,053	.....	.....	.....	
1895.....	95.6	90.7	87.6	62	69.2	94.604	6.4346	81.251	42.0	.....	760	.....	.....	.....	
1900.....	108.2	100.0	110.5	75	81.7	99.388	7.8839	93.355	44.2	.....	894	.....	.....	.....	
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3	910	.....	.....	.....	
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	948	.....	.....	.....	
1907.....	126.2	106.0	118.0	80	95.8	117.940	8.9045	110.462	50.9	109.0	1,021	.....	.....	.....	
1908.....	120.8	103.0	109.0	73	90.8	125.766	8.0094	110.728	54.2	100.9	1,115	.....	.....	.....	
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	993	.....	.....	.....	
1910.....	124.2	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1	1,003	.....	.....	.....	
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	1,000	.....	.....	.....	
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	1,172	.....	.....	.....	
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	1,088	126.0	132.2	100	
1914.....	136.1	117.2	120.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	1,149	119.8	126.3	116	
1915.....	148.0	143.9	150.6	108	100.0	143.050	9.8530	124.563	64.0	161.6	1,604	167.2	127.8	145	
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	217.6	1,504	251.6	154.9	185	
1917.....	237.0	243.0	250.0	175	175.0	261.796	15.6385	204.121	110.8	302.4	1,662	385.9	196.4	244	
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	1,934	515.5	259.0	339	
1919.....	293.2	296.3	287.9	205.6	214.0	295.607	.....	230.846	.....	412.0	.....	.....	.....	330	
1914															
January.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	a 1,085	.....	.....	.....	
April.....	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	a 1,113	.....	.....	.....	
July.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	a 1,185	.....	.....	.....	
October.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	a 1,225	.....	.....	.....	
1915															
January.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	1,387	132.7	.....	.....	
April.....	146.4	.....	151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	a 1,680	152.3	.....	.....	
July.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	a 1,822	164.4	.....	.....	
October.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.668	60.0	182.4	a 1,544	186.4	.....	.....	
1916															
January.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	a 1,502	232.3	.....	.....	
April.....	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.699	71.3	.....	a 1,493	252.7	.....	.....	
July.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	a 1,505	242.8	.....	.....	
October.....	188.2	.....	208.7	141.5	124.0	190.13	12.0399	152.355	82.2	223.0	a 1,514	260.2	.....	.....	
1917															
January.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	a 1,525	290.0	.....	.....	
April.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	236.7	a 1,587	333.7	.....	.....	
July.....	248.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	a 1,715	383.3	.....	.....	
October.....	244.7	.....	259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	a 1,801	441.8	.....	.....	
1918															
January.....	258.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	a 1,887	457.6	.....	.....	
April.....	269.4	.....	270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	a 1,940	505.6	.....	.....	
July.....	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	a 1,954	540.6	.....	.....	
October.....	280.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	a 1,965	557.5	285.5	370	
November.....	280.9	286.7	282.6	198.3	206.0	288.625	18.9110	230.529	118.8	413.7	.....	551.7	283.4	367	
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	.....	468.9	282.6	372	
1919															
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	a 1,929	412.7	283.2	369	
February.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	.....	406.4	281.6	358	
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.087	122.9	389.1	.....	410.9	277.7	354	
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.973	129.8	334.0	.....	424.4	273.2	339	
May.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.193	128.0	375.8	.....	424.4	283.7	330	
June.....	284.1	277.7	281.3	199.4	207.0	301.485	18.0900	227.078	122.9	381.5	.....	447.8	301.6	324	
July.....	294.0	281.4	293.2	206.4	219.0	313.647	18.8964	237.973	127.9	403.0	.....	452.7	326.8	320	
August.....	301.1	299.7	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	.....	461.9	332.2	321	
September.....	301.5	308.8	299.4	214.8	221.0	280.279	19.4720	238.342	116.9	416.2	.....	464.9	340.5	319	
October.....	299.6	318.3	308.9	224.3	223.0	277.028	19.5215	235.867	111.2	441.4	.....	487.0	352.1	307	
November.....	307.7	336.5	317.5	231.0	230.0	282.486	19.9026	238.573	114.6	468.2	.....	547.1	370.2	308	
December.....	322.7	345.7	334.7	235.2	238.0	280.876	20.1756	244.639	119.4	488.6	.....	.....	381.5	317	
1920															
January.....	338.4	356.3	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	.....	392.9	319	319	
February.....	343.5	368.3	370.9	260.4	249.0	296.672	20.8690	253.748	127.3	.....	.....	.....	343	343	
March.....	349.0	.....	379.6	261.4	.....	298.909	20.7950	253.016	133.8	.....	.....	.....	.....	.....	
April.....	353.1	.....	374.2	.....	.....	321.000	20.7124	257.901	147.4	.....	.....	.....	.....	.....	
May.....	.....	.....	.....	.....	.....	.....	20.7341	263.332	.....	.....	.....	.....	.....	.....	

\*230 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1920.  
aQuarter beginning in month specified.

†Continuing Sauerbeck's index number.

‡Food only.



THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES

Date	Canada 29 Foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New Zealand 59 goods 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 22 foods 50 cities
1900.....	\$ 5.48	88.5a	.....	906b	.....	.....	.....	.....	.....	.....	.....	.....	.....
1905.....	5.95	91.0a	.....	990b	.....	.....	.....	.....	.....	.....	.....	.....	.....
1910.....	6.95	96.3a	.....	991b	.....	.....	98.4c	1000	.....	.....	.....	.....	83
1911.....	7.14	96.3a	.....	983b	.....	.....	101.7c	.....	.....	.....	.....	.....	82
1912.....	7.33	101.3a	1,140	1,017b	.....	.....	101.3c	1020	100	.....	.....	.....	88
1913.....	7.33	101.6a	1,106	1,037b	.....	.....	102.0c	.....	.....	100.0	.....	.....	100
1914.....	7.73	103.4a	1,155	1,093b	.....	.....	.....	.....	.....	103.0	.....	.....	102
1915.....	7.86	131.5a	1,428	1,201b	.....	.....	.....	.....	.....	117.2	.....	.....	101
1916.....	8.79	106.0	1,506	1,265b	.....	.....	.....	.....	.....	120.9	.....	.....	114
1917.....	11.42	199.0	1,481	1,300b	.....	.....	.....	.....	.....	150.4	.....	.....	146
1918.....	13.02	214.7	1,490	.....	.....	.....	.....	.....	.....	180.6	.....	.....	168
1919.....	13.87	.....	.....	.....	.....	.....	.....	.....	.....	201.9	.....	.....	186
1914	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	7.73	.....	1,099	.....	.....	.....	107.1d	.....	.....	.....	.....	.....	104
April.....	7.50	.....	1,161	.....	.....	.....	.....	1004e	92	.....	100	.....	97
July.....	7.42	100	1,164	1,070	.....	.....	.....	.....	.....	.....	.....	100	102
October.....	7.99	112	1,156	1,096	.....	.....	106.9c	.....	.....	.....	.....	.....	105
1915	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	7.97	118	1,240	1,190	.....	.....	.....	1105e	98	.....	.....	.....	103
April.....	7.79	124	1,318	1,212	.....	.....	107.7d	.....	.....	.....	.....	.....	99
July.....	7.80	132.5	1,522	1,200	116.3	.....	1235e	102	.....	.....	.....	.....	100
October.....	7.82	140	1,551	1,202	120.0	120.3	113.8c	.....	.....	.....	.....	.....	103
1916	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	8.28	145	1,504	1,236	.....	126.0*	.....	1136e	118	.....	143	.....	107
April.....	8.34	149	1,520	1,253	.....	129.4*	117.8d	1379e	.....	.....	155	.....	109
July.....	8.46	161	1,516	1,276	135.9	139.5*	.....	1420e	126	.....	176	.....	111
October.....	9.30	168	1,454	1,289	.....	143.8*	120.3c	1466e	.....	.....	182	.....	121
1917	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	10.27	187	1,453	1,359	.....	147.9*	.....	1547e	142	.....	.....	160	123
April.....	10.77	194	1,473	1,357	.....	157.9*	123.6d	1717e	160	.....	212	175	145
July.....	11.62	204	1,470	1,357	154.7	178.8*	.....	1845e	183	.....	261	177	146
October.....	11.81	202	1,506	1,392	.....	192.0*	136.1c	2008e	198	.....	273	192	157
1918	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	12.42	206	1,505	1,427	.....	197.4*	.....	2120e	211	179.6	.....	221	160
February.....	12.54	208	1,510	1,430	166.1	.....	.....	.....	215	191.2	.....	227	161
March.....	12.66	207	1,519	1,434	.....	203.7	145.4d	.....	225	174.9	.....	235	154
April.....	12.57	206	1,528	1,464	.....	.....	.....	2331e	233	176.1	239	247	164
May.....	12.66	207	1,539	1,434	.....	.....	.....	.....	256	175.9	.....	258	155
June.....	12.79	208	1,541	1,485	.....	229.7	.....	.....	258	175.7	.....	261	162
July.....	13.00	210	.....	1,491	181.8	.....	.....	2446e	270	175.6	279	268	167
August.....	13.41	218	.....	1,491	.....	.....	.....	.....	272	171.3	.....	284	171
September.....	13.31	216	1,489	1,509	.....	251.0	161.8c	.....	278	197.8	270	310	173
October.....	13.54	229	1,521	1,515	.....	.....	.....	2608e	230	201.6	.....	320	181
November.....	13.65	233	1,547	1,535	.....	.....	.....	.....	278	203.1	.....	330	183
December.....	13.65	229	1,565	1,608	.....	252.0	.....	.....	289	203.1	275	330	187
1919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	13.78	230	.....	1,553	189.9	.....	.....	2780e	290	194.9	279	369	185
February.....	13.41	230	1,645	1,522	.....	.....	.....	.....	291	212.4	278	334	172
March.....	13.05	220	1,661	1,505	.....	257.4	167.7d	.....	291	205.1	278	331	175
April.....	13.35	213	1,636	1,516	.....	.....	.....	2942e	.....	195.8	276	336	182
May.....	13.63	207	1,696	1,523	.....	.....	.....	.....	.....	185.9	271	328	185
June.....	13.72	204	1,706	1,539	.....	261.4	.....	.....	.....	204.3	289	319	184
July.....	13.77	209	1,714	1,539	211.1	.....	.....	2893e	374	210.4	289	310	190
August.....	14.45	217	1,723	1,565	.....	.....	.....	.....	283	206.7	291	313	192
September.....	14.31	216	1,718	1,585	.....	.....	138.6c	.....	304	203.2	298	308	198
October.....	14.21	222	1,814	1,605	.....	.....	.....	.....	.....	203.7	300	307	188
November.....	14.23	233	1,839	1,635	.....	.....	.....	.....	.....	202.4	297	309	192
December.....	14.70	234	1,834	1,662	.....	244.6	.....	.....	.....	199.0	299	307	197
1920	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	15.30	236	.....	1,638	241.9	.....	.....	.....	.....	.....	.....	298	201
February.....	15.70	235	.....	.....	.....	.....	.....	.....	.....	205.1	.....	290	200
March.....	15.98	233	.....	.....	.....	.....	.....	.....	.....	.....	.....	291	.....
April.....	15.99	239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a Calculated from annual index number prior to war and price level Aug.—Dec. 1914.  
ending September.

d 6 months ending March.

e Quarter beginning in specified month.

b Four chief centres only.  
\* Previous month.

c 6 months

and 1,109 for January, 1915, prices in January, 1914, being equal to 1,000.

### United States

Wholesale prices continued to increase as shown by some index numbers, increases appearing in breadstuffs, meat, metals and miscellaneous materials, while in dairy produce, miscellaneous goods and clothing there were slight decreases. The index number of *Bradstreet*, however, showed a slight decline at the beginning of March and again at the beginning of April. Building materials and naval stores were up, but

there were decreases in provisions, textiles, hides and leather. Foods were 8.3 per cent lower than on December 1, 1918, while materials were 17.2 per cent higher. A slight increase, however, appeared on May 1. In reference to retail prices and cost of living the National Industrial Conference Board, Boston, Mass., an association of employers, reports from time to time the results of calculations based upon retail prices, rents, etc., throughout the United States. The latest report is for prices in March, 1920, bringing up to this date the figures for previous dates.

THE NATIONAL INDUSTRIAL CONFERENCE BOARD'S ESTIMATE OF THE AVERAGE INCREASES IN THE COST OF LIVING IN THE UNITED STATES BETWEEN JULY, 1914, AND THE MIDDLE OF EACH OF THE YEARS 1915, 1916, AND 1917, AND AT SPECIFIED DATES IN 1918 AND 1919.

Budget items.	Percentage of total expenditures	Percentage* of increase above 1914 prices.								
		1915	1916	1917	1918		1919		1920	
					June	Nov.	Mar.	July	Nov.	Mar.
All items.....	100.0	.5	8.7	31.7	52.2	65.0	60.5	72.2	82.2	94.8
Food.....	43.1	a	11	46	62	83	75	90	92	100
Shelter.....	7.7	a	1.5	5	15	20	22	28	38	49
Clothing.....	13.2	3	20	43	77	93	81	100	135	177
Fuel, heat and light.....	5.6	2	5	33	35	40	42	42	48	49
Sundries ...	20.	a	4	17	50	55	55	63	75	83

a. No change

### FATAL INDUSTRIAL ACCIDENTS IN CANADA DURING 1919

THE Department's record of fatal industrial accidents occurring during the year 1919, shows a decrease of 12.6 per cent in the number of fatalities in that year as compared with the previous year, there being 1,068 deaths recorded in 1919 as against 1,222 in 1918.

This reduction was more than accounted for in the steam railway service and in mining, smelting and quarrying operations, 66 fewer accidents being reported in the former and 126 in the latter group. In the metals, machinery and conveyance group 30 deaths less were

reported; while in railway and harbour construction and in navigation and miscellaneous transport, 28 and 29 fatalities occurred respectively than in 1918. The greatest loss of life due to any one accident in 1919 resulted from an explosion in a grain elevator at Port Colborne, 10 persons being the victims of this catastrophe, whereas in the preceding year an accident due to an explosion at the Stellarton coal mines accounted for 88 deaths.

It should be understood that while the accompanying tables of fatal industrial accidents occurring in Canada during the year have been made as complete as possible, they do not necessarily include all such accidents that may have

occurred. Reports have been received by the Department from all sources available which include the various Workmen's Compensation Boards; the Board of Railway Commissioners of Canada; the Department of Public Works and Mines of Nova Scotia; the Factory Inspector of New Brunswick; the Bureau of Mines of Quebec; the Department of Public Works and Labour, Quebec; the Bureau of Mines and Chief Factories Inspector of Ontario, and the Ontario Railway and Municipal Board; the Bureau of Labour of Manitoba; the Bureau of Labour of Saskatchewan; the Chief Inspector of Mines, Alberta; and the Department of Mines of British Columbia.

FATAL INDUSTRIAL ACCIDENTS DURING 1919, BY MONTHS.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total	Per-centage of total
Metals, machinery and conveyances.....	13	6	8	12	9	4	8	1	10	9	6	6	92	8.6
Food, tobacco and liquor.....	4	.....	.....	5	1	2	1	5	1	2	2	4	27	2.5
Textiles, carpets and cordage.....	1	.....	.....	1	.....	.....	.....	3	.....	2	1	1	9	.8
Clothing and laundering.....	.....	1	.....	2	2	.....	.....	1	.....	1	1	1	9	.8
Pulp, paper and fibre.....	1	3	1	2	.....	1	1	.....	1	2	2	2	16	1.5
Woodwork and furniture.....	.....	.....	1	4	.....	7	2	2	.....	.....	2	.....	18	1.7
Leather.....	.....	1	.....	1	.....	.....	.....	1	.....	1	.....	.....	4	.4
Clay, glass and stone.....	.....	1	.....	1	.....	1	1	2	1	3	1	.....	11	1.0
Paints, oils, chemicals and explosives.....	4	1	.....	8	2	.....	2	3	.....	.....	2	1	23	2.2
Steam railway service.....	19	9	14	9	19	6	19	13	18	24	22	17	189	17.7
Electric Railway service.....	2	.....	2	.....	.....	1	.....	1	4	.....	.....	.....	10	.9
Navigation and miscellaneous transport.....	1	2	2	9	5	9	8	15	2	12	6	4	75	7.0
Mines, smelters and quarries.....	11	23	8	9	6	14	8	9	11	16	13	9	137	12.8
Building and construction.....	4	3	5	3	4	4	6	7	5	7	4	6	58	5.4
Railway, canal and harbour construction.....	1	2	5	5	4	9	1	2	3	2	.....	1	35	3.3
Lumbering.....	17	13	8	6	27	19	9	10	7	8	15	19	158	14.9
Public and Municipal employment.....	2	1	.....	.....	3	3	3	13	2	2	5	3	37	3.5
Public utilities.....	2	3	1	2	6	5	7	6	5	3	3	5	48	4.5
Agriculture.....	2	1	.....	2	1	2	6	4	4	1	3	1	27	2.5
Fishing and hunting.....	.....	.....	.....	2	.....	.....	3	1	.....	5	.....	2	13	1.2
Miscellaneous.....	3	3	2	4	6	7	4	13	9	3	10	8	72	6.8
Total.....	87	73	57	87	95	94	89	111	84	103	98	90	1,068	100.0





## FATAL INDUSTRIAL ACCIDENTS IN 1919. BY INDUSTRIES AND CAUSES.

Cause.	Metals, Machinery and Conveyances.	Food, Tobacco and Liquor.	Textiles, Carpets and Cordage.	Clothing and Laundering.	Pulp, Paper and Fibre.	Woodwork and Furniture.	Leather, Boots, Shoes and Rubbers.	Clay, Glass and Stone.	Paints, Oils, Chemicals, Explosive.	Miscellaneous Transport and Navigation.	Steam Railways.	Electric Railways.	Mines, Shelters and Quarries.	Building and Construction.	Railway, Canal and Harbour Construction.	Lumbering.	Public and Municipal Employment.	Public Utilities.	Agriculture.	Fishing and Hunting.	Miscellaneous.
(H).—Tools.....	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	—	—	—	—
TOTAL.....	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	—	—	—	3
(I).—ROADWAYS AND ANIMALS.—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1. Horses.....	—	1	—	—	—	—	—	—	—	6	—	—	—	—	—	—	—	—	—	—	—
2. Bulls.....	—	—	—	—	—	—	—	1	—	—	—	—	1	1	—	—	1	—	7	—	3
TOTAL.....	—	1	—	—	—	—	—	1	—	6	—	—	1	1	—	2	1	—	7	—	3
(J).—MOVING TRAINS, VEHICLES, ETC.—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1. Train wrecks.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2. Struck by, run over, or caught between car and engine.....	8	—	—	—	—	—	—	—	—	—	35	—	—	—	7	3	3	3	1	—	—
3. Falls from or in cars and engines.....	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—
4. Mine and Quarry cars.....	—	—	—	—	—	—	—	—	—	—	34	—	16	—	—	—	—	—	—	—	—
5. Automobiles and other power vehicles.....	1	1	—	—	—	—	—	—	—	—	2	—	—	1	—	1	4	2	—	—	—
6. Animal-drawn vehicles.....	—	—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—
7. Boat collisions.....	—	—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—
TOTAL.....	9	1	—	—	—	—	—	1	1	11	152	8	16	1	7	4	8	5	1	—	3
(K).—FALLS OF PERSONS.—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1. From elevations.....	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2. From ledgers.....	—	1	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3. Into excavations, pits and shafts.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4. On level.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5. Into elevator shafts.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6. From vehicles.....	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7. Collapse of support.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8. From tools slipping.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
9. On sharp objects.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
10. From gang plank.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL.....	11	9	—	—	—	—	—	2	1	22	4	16	26	5	12	3	11	5	—	—	17
(L).—ALL OTHER CAUSES.—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1. Blood poisoning and infection.....	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2. Drowning.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3. Flying fragments.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4. Inhalation of gases, fumes, etc.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5. Cave-ins, snowslides, earthslides, etc.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6. Exposures.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7. Chilled by wetting.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8. Violence.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
9. Lightning.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
10. No particulars.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL.....	7	1	—	—	—	—	—	2	5	17	9	1	11	10	11	42	10	3	2	13	16
Grand Totals.....	82	27	9	9	16	18	4	11	23	75	189	10	137	68	35	153	37	48	27	13	72

## FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE FIRST QUARTER OF 1920

**A**CCORDING to information received by the Department, the industrial accident record for the first quarter of 1920 shows 263 fatal accidents during that period as compared with 291 during the previous quarter, and 217 in the corresponding quarter of 1919. Of these fatalities, 86 occurred in January, 90 in February and 87 in March as against 87 in January, 73 in February and 57 in March of the preceding year. In addi-

tion to the accidents reported as occurring during the quarter, the Department also received information of 63 additional accidents pertaining to the year 1919, which are noted in the supplementary statement at the end of this article.

The following statement does not necessarily include all the fatal accidents that may have occurred but it has been prepared from information received from all sources available.

### FATAL INDUSTRIAL ACCIDENTS DURING THE FIRST QUARTER OF 1920

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>METALS, MACHINERY AND CONVEYANCES.—</b>				
Employee at steel plant .....	Sault Ste. Marie, Ont...	Jan. 1	40	Struck by engine.
Employee at steel plant .....	Sydney, N.S. ....	" 16	30	Caught between cars.
Employee at steel plant .....	Winnipeg, Man. ....	" 17	67	Blood poison.
Loader at steel plant .....	Sault Ste. Marie, Ont...	" 14	18	Crushed by falling rail.
Engineer at steel plant .....	Hamilton, Ont. ....	" 14	35	Collision.
Iron worker .....	Port Colborne, Ont. ....	" 7	29	Fell off column.
Workman with machinery company	Hull, Que. ....	Feb. 5	54	Electrocuted.
Iron worker .....	Port Colborne, Ont. ....	Feb. 12	35	Struck by cable.
Iron worker .....	Port Colborne, Ont. ....	" 28	31	Fell off wall.
Employee at foundry .....	Chatham, N.B. ....	" 18	69	Internal injuries.
Employee at automobile plant .....	Toronto, Ont. ....	" 25	25	Explosion.
Workman at steel plant .....	Hamilton, Ont. ....	" 27	27	Clothing caught fire.
Employee at shipyard .....	Toronto, Ont. ....	" 22	48	Cut knee-infection.
Carpenters at shipyards (2) .....	Birdgeburg, Ont. ....	" 28	24	Fell from scaffold.
			33	
Labourer at steel plant .....	Montreal, Que. ....	" 30	43	Run over by hand car.
Pipefitter .....	Hamilton, Ont. ....	Mar. 10	.....	Burned.
Machinist .....	Cow Bay, B.C. ....	" 12	38	Struck by shaft.
Stoker at steel plant .....	Hamilton, Ont. ....	" 13	44	Struck by steel.
Boilermaker .....	Galt, Ont. ....	" 17	39	Struck by iron when water pressure forced off joint.
<b>FOOD, TOBACCO AND LIQUOR.—</b>				
Employee at brewery .....	Winnipeg, Man. ....	Jan. 7	50	Crushed internally.
Employee at cigar factory .....	London, Ont. ....	" 16	62	Caught in belt.
Employee at flour mill .....	St. Boniface, Man. ....	" 17	34	Caught in machinery.
Helper at biscuit factory .....	Toronto, Ont. ....	Feb. 13	.....	Fell down elevator shaft.
Labourer at tobacco plant .....	Kingsville, Ont. ....	" 23	52	Electrocuted.
Packing plant employee .....	Edmonton, Alta. ....	" 19	.....	Fell down elevator shaft.
Packing plant employee .....	Chatham, Ont. ....	Mar. 3	20	Fell into vat of boiling water.
Employee at gum factory .....	Toronto, Ont. ....	" 4	60	Caught in elevator.
Miller .....	Medicine Hat, Alta. ....	" 31	48	Fell from ladder.
<b>TEXTILES, CARPETS AND CORDAGE.—</b>				
Warehouseman .....	Peterboro, Ont. ....	Mar. 1	54	Crushed by elevator-believed to have pulled the wrong rope.
Employee of flax fibre plant .....	Cayuga, Ont. ....	" 10	53	Caught in machinery.
Workman at underwear plant .....	Moncton, N.B. ....	" 10	55	Caught in revolving gears.
<b>PULP, PAPER AND FIBRE.—</b>				
Labourer at paper mill .....	Ottawa, Ont. ....	Jan. 5	67	Struck by falling object—Infection.
Oiler at paper mill .....	Thorold, Ont. ....	Feb. 9	.....	Caught in belt.
Millwright at paper mill .....	Sault Ste. Marie, Ont. ....	" 18	44	Caught in shaft wheel.
Helper at paper mill .....	Sault Ste. Marie, Ont. ....	" 24	.....	Asphyxiated.
Employees of pulp and paper mill (5) .....	Iroquois Falls, Ont. ....	" 12	.....	Mill dam broke.
Employee of pulp mill .....	Iroquois Falls, Ont. ....	" 14	23	Asphyxiated.
Employee of pulp mill .....	Bathurst, N.B. ....	" 18	48	Horses ran away.



## FATAL INDUSTRIAL ACCIDENTS DURING THE FIRST QUARTER OF 1920—Continued.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>PRINTING AND PUBLISHING.—</b>				
Employee at printing plant.....	Winnipeg, Man.....	Feb. 11	.....	Fell from height.
<b>WOODWORKING AND FURNITURE.—</b>				
Labourer at planing mill.....	Walkerton, Ont.....	Jan. 7	50	(No particulars).
Employee at wood-yard.....	Cornwall, Ont.....	Mar. 1	.....	While operating a circular saw.
Electrician.....	Thorold, Ont.....	" 28	32	Electric burns.
<b>LEATHER, BOOTS, SHOES AND RUBBER.—</b>				
Workman at leather company.....	New Toronto, Ont.....	Jan. 29	19	Burned.
Employee at rubber plant.....	Montreal, Que.....	Mar. 31	41	Fall of elevator.
<b>CLAY, GLASS AND STONE.—</b>				
Watchman at cement plant.....	Port Colborne, Ont.....	Feb. 16	52	Burned by explosion.
Loader with contractor.....	Weston, Ont.....	Mar. 13	33	Crushed by falling gravel.
Marble cutter.....	Winnipeg, Man.....	" 16	.....	Explosion of air tank.
Labourer at cement plant.....	Point Anne, Ont.....	" 29	62	Caught in shafting.
<b>PAINTS, OILS, CHEMICALS AND EXPLOSIVES.—</b>				
Employees at oil works (4).....	Montreal, Que.....	Jan. 7	36 42 61 38	Explosion of stils.
Employee at starch works.....	Port Credit, Ont.....	" 9	27	Struck by train.
Employee at liquid gas factory.....	Hamilton, Ont.....	Feb. 7	21	Crushed under boiler.
Fireman at chemical factory.....	Niagara Falls, Ont.....	" 18	28	Slipped and foot caught in crusher.
Employee at oil well.....	Petrolia, Ont.....	Mar. 4	.....	Electrocuted, connection swivel on derrick broke causing rod to fall on wire.
Employees of chemical plant (2)...	Calgary, Alberta.....	" 16	.....	Explosion of acetylene tanks.
<b>STEAM RAILWAYS.—</b>				
Yardman.....	Coquitlam, B.C.....	Jan. 2	33	Crushed by engine rigging.
Car repairer.....	Cochrane, Ont.....	" 24	24	Struck by engine.
Switch cleaner.....	Toronto, Ont.....	" 15	.....	Run over by train.
Sleeping car employee.....	Corbeil, Ont.....	" 25	.....	Collision.
Snow-plough foreman.....	Iroquois Falls, Ont.....	" 29	44	Hernia.
Snow-plough workman.....	Saskatoon, Sask.....	" 30	32	Plough collided with train.
Brakeman.....	Near DeWinton, Alta.....	" 4	28	Caught between couplers.
Brakeman.....	Windsor, Ont.....	" 19	25	Run over by cars.
Employee.....	St. John, N.B.....	" 16	34	Crushed between cars.
Employee.....	Nouvelle, Que.....	" 22	30	Derailement.
Sectionman.....	Toronto, Ont.....	" 14	.....	Struck by engine.
Sectionman.....	Montrose, Ont.....	" 21	40	Stepped in front of train.
Sectionman.....	Laidlaw, B.C.....	" 24	58	Struck by train.
Sectionman.....	Mitford, Alta.....	" 29	.....	Struck by train.
Sectionman.....	Megantic, Que.....	" 31	45	Struck by engine.
Section foreman.....	Midland, Ont.....	" 14	.....	Collision.
Engineer.....	Deux Rivières, Ont.....	Feb. 1	.....	Collision.
Fireman.....	Hespeler, Ont.....	" 5	21	Derailement.
Fireman.....	Ridgeway, Ont.....	" 16	.....	Collision.
Fireman.....	Ebenezer, Sask.....	" 25	32	Spread rails caused engine to turn over.
Brake inspector.....	Chaudière, Que.....	" 7	21	Fell under cars.
Carman.....	Capreol, Ont.....	" 8	25	Crushed between cars.
Call boy.....	Belleville, Ont.....	" 15	.....	Struck by engine.
Operator.....	Glen Tay, Ont.....	" 16	26	Run over by engine.
Yard foreman.....	Winnipeg, Man.....	" 9	40	Struck by train.
Yardman.....	Toronto, Ont.....	" 6	26	Fell under engine.
Yardman.....	Aylth, Alta.....	" 25	21	Fell from car.
Switchman.....	West Toronto, Ont.....	" 12	32	Fell in attempt to board moving engine.
Snow shoveller.....	Moncton, N.B.....	" 17	46	Struck by shunting engine.
Snow shoveller.....	Cobden, Ont.....	" 17	61	Struck by engine.
Section foreman.....	Moncton, N.B.....	" 7	38	Struck by train.
Section foreman.....	Regina, Sask.....	" 11	40	Struck by engine.
Sectionmen (2).....	Gouin Station, Que.....	" 3	21	Locomotive collided with hand car.

## FATAL INDUSTRIAL ACCIDENTS DURING THE FIRST QUARTER OF 1920—Continued.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>STEAM RAILWAYS—Con'd.</b>				
Employee.....	Rogersville, N.B.....	Feb. 28	45	Struck by train.
Employee.....	Fort Erie, Ont.....	" 9	.....	Back broken.
Brakeman.....	Beaver Brook, N.B.....	Mar. 3	28	Fell under engine.
Brakeman.....	Palmerston, Ont.....	" 14	24	Slipped on ice in front of engine.
Car rider.....	Windsor, Ont.....	" 14	38	Fell under train.
Fireman.....	Saskatoon, Sask.....	" 19	25	Engine left track, overturned.
Brakeman.....	Halifax, N.S.....	" 17	24	Struck by shunting cars.
Brakeman.....	Edson, Alta.....	" 10	21	Crushed between couplers.
Brakeman.....	Rainy River, Ont.....	" 21	28	Crushed by cars.
Brakeman.....	Fauquier, Ont.....	" 22	23	Fell between cars.
Yardman.....	Farnham, Que.....	" 4	40	Vell from car.
Sectionman.....	Toronto, Ont.....	" 7	64	Cut, hand-infection.
Sectionman.....	Regina, Sask.....	" 17	37	Burned; lighting fire with coal oil.
Sectionman.....	Regina, Sask.....	" 17	40	Slipped under plough.
Employee.....	McAdam, N.B.....	" 2	33	Caught between running board of car.
Employee.....	Jasper, Alta.....	" 4	24	Run over by engine.
Employee.....	Atherley, Jct., Ont.....	" 27	19	Struck by stringer from bridge.
Employee.....	Winnipeg, Man.....	" 31	39	Caught between cars.
<b>ELECTRIC RAILWAYS.—</b>				
Motorman.....	Toronto, Ont.....	Jan. 16	30	Crushed between cars.
Motorman.....	Toronto, Ont.....	" 31	.....	Collision at intersection.
Motorman.....	Oakville, Ont.....	Mar. 21	50	Head struck standards that supports wire.
<b>MISCELLANEOUS TRANSPORT.—</b>				
Watchman on vessel.....	Quebec, Que.....	Jan. 2	60	Ladder broke causing fall.
Steamship employee.....	St. John, N.B.....	" 19	19	Knocked into hold of steamer by sling.
Employee of cartage company.....	Winnipeg, Man.....	" 12	44	Crushed.
Employee of cartage company.....	Brantford, Ont.....	" 29	37	Crushed by tank.
Longshoreman.....	St. John, N.B.....	Feb. 14	40	Fell into hold of vessel.
Driver for dairy.....	Stratford, Ont.....	" 25	47	Thrown off sleigh.
Stevodore.....	Halifax, N.S.....	" 26	43	Fell from gang plank.
Ice dealer.....	Westboro, Ont.....	" 28	.....	Train struck delivery sleigh.
Seaman.....	St. John, N.B.....	Mar. 5	19	Crushed between derricks; man holding guy ropes slipped.
Steamship employee.....	Port Dalhousie, Ont.....	" 9	.....	Staging gave way.
Driver.....	Hillcrest, Alta.....	" 26	21	Caught under car.
<b>MINES, SMELTERS AND QUARRIES</b>				
Shiftman.....	Glacé Bay, N.S.....	Jan. 6	73	Run over by boxes.
Fire boss.....	Beverly, Alta.....	" 14	66	Crushed between skip and cross timbers.
Car placer.....	Acadia Mines, N.S.....	" 17	.....	Struck by runaway car.
Miner.....	Wayne, Alta.....	" 5	30	Fall of rock.
Miner.....	Kirkland Lake, Ont.....	" 7	26	Struck by rock.
Miner.....	Rosedale, Alta.....	" 7	30	Fall of rock.
Miner.....	Schumacher, Ont.....	" 12	20	Struck by rock.
Miner.....	Nanaimo, B.C.....	" 14	56	Caught against face by trip of cars.
Miner.....	Larder Lake, Ont.....	" 22	39	Struck by log.
Miner.....	Harewood Mine, B.C.....	" 30	.....	Fall of rock.
Miner.....	Thetford Mines, Que.....	" 30	.....	Explosive used in blasting.
Gripper.....	Lethbridge, Alta.....	" 30	.....	Caught between car and side of entry
Driller.....	Coleraine, Que.....	Feb. 4	30	Fall of coal.
Driller.....	Thetford Mines, Que.....	" 27	27	Fall.
Driver.....	Glacé Bay, N.S.....	" 2	19	Head caught by low boom.
Donkey runner.....	Little Bras d'Or Bridge, N.S.....	" 6	25	Caught in belt.
Operator.....	Nickelton, Ont.....	" 24	48	Caught in belt.
Labourer.....	St. Frederic, Que.....	" 25	25	Fall of roof.
Miner.....	Saunders, Alta.....	" 11	45	Fall of rock.
Miner.....	New Waterford, N.S.....	" 29	44	Struck on head by timber.
Coal miner.....	Dominion, C.B.....	" 3	19	Crushed between box and beam.
Coal miner.....	Caledonia Mine, N.S.....	" 5	.....	Fall of roof, coal.
Coal miner.....	New Aberdeen, N.S.....	" 17	24	Fall of coal.
Coal miner.....	Coal Creek, B.C.....	" 26	32	Fall of coal.

## FATAL INDUSTRIAL ACCIDENTS DURING THE FIRST QUARTER OF 1920—Continued.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>MINES, SMELTERS &amp; QUARRIES.—Con.</b>				
Coal miner	Glacé Bay, N.S.	Feb. 19	24	Fall of coal.
Asbestos miner	Thetford Mines, Que.	Mar. 1	30	Fell into pit.
Miner	New Waterford, N.S.	" 2	44	Falling stone dislodged by runaway box.
Miner	Drumheller, Alta.	" 12	27	Fall of rock.
Miner	Florence, N.S.	" 20	45	Fall of stone.
			Over	
Miner	Surf Inlet, B.C.	" 23	21	Struck by bucket.
Electrician at smelter	Trail, B.C.	" 14	19	Flying steel while blasting.
Fire boss	Coal Creek, B.C.	" 15	21	Cave in.
Loader	Stellarton, N.S.	" 16	48	Fall of coal.
Paving cutter	Nictaux West, N.S.	" 20	27	Premature explosion.
Coal miner	Nanaimo, B.C.	" 30	52	Fall of rock.
Machine runner	Drumheller, Alta.	" 31	29	Fall of rock.
			Under	
Winchboy	Wakesiah Mine, B.C.	" 29	21	Struck by car.
Trip runner	Joggins mine, N.S.	" 30		Runaway box.
<b>BUILDING AND CONSTRUCTION.—</b>				
Railway employees (2)	Canora, Sask.	Jan. 1	37-20	Struck by shunting cars.
Helper at building	Montreal, Que.	" 6	32	Fell from scaffold.
Carpenter	Toronto, Ont.	" 10	60	Fall.
Carpenter	Bathurst, N.B.	" 10	43	Staging gave way causing fall.
Carpenter	Nelson, B.C.	" 21	52	Fell from scaffold.
Carpenter	Estcourt, Que.	" 22	22	Fell from roof.
Painters (3)	Montreal, Que.	Feb. 14		Burned in fire at building.
Workman at elevator	Port Arthur, Ont.	" 11	55	Fell through an uncovered hole in tank roof.
Workman at elevator	Port Colborne, Ont.	" 16	38	Struck by falling beam.
Plumber	Kingsville, Ont.	" 23	55	Iron pipe being lifted touched trolley wire.
Foreman at canal work	Queenston, Ont.	" 28		Snatch-block broke causing fall.
Carpenter	Hamilton, Ont.	Mar. 2		Fell from a scaffold.
Workman at store	St. John, N.B.	" 2	30	Crushed by falling pillar.
			48	
Workmen at machine plant (3)	St. John's, Que.	" 17	30	Collapse of building.
			24	
Employees with contractor (2)	Ducks, B.C.	" 18	38-39	Buried under earth slide.
Carpenter at canal work	Queenston, Ont.	" 22	25	Struck by lumber falling from sling.
<b>LUMBERING.—</b>				
Surveyor	Amherst, N.S.	Jan. 2	64	Floor collapsed.
Lumberman	Tennecape, N.S.	" 7	41	Struck by falling tree.
Gangman	Squamish, B.C.	" 10	18	Fell over bridge with tie.
Woodsmen	Rosevear, Alta.	" 23		Struck by falling tree.
Employee	Nairn Centre, Ont.	" 2		Struck by tree.
Employee	North Bay, Ont.	" 3		Struck by tree.
Employee	Otter, B.C.	" 20	34	Thrown against saw when tie rebounded.
Employee	Sechelt, B.C.	" 26	26	Crushed against tree by swinging boom stick.
Employee	Jacksonboro, Ont.	" 27	28	Struck by tree.
Sawyer	Chase, B.C.	" 26	29	Struck by falling tree.
Employee	Toronto, Ont.	Feb. 2	62	Fell off trestle.
Employee	Novar, Ont.	" 3	24	Hand bruised; infection.
Employee	Wickham, N.B.	" 3	24	Struck by limb of tree.
Foreman	Broughton Island, B.C.	" 14	39	Fell while removing chunk between logs in chute.
Setter at sawmill	Chisholm, Alta.	" 16	31	Collapse of falling burner.
Log skidder	Near Waldo, B.C.	" 23		Struck by falling log.
Logger	Nimkish Lake, B.C.	" 7	30	Struck by falling tree.
Logger	Courtenay, B.C.	" 18		Struck by falling tree.
Logger	Hardwich Island, B.C.	" 23	50	Struck by sliver from log.
Fireman	Arnprior, Ont.	" 11	30	Lifting machinery; strain.
Teamster	Toronto, Ont.	" 23	36	Infection.
Lumberman	Harmony, N.S.	" 26		Shuck by falling limb.
Chokerman	Thompson Sound, B.C.	" 24	32	Struck by falling tree.
Employee	Vegreville, Alta.	Mar. 5		Struck by falling tree.
Employee	Haliburton, Ont.	" 9	24	Struck by cant-hook.
Employee	The Pas, Man.	" 31		Frozen.
Employee at saw mill	St. Gervais, Que.	" 10	40	Struck by a deal projecting from a saw.
Employee at saw mill	Broad Valley, Man.	" 12		Saw broke away.
Teamster at saw mill	New Hamburg, Ont.	" 15	21	Caught in chain.
Teamster	Windy Lake, Ont.	" 18	45	Fell off load.



## FATAL INDUSTRIAL ACCIDENTS DURING THE FIRST QUARTER OF 1920—Continued.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>PUBLIC AND MUNICIPAL EMPLOYMENT.—</b>				
Labourer.....	Huntsville, Ont.....	Jan. 12	19	Crushed by gravel.
Labourer at road work.....	Tisdale, Sask.....	Feb. 23	.....	Struck by falling tree.
Elevator operator.....	Winnipeg, Man.....	" 3	.....	(No particulars).
Teamster.....	Matheson, Ont.....	" 25	15	Crushed by gravel.
Employee of power plant.....	Weyburn, Sask.....	Mar. 27	40	Electrocuted.
<b>PUBLIC UTILITIES.—</b>				
Foreman with power commission.....	Stamford, Ont.....	Jan. 9	32	.....
Lineman.....	Chatsworth, Ont.....	" 20	33	Electrocuted.
Lineman.....	Toronto, Ont.....	Mar. 11	55	Electrocuted.
Labourer with power commission.....	Stamford, Ont.....	" 8	29	Fell under car.
Employee with power commission.....	Stamford, Ont.....	" 19	27	Stumbled over wire and fell under train.
Lineman.....	Princeton, B.C.....	" 27	45	Car ran over bank.
<b>AGRICULTURE.—</b>				
Farm hand.....	Salmon Arm, B.C.....	Jan. 10	18	Crushed by rolling log.
Farm instructor.....	Barstow, Alta.....	" 12	43	Thrown from horse.
Farmer.....	Cornwall, Ont.....	" 15	.....	Struck by falling tree.
Farmer.....	Vernon, B.C.....	" 22	70	Butted by ram.
Farmer.....	Young, Sask.....	Feb. 7	.....	Kicked by horse.
Farmer.....	Merville, B.C.....	" 7	40	Struck by falling tree.
Farmer.....	St. Frederic, Que.....	" 28	21	Fall of earth while excavating.
Employee.....	Fernie, B.C.....	Mar. 3	30	Engine fly wheel burst.
Farmer.....	St. Jude, Que.....	" 24	45	Load of logs capsized.
Farmer.....	Near Brockville, Ont.....	" 26	61	Struck by falling tree.
<b>MISCELLANEOUS.—</b>				
Labourer.....	Calgary, Alta.....	Jan. 2	59	Injury to foot.
Labourer.....	Vernon, B.C.....	" 6	28	Dragged by horses.
Labourer.....	Bathurst Mines, N.B.....	" 13	.....	Fell over bank.
Labourer.....	Thorburn, N.S.....	" 17	.....	Struck by cars lowered down on screen
Labourer.....	Rambler Siding, B.C.....	" 18	37	Buried in snow-slide.
Stock detective.....	Calgary, Alta.....	" 18	42	Suffocated in burning building.
Foreman.....	Campbell River, B.C.....	" 23	42	Thrown off when gravel truck became disconnected.
Storekeeper.....	Grafton, Ont.....	" 31	60	Smothered by fumes.
Helper at electric plant.....	Peterboro, Ont.....	Feb. 8	18	Needle entered thumb; infection.
Engineer.....	Fraser Mills, B.C.....	" 10	66	While replacing bolt placed head in shaft trough.
Labourer with merchant.....	Levis, Que.....	" 28	70	Fall of frozen coal.
Watchman at concrete plant.....	Hamilton, Ont.....	" 28	.....	Murdered.
Brakeman.....	Hernando Island, B.C.....	Mar. 3	35	Struck by log when unloading.
Labourer.....	Lake Buntzen, B.C.....	" 11	50	Fell over railing.
Labourer.....	Jasper, Alta.....	" 4	24	Struck by engine.
Labourer.....	Yank, B.C.....	" 9	32	Struck by falling tree.
Electrician.....	Trail, B.C.....	" 14	19	Struck by flying steel.
Workman with electric company.....	Windsor, Ont.....	" 15	.....	Struck by auto.
Engineer.....	Nanaimo, B.C.....	" 17	42	Drowned.
Ashman.....	Edmonton, Alta.....	" 18	67	Bloodpoison.
Janitor.....	Montreal, Que.....	" 24	.....	Caught between elevator door and floor.
Watchman for furrier company.....	Montreal, Que.....	" 30	55	Fell against object.
Labourer.....	Montreal, Que.....	" 29	42	Hoist.

## SUPPLEMENTARY STATEMENT OF FATALITIES THAT OCCURRED IN 1919.

<b>METALS, MACHINERY AND CONVEYANCES.—</b>				
Workman at plough works.....	Brantford, Ont.....	Nov. 24	57	Knee bruised by fall; infection.
Millwright.....	Ocean Falls, B.C.....	Dec. 2	44	Hit by spoke of pulley.
Plater.....	Vancouver, B.C.....	" 8	55	Knocked from scaffold by swinging plate.
<b>WOODWORKING AND FURNITURE.—</b>				
Planer feeder.....	Sidney, B.C.....	Nov. 4	28	Caught in machine.
<b>STEAM RAILWAY SERVICE.—</b>				
Brakeman.....	Nr. Headquarters, B.C.....	Oct. 3	22	Caught between logs.
Engineer.....	Ladysmith, B.C.....	" 22	29	Derailment.
Track watchman.....	White Rock, B.C.....	Nov. 17	78	Buried in mud slide.
Labourer.....	Sarnia, Ont.....	Dec. 19	62	Fell off turntable.

## SUPPLEMENTARY STATEMENT OF FATALITIES THAT OCCURRED IN 1919,—Continued.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>MISCELLANEOUS TRANSPORT.—</b>				
Deckhand.....	Cape Keppel, B.C.....	Aug. 1	19	Fell overboard.
Longshoreman.....	Vancouver, B.C.....	Nov. 3	40	Fall.
Engineer on steamer.....	Steamer Georgia.....	" 5	39	Crushed between tug and scow.
Donkey engineer.....	North of Stave Falls, B.C.....	" 7	48	Cable broke.
Donkey engineer.....	Port Alberni, B.C.....	" 24	35	Struck by falling machine hood.
Teamster.....	South Vancouver, B.C.....	Dec. 6	60	Struck by wagon pole when horses bolted.
Seaman.....	Vancouver, B.C.....	" 19	38	Fell when boarding steamer.
Teamster.....	East Mountain, N.S.....	" 28	71	Fell from wagon seat,
<b>MINES AND SMELTERS.—</b>				
Employee at cement plant.....	Edmonton, Alta.....	Sept. 16	..	Fall of rock.
Miner.....	Nanaimo, B.C.....	Dec. 26	37	Fall of coal.
<b>BUILDING AND CONSTRUCTION.—</b>				
Bridgeman.....	Rock Creek, B.C.....	Apr. 28	43	Internal strain.
Hoist engineer.....	Calgary Alta.....	July 30	40	Fell from scaffold.
Carpenter.....	Calgary, Alta.....	Oct. 18	30	Fell from roof of elevator.
Carpenter.....	Vancouver, B.C.....	Nov. 13	28	Fall.
Contractor.....	Duncan Bay, B.C.....	Dec. 22	45	Premature explosion.
Bricklayer.....	Calgary, Alta.....	Sept. 25	62	Fell from scaffold.
<b>AGRICULTURAL.—</b>				
Farmer.....	Swalwell, Alta.....	Sept. 26	32	Injured while threshing.
<b>LUMBERING.—</b>				
Tie-maker.....	Moyie, B.C.....	Apr. 21	25	Fell on branch.
Log skidder.....	Tanglefoot, B.C.....	July 24	34	Caught between logs.
Labourer.....	Fraser Mills, B.C.....	Oct. 20	49	Fell when pulling lumber.
Labourer.....	Ruskin, B.C.....	" 20	41	Struck by falling tree.
Hooktender.....	Ladysmith, B.C.....	" 31	28	Struck head when pulling log.
Logger.....	Hardwich Island, B.C.....	" 29	45	Crushed by log
Logger.....	Wyatt Bay, B.C.....	Nov. 13	33	Struck by snag.
Logger.....	Wellboro Channel, B.C.....	" 19	60	Buried under stump; bucking wind falls.
Feeder.....	Fraser Mills, B.C.....	" 19	17	Clothes caught on shaft.
Employee.....	Jordan River, B.C.....	" 18	38	Fell from cliff; drowned.
Sectionman.....	Rock Bay, B.C.....	" 20	36	Run over by logging train.
Cutter.....	Swanson Bay, B.C.....	Dec. 5	36	Struck on head by wood; drowned.
Tie-maker.....	Otter Creek, B.C.....	" 10	45	Struck by falling timber.
Tie-maker.....	Near Tanglefoot, B.C.....	" 16	29	Slipped cut leg with axe.
Camp foreman.....	Chase, B.C.....	" 11	43	Struck by logs coming down chute.
Employee.....	Chase, B.C.....	" 11	35	Struck by logs coming down chute.
Logger.....	Coal Creek, B.C.....	" 12	35	Crushed by rolling logs.
Log skidder.....	Near Creston, B.C.....	" 16	25	Hit by rolling logs.
Labourer.....	Near Smithers, B.C.....	" 28	22	Struck by falling timber.
<b>PUBLIC AND MUNICIPAL EMPLOYMENT—</b>				
Lighthouse keeper.....	Langarra, B.C.....	June 20	48	Strained back when lifting.
Constable.....	Edmonton, Alta.....	Aug. 30	32	Murdered while on duty.
Roadmaster.....	Spuzzum, B.C.....	Nov. 16	57	Struck by boulder slide.
Labourer.....	Mile 10.3 Cascade S.....	" 16	38	Struck by boulder slide.
Waterworks employee.....	St. John, N.B.....	Dec. 21	49	Hand cut; developed tetanus.
<b>PUBLIC UTILITIES.—</b>				
Electrician.....	Armstrong, B.C.....	Nov. 18	44	Electrocuted.
Employee.....	Wainwright, Alta.....	Dec. 23	17	Electrocuted.
<b>MISCELLANEOUS.—</b>				
Fireboss.....	Calgary, Alta.....	Sept. 4	52	Strain.
Rodman on survey.....	Muskeg River, Alta.....	" 26	48	Exposure.
Labourer.....	Vancouver, B.C.....	" 29	35	Struck by falling boom.
Labourer.....	Redcliffe, Alta.....	Oct. 8	42	Fall of rock.
Stationman.....	Vernon, B.C.....	Nov. 15	22	Fall of rock when drilling.
Fireman.....	Edmonton, Alta.....	" 9	62	Fall.
Labourer.....	Crescent Valley, B.C.....	" 56		Struck by falling plank.
Labourer.....	Near Armstrong, B.C.....	Dec. 11	30	Explosion when blasting stumps.
Wheelman.....	James Island, B.C.....	" 11	48	Explosion of mill-powder.
Watchman.....	Nash, B.C.....	" 19	50	Bursting of steam pipe.
Skating rink employee.....	Bathurst, N.B.....	" 17	43	Fell from staging.
Labourer.....	Sawridge, Alta.....	" 19		Fall of tree.

## REPORT OF THE WORKMEN'S COMPENSATION BOARD OF MANITOBA FOR 1919

ACCORDING to the 1919 report of the Workmen's Compensation Board of Manitoba, there were 2,829 accidents reported during the year as against 2,695 during 1918, an increase of about 5 per cent, notwithstanding the general strike which paralyzed industry in many lines of work during six weeks of the busiest season of the year. Of the 2,829 accidents reported, 47 terminated fatally as compared with 42 in 1918. There were 1,684 claims filed, 33 of which were for fatal accidents, 70 for permanent disability and 1,581 for temporary disability; in 1918 there were 1,731 claims. Fourteen fatal accidents occurred for which no claim was made. In five of these cases there were no dependants, and in one case the dependants were resident in an enemy country and consequently not entitled to compensation.\*

Total pensions in fatal and permanent disability cases amounting to \$402,236 were ordered by the Board during the year, as against \$408,817 for 1918. The total actual cash payments to workmen, or their dependants, amounted to \$197,357.

The total premium income for the year, based on estimated payrolls of employers, was \$722,972, made up as follows: Premiums paid to insurance companies, \$262,484; premiums chargeable self-insurers, \$460,488. Earned premiums in 1918 amounted to \$690,178. The contribution to the Board's Administration Fund amounted to \$54,222, being 7½ per cent of estimated premiums. The administration expenses

for 1919 were \$45,547, or 6.3 per cent of the estimated premium income. The administration expenses for the previous year amounted to \$37,318, or 5.69 per cent of the actual total premium income.

During 1919 employers in classified industries to the number of 2,700 filed policies with the Board, whilst two employers were given permission to carry their own insurance. In cases of flagrant violation and evasion of the Act by employers, in failing to carry insurance for the protection of their employees, it was found necessary to prosecute the delinquents, some 19 employers being summoned in this way, and in every case a conviction was obtained and a fine imposed.

During the year some 2,400 examinations of injured workmen were made by the Board's medical officer.

The report states that owing to the increased cost of living the allowances provided for women and children were insufficient and that the Board recommended that the Act should be amended to increase the monthly payments to widows from \$20 to \$30, and to children from \$5 to \$7.50. The report also states that both employers and employees have consistently commended the principles of the Act; and that twenty employers in industries not classified under the Act have voluntarily availed themselves of the 1919 amendment which permits that "An employer of labour in an industry under Part Two of the Act may elect and on approval by the Board may be brought within the purview of Part One of the Act."

\*See LABOUR GAZETTE, June, 1919, p. 745.



## MINING FATALITIES IN ONTARIO DURING 1919

ACCORDING to the 1919 report of the Bureau of Mines of Ontario, 34 fatal accidents causing the death of 39 workmen occurred during the year in the mines, metallurgical works, quarries, clay and gravel pits regulated by the Mining Act of Ontario, as compared with 32 fatalities in 1918. Of these accidents, 19 occurred underground and resulted in 21 deaths, 6 men were killed above ground at the mines, 10 at metallurgical works and 2 in quarries and clay pits. The analysis of fatalities for the years 1918 and 1919 were given as follows:

	1918. Per cent.	1919. Per cent.
Falls of ground .. . . .	20.0	22.2
Shaft accidents.. . . .	0.0	29.6
Explosives.. . . .	40.0	7.4
Miscellaneous, under- ground.. . . .	26.6	18.5
Surface.. . . .	13.3	22.2

The death-rate per 1,000 workers was 3 in 1919 as against 2.1 in the previous year. Eighteen of the men killed were English-speaking and 21 were of foreign nationalities. A large proportion of the deceased workers were men between the ages of 41 and 45, there being 10 in this group. The above fatalities are included in the statement of fatal industrial accidents in Canada during 1919, which appears elsewhere in this issue.

## EFFECT OF SAFETY ORGANIZATION IN MACHINE BUILDING PLANTS

### Reduction in Accident Frequency and Severity

THE result of the industrial safety movement in machine building factories in the United States is shown in a recent bulletin of the United States Bureau of Labour Statistics (No. 256, "Accidents and Accident Prevention in Machine Building"). It appears from a comparison of accident rates in plants with and without well organized systems of accident prevention that accident frequency rates are three or four times higher where the safety organization is absent or defective. The report summarizes observations in 194 plants, and the activity of these plants is ex-

pressed in terms of "man-hours," 347,109,000 being the total of the man-hours worked during the year 1912. Calculations are based upon the definition of a full time worker as one who is employed 10 hours a day for 300 days, or 3,000 hours in the year, the number of full-time "workers" in the year above mentioned being thus 115,703. Consistency in observations in various plants is further secured by the use not only of frequency rates, but also of "severity rates", a statistical method of measuring the seriousness of accidents. By the severity rate is meant the proportion of days lost per thousand workers, or the

average number of 10-hour days lost by each worker out of the 300-day year.

The frequency rate by no means corresponds to the severity rate, though a comparison of the two sets of figures given in the report shows at a glance the improvements effected in recent years both in lessening the total number of accidents and in reducing their severity.

Accurate comparisons are difficult owing to the absence of reliable accident records in earlier years. Such information, however, was obtainable over a period of years in two groups of plants. The first group covers the years 1907 to 1912 and shows no significant change in accident occurrence during that time. The second group, covering the years 1910 to 1913, shows no decrease in frequency rates, but the severity rate dropped steadily from 5.2 days in 1910 and 6.2 days in 1911 to 2.7 days in 1913, this marked improvement being due, it is stated, to new safety organization introduced during 1912. The study of accident rates by occupations aids preventive measures by locating hazards in the

various groups. Thus the high severity rate noted among cranemen—19.6 days—led to improvement in the construction of cranes through the use of safety appliances. Among other facts brought out by this inquiry are an excess of accidents, especially minor accidents, among foreign born employees, due to ignorance of English or lack of previous experience; an excess of accidents, amounting to 50 per cent, among night workers, as compared with the day staff in the same plant; an excess of accidents during the hottest season of the year. "Experience has everywhere shown," says the report, "that the most effective work for the prevention of accidents must come from a proper safety organization within the plant itself. Such an organization involves some form of safety committee system, with representatives of both employer and employee working together to develop the best safety methods, not only in the field of mechanical safeguards, but also in the education of the employees in the observance of proper precautions and the maintenance of the safety spirit."

## MIGRATION AND SETTLEMENT DURING THE FIRST QUARTER OF 1920

**IMMIGRATION.**—The following statements compiled from information furnished by the Department of Immigration and Colonization give details as to the total immigration into Canada during the first quarter of 1920. For purposes of comparison the figures for the previous quarter and for the corresponding quarter in 1919 are also given:

STATEMENT OF IMMIGRATION TO CANADA DURING THE FIRST QUARTER OF 1920.

	British.	From the U.S.A.	Other countries	Totals
1920				
January.....	2,089	1,665	465	4,219
February.....	2,008	1,951	638	4,597
March.....	4,677	5,170	952	10,799
	8,774	8,786	2,055	19,615
Fourth quarter, 1919.....	17,232	8,990	2,565	28,787
First quarter, 1919.....	6,422	11,194	2,296	19,912

## STATEMENT OF SEX, NATIONALITY, OCCUPATION ETC., OF ALL IMMIGRANTS DURING FIRST QUARTER OF 1920.

Nationality.	Sex.			Occupation.										Destination.									
	Adult males.	Adult females.	Children under 14	Farming class.		Labouring Class.		Mechanics.		Trading class.		Mining class.		Not classified.		Mar. Pro.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Yukon Terr.
				M.	F.	M.	F.	C.	M.	F.	C.	M.	F.	C.	M.								
African, South.....	5	4	3	12	1	1	1	2	2	1	1	1	1	2	1	1	2	3	1	1	1	7	1
Australian.....	4	3	6	13	2	1	1	2	1	1	1	1	1	2	1	1	2	3	3	1	1	7	1
Austro-Hungarian.....	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Austrian (n. e. s.).....	300	206	163	669	229	130	132	25	8	12	5	5	2	2	16	45	18	35	63	171	190	157	36
Bosnian.....	71	34	18	128	3	1	1	1	1	2	13	1	1	1	16	14	5	13	6	5	3	3	93
Chinese.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Czechoslovak.....	18	15	16	49	14	7	8	1	1	1	1	1	1	1	3	4	8	7	9	10	6	2	15
Dutch.....	84	76	39	199	27	13	13	20	12	13	5	5	3	3	27	39	10	21	74	51	21	9	14
French.....	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
German.....	2124	2936	1255	6315	1035	371	247	214	187	49	408	213	144	116	101	10	36	10	10	756	315	1298	795
Great Britain and Ireland—	211	206	52	469	109	17	15	20	7	8	30	8	3	10	3	4	4	1	1	88	26	82	29
English.....	727	833	307	1867	285	78	56	34	26	184	79	53	51	43	7	32	8	153	850	238	172	141	
Irish.....	211	206	52	469	109	17	15	20	7	8	30	8	3	10	3	4	4	1	1	88	26	82	29
Scottish.....	47	61	15	123	25	9	1	3	1	2	2	4	2	1	20	6	28	13	9	35	22	10	
Welsh.....	3	3	2	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Greek.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Hebrew (n. e. s.).....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Polish.....	11	12	17	30	11	4	4	1	1	2	3	6	1	1	2	2	2	2	2	6	1	3	45
Russian.....	125	224	105	454	16	10	6	66	60	20	11	6	3	3	1	1	1	6	104	247	3	7	37
Italian.....	53	61	4	118	28	11	1	10	24	1	5	1	1	1	7	21	2	6	1	1	1	1	1
Japanese.....	5	3	6	14	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Maltese.....	2	2	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Negro.....	5	5	5	15	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Newfoundland.....	11	10	7	28	3	5	10	3	1	3	1	3	1	3	1	1	1	1	1	1	1	1	1
Polish (n. e. s.).....	7	7	13	26	3	1	1	3	1	3	1	3	1	3	1	1	1	1	1	1	1	1	1
Polish.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Russian.....	6	6	12	25	2	1	1	2	1	2	1	2	1	2	1	1	1	2	2	3	5	1	1
Romanian.....	3	5	8	16	2	1	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Russian (n. e. s.).....	5	12	2	19	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Finnish.....	53	12	2	67	48	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Scandinavian—	2	2	2	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Danish.....	49	7	6	32	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Icelandic.....	19	7	6	37	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Norwegian.....	60	10	1	71	37	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Swedish.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Serbian.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Swiss.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Turkish—	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Turkish (n. e. s.).....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Armenian.....	2	2	2	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Syrian.....	5	5	5	15	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
U.S.A. Citizens via ocean ports.....	7	7	1	15	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
West Indian.....	3900	4776	2063	10829	1902	667	498	459	333	124	691	332	231	260	183	34	105	26	22	1105	573	2041	1153
Immigration via ocean ports.....	4332	2128	1826	8786	2777	882	1111	406	91	78	893	292	225	192	86	37	30	10	9	180	534	617	366
Immigration from U.S.A.....	3900	4776	2063	10829	1902	667	498	459	333	124	691	332	231	260	183	34	105	26	22	1105	573	2041	1153
Total Immigration.....	8822	6904	3389	19615	4679	1549	1009	865	424	202	1584	624	450	452	269	71	135	36	31	1345	1107	2658	1519



The table on page 619 gives the nationality, sex and destination of all immigrants entering Canada during the first quarter of 1920.

**HOMESTEAD ENTRIES.**—During the first quarter of 1920 there were 815 homestead entries recorded in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, as compared with 1,328 for the fourth quarter of 1919, and 706 for the corresponding quarter of 1919. The opposite statement shows the number and nationality of those who took up homesteads in the various provinces during the first quarter of 1920.

**LANDS PATENTED.**—According to information supplied by the Department of the Interior with respect to letters patent covering Dominion lands in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, the number of patents issued during the first quarter of 1920 was 5,326, and the number of acres was 817,542, as compared with 4,115 patents and 647,374 acres in the last quarter of 1919, and 5,227 patents and 1,086,230 acres in the corresponding quarter of 1919.

HOMESTEAD ENTRIES BY PROVINCES AND NATIONALITY OF HOMESTEADERS DURING FIRST QUARTER OF 1920.

Nationality.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Total, 3 months.
Canadians from Ontario.....	18	48	38	3	107
" " Quebec.....	9	10	9		28
" " Nova Scotia.....	4	5	2		11
" " New Brunswick.....		4	3		7
" " Prince Edward Island.....		1	2	1	4
" " Manitoba.....	28	14	5	2	49
" " Saskatchewan.....	1	12	6		19
" " Alberta.....			7		7
" " British Columbia.....			4	3	7
Persons who had previous entry.....	18	43	72	4	137
Newfoundlanders.....			2		2
Canadians returned from United States.....		2	1		3
Americans.....	10	40	68	5	123
English.....	35	54	57	7	153
Scotch.....	14	12	14	4	44
Irish.....	7	4	4	3	18
French.....	3	4	1		8
Belgians.....	4	1			5
Swiss.....	1	2	1		4
Italians.....		1			1
Roumanians.....		1	1		2
Germans.....	2	1	1		4
Austro-Hungarians.....	9	11	2		22
Hollanders.....	1	1			2
Danes (other than Icelanders).....			3		3
Icelanders.....	2				2
Swedes.....		2	5		7
Norwegians.....	1	3	5		9
Russians (other than Finns).....	2	6	10		18
Finns.....	2	1			3
Japanese.....				1	1
Australians.....		1			1
Poles.....	1				1
Greeks.....	1				1
	173	284	325	33	815

Total homestead entries, first quarter, 1920:

January.....	241
February.....	252
March.....	322

Total homestead entries, fourth quarter, 1919. . . 815  
 " " " " first quarter, 1919..... 706

## RECENT LABOUR LEGISLATION IN QUEBEC, MANITOBA AND SASKATCHEWAN

**T**HE present article summarizes those laws of labour interest that were enacted at the late sessions of the provincial legislatures of Quebec, Manitoba and Saskatchewan. Similar laws enacted at the previous sessions of these legislatures were reviewed in the April, 1919, issue of the LABOUR GAZETTE, pages 490-498.

### Quebec

At the recent session of the Quebec legislature, which commenced on December 10, 1919, and terminated on February 14 last, enactments of particular interest to labour relate to workmen's compensation, examination and licensing of workmen, child labour in reformatories, technical education and housing.

The Workmen's Compensation Act was amended in several important respects. The amendment provides that whenever a municipal corporation undertakes or executes public works itself under such conditions as would render a contractor liable under the provisions of this act, such corporation shall itself become liable. The law was amended as regards the amount of compensation payable under the act, the maximum amount in case of death or disability being raised from \$2,500 to \$3,000. A third amendment raises from \$800 to \$1,000 the amount of yearly wages which may be taken into account in computing the amount of compensation payable; and provides that any surplus up to \$1,500, instead of \$1,200 as formerly, shall give a right to one-fourth the usual compensation. The amount of compensation allowed by law for funeral expenses has been increased to \$50.

The main effect of the amendment in regard to child labour in reformatories or industrial schools is that it shall no longer be possible for reformatory labour to be exploited for the benefit of manufacturers or of reformatory authorities. The amendment provides as its most important clause that every contract made or entered into between the manager or proprietor of any reformatory or industrial school and any person or corporation with respect to the work of the children kept and maintained in such reformatory or industrial school must be submitted to the provincial secretary for approval. A second clause provides that the manager or proprietor of every reformatory or industrial school shall keep a book of accounts showing the amount produced by the work of each child kept and maintained in such institution, and the manager shall account to the provincial secretary from time to time for the money so collected. The balance of the money as between what the child earns and the amount of his maintenance shall be given to him when he leaves the institution. The provincial secretary is authorized to retain the amount due for the cost of main-

tenance of any child until the institution has complied with conditions.

An amendment to the Technical Education Act provides for the appointment of a director of technical education to look after the increasing number of technical schools of the province. Under the original act, technical education was in charge of an inspector-general of industrial education.

In 1918 the Revised Statutes, 1909, respecting the protection of public buildings against fire, were amended to provide that electrical installations should be made or altered only by or under the immediate supervision of a person duly authorized and holding a license to that effect. An amendment passed at the recent session provides for the appointment by the Lieutenant-Governor in Council of two or more examiners with special technical knowledge of electricity whose duty it shall be to test the qualification of applicants for license under the act as amended in 1918.

An amendment to the act of 1914 to assist in the construction of dwelling-houses in cities, towns and villages provides that the guarantee of loans to companies by any municipality for the building of houses must be made by by-law approved by the majority of electors who are proprietors and by the Lieutenant-Governor in Council. Formerly, the approval of the Lieutenant-Governor in Council was not necessary and a guarantee could be made upon a resolution to that effect as well as by bylaw.

The act to provide for the construction of workmen's dwellings and for advances to municipalities, which was passed in 1919, was amended at the recent session to provide that the powers granted to municipalities by the original act may be delegated to the municipal housing commissions which may be maintained in existence for such length of time as the various municipalities desire. The city of Montreal, in the event of a commission being appointed under the act, is exempted from the provision that all building schemes of municipalities must be approved by the



Provincial Director of Housing. Apartment houses containing not more than three apartments are included in the word "dwelling" as used in the act.

### Manitoba

The Manitoba legislature opened on January 22, and was prorogued on March 27. Enactments of interest to labour relate to workmen's compensation, shops' regulation, mothers' pensions, industrial conditions and housing.

The new Workmen's Compensation Act practically recasts the legislation of 1916. Under the original act, employers were required to insure in private casualty companies or provide self-insurance. Assessments were made by the provincial Workmen's Compensation Board on such insurance companies and underwriters insuring employers and on employers carrying their own insurance. The enactment of the recent session abolishes insurance through companies and provides for a direct assessment upon the payrolls of all employers within the scope of the Act; that is to say, a system of exclusive state insurance such as that already enforced by law in Alberta, British Columbia, New Brunswick, Nova Scotia and Ontario. The monthly pensions to widows and children were raised from \$20 to \$30 and from \$5.00 to \$7.50 respectively, and where dependents are orphan children pensions have been increased from \$10 to \$15 for each child. The maximum amount payable to any one family has been increased from \$40 to \$60. Furthermore, the amount of compensation payable is increased from 55 per cent to 66 $\frac{2}{3}$  per cent of the wages paid in case of the person injured. Under the new Act the Board has authority to provide for an injured workman such medical, surgical and hospital treatment, transportation, nursing, medicines, crutches and appliances, including artificial limbs, as are believed necessary at the time of the injury and thereafter during disability. The Board is also given full power to adopt rules and regulations with respect to furnishing

medical aid to workmen, and may authorize employers to furnish or provide medical aid at the expense of the Board and upon terms fixed by it. The Board may also require employers in any industry to maintain such first-aid appliances and service as directed, and may make orders respecting the expense for such appliances and service. The Act, which will go into effect on January 1, 1921, also provides that compensation will be payable from three days after disability instead of six days as under the present law. A new industry has been added to those coming within the scope of the Act, viz., auto garages including sale of gasoline, oil, accessories and storage of cars (not including manufacture of cars.)

An amendment to the Shops Regulation Act empowers the councils of rural municipalities and incorporated towns and villages to pass bylaws providing for a half-holiday every Thursday between the hours of 12 o'clock noon and 6 o'clock in the afternoon during the whole or any part of the year. The amendment empowers city councils to pass bylaws providing for a weekly half-holiday during the whole or any part of the year in the afternoon of such day of every week as the council may determine.

The Mothers' Allowance Act was amended in respect of the property qualifications of persons receiving pensions under the Act. The amendment provides that a beneficiary under the Act, who is the owner of property, may be prevented from disposing of such property if there is registered over the signature of the Attorney-General in any registry or land titles office, a statement certifying that such beneficiary has received or is in receipt of money under the provisions of the Act, and such statement from the time of registration shall bind and form a lien against the property of beneficiary.

An amendment to the Industrial Conditions Act recognizes the right of employers and employees to organize for any lawful purpose. It is also provided



that employers and employees shall have the right to bargain with one another individually or collectively through their organizations or representatives, provided that in case of dispute between employers and any such organization of employees or its representatives as to the method or manner or the terms and conditions of collective bargaining, such dispute shall be submitted to the Joint Council of Industry and dealt with by it in the manner prescribed by the Act.

The Electricians' License Act was amended to the effect that no person other than a journeyman licensed under the act shall perform any electrical work or instal any electrical material or appliances within the meaning of the Act.

An amendment to the Housing Act provides that the Lieutenant-Governor may raise, by way of loan, money for housing purposes and such money may be lent to municipalities subject to certain conditions.

#### Saskatchewan

During the recent session of the Saskatchewan legislature, which opened on November 27 and terminated on February 4, several laws of interest to labour were enacted, including measures relating to minimum wages, factories, mothers' pensions, the Bureau of Labour, compulsory school attendance, vocational education, and housing.

An amendment to the Minimum Wage Act extended the jurisdiction of the Minimum Wage Board to girls and women employed in restaurants and hotels. The amendment also gives the Board power to determine what number or proportion of the employees in a shop or factory may be apprentices.

The Factories Act was amended in three important respects. Considerable confusion had resulted from a conflict between the number of hours established by the Factories Act for women and children and that established by the Minimum Wage Board. The Factories Act established a maximum of fifty hours a week, and the Board a maximum of forty-eight. The amendment brought

the Factories Act into agreement with the orders of the Board by ordering that no youth, young girl or woman should be employed in any factory for more than forty-eight hours in any one week. A second amendment extended the scope of the Factories Act to include grain elevators, notwithstanding that less than four persons might be employed therein. The Lieutenant-Governor is empowered by this section to make regulations specifying the buildings, machinery, bins or other things, or the parts thereof, which shall be kept guarded, and the nature of the guards which shall be used. A third amendment classified as factories all those buildings containing elevators. Provision is made for stringent inspection of elevators, and no person under sixteen years of age is allowed to operate any passenger elevator in or about a factory.

The Mothers' Pensions Act was amended in one important respect. Prior to the passage of the amendment assistance under the act was given only to mothers who were widows. By the amendment, mothers, whose husbands are inmates of institutions for the insane or incurable are also eligible for allowances.

By an important enactment, the status of the Bureau of Labour has been changed from a branch of the Department of Agriculture, responsible to that Department, to the status of a separate bureau in charge of a commissioner responsible directly to a Minister. This amendment adds the Minimum Wage Act to the list of acts administered by the Bureau.

An amendment to the School Attendance Act requires full school attendance from every child between the ages of seven and fifteen years. Children under fifteen may not be employed during school hours and any person employing such a child shall incur a penalty not exceeding fifty dollars. Provision is made, however, for exemption of children over thirteen years of age who, in the opinion of the Board of Trustees, are urgently needed in husbandry or

household duties, but such exemption period shall not exceed thirty teaching days in any one year.

The Vocational Education Act passed at the recent session is an act enabling boards of trustees in towns or high school districts to determine whether they wish to maintain vocational schools, and providing for provincial aid in such event. Provision is made for the establishment and management of any school or department organized under this Act, by a local vocational educational committee, composed of ten members, of whom four shall be appointed by the school board, three representing employers of labour shall be appointed by the

municipal council, and three representing employees shall be appointed by local organizations. For the proper administration of the act the Minister of Education is empowered to make rules and regulations governing the character of accommodation and equipment, the qualifications of instructors, the course of study and the fees charged to pupils. The Vocational Education Act was brought into force by proclamation of the Lieutenant-Governor in Council on April 15.

An amendment to the Housing Act confers additional powers on town and city councils for carrying out the provincial housing scheme.

## RECENT LEGAL DECISIONS AFFECTING LABOUR

**A** BRIDGE and building foreman was killed when riding on a train of the company that employed him, the car that he occupied being wrecked and set on fire. His widow brought action at common law against the company on behalf of herself and infant child. She alleged that the accident was due to the negligence of the company in loading a car in such a way that it could not pass under a bridge. A slab of concrete and stone on the car had struck the coping of the bridge, wrecking the car and causing the fire from which her husband lost his life. This negligence was in violation of an order of the Board of Railway Commissioners which required the defendant company in loading its cars to be governed by clearance limits. Three days after the widow had commenced action, she received notice from the company that under the Workmen's Compensation Act, 1916, of Manitoba, an application would be made to the Workmen's Compensation Board for a determination as to the plaintiff's right to compensation under the Act, and as to whether the right of

**Dominion Railway Act superior to provincial compensation acts when clauses conflict**

action which the plaintiff had taken was one that was taken away by the Act. The plaintiff then sought for an injunction in the Court of King's Bench, restraining the defendant from making this application to the Workmen's Compensation Board. A temporary injunction was granted, and later on a motion was made by the plaintiff to continue the injunction. It was held by the Court that the object of the Workmen's Compensation Act was doubtless to afford prompt financial aid to injured workmen to a limited amount. There seemed to be no special reason why a workman should not be at liberty to secure his legal rights apart from the Act, unless such rights were wholly taken away. It was argued on behalf of the plaintiff that although sections 11 and 13 of the Act purported to take away any right to compensation apart from the Act, she was not asserting a right to compensation but to damages, and that this right had not been taken away by the Act. It was pointed out, however, by the Court that the working of Section 13 was very strong, and it appeared that the Legislature in this section intended to take away all rights of action other than the right to compensation under the Act.



The second branch of the plaintiff's claim depended upon Section 385 of the Railway Act, 1919, which reads as follows: "Any company which, or any person who, being a director or officer thereof, or a receiver, trustee, lessee, agent, or otherwise acting for or employed by such company, does causes or permits to be done, any matter, act or thing contrary to the provisions of this or the Special Act, or to the orders, regulations or directions of the Governor in Council, or of the Minister, or of the Board, made under this Act. . . shall be liable to any person injured by any such act or omission for the full amount of damages sustained thereby, and such damages shall not be subject to any special limitation except as expressly provided for by this or any other Act."

It was the opinion of the Court that this provision of the Dominion Railway Act could not be overridden by any Act of the local legislature, and that the plaintiff was therefore entitled to assert her rights by action.

Accordingly, an order was granted, making an injunction to restrain the defendant company from applying to the Board. The plaintiff was also declared entitled to costs as against the defendant. (*Manitoba—McCull vs. Canadian Pacific Railway.*)

On March 23, The Canmore Coal Company at Canmore, B.C., locked out its employees who had refused to sign the check-off of the United Mine Workers of America. Information was laid against the General Manager of the Company by one of the men who had been employed in the mines on a charge of a violation of the Industrial Disputes Investigation Act in locking out the miners without having first made application for a board of conciliation under the Act. The case came up in the police court at Calgary on April 7. On behalf of the defence it was claimed that the action taken by the Company was in obedience to Order No. 141

of the Director of Coal Operations, and that the Director had the right under order in council to issue this order, if in his opinion such action would help in the coal situation and clear up any disputes which had curtailed the production. The mine manager admitted that he had not taken any steps to secure a board of conciliation, not deeming it necessary, as there was no dispute between the operators and the men, and it was simply a matter of following out the orders of the director. On April 19, the magistrate delivered a written decision dismissing the case. He declared his opinion that the management of the mines were liable to prosecution if they refused to comply with the orders of the director of coal operations, and the action which they took in refusing work to the men was only in pursuance of their obligations as coal operators under the control of government officials. (*Alberta—Rex vs. Canmore Coal Company, Limited.*)

On April 3, 1919, two men were hired for the season to work on a farm in Saskatchewan at \$80 a month for eight months. When hiring is at a monthly rate, wages are due at the end of each month Up to July 8, however, one of them had only been paid \$41.90, and the other \$33.80. When they asked for \$100 and \$150 respectively, their employer offered them only \$25 each. This offer not being satisfactory, they quit work on July 14, and brought action against their employer for wages. The latter then brought a counterclaim against them for breach of contract. He claimed that after they had arrived at his place he told them they should get whatever they needed for spending money but the biggest part of their pay would be due at the end of the season, and claimed further that the men were satisfied with this arrangement. The plaintiffs denied that this conversation had taken place. The action of both the plaintiffs was dismissed by the district court judge, and judgment for \$30 was given in favour of the defendant.

The case was appealed by the plain-



tiffs, and the Court of Appeal held that the trial judge was in error, and that as the hiring was \$80 a month for eight months, they were entitled to wages earned up to July 3, the end of the third month of service. As to whether they were entitled to wages between July 3 and the day they left, that depended upon whether or not they were justified in leaving their employment. The plaintiffs gave evidence, which was not denied, that on July 14 the employer said that he had brought a man to take the place of one of them and that the other

could stay by the day, but not by the month, and he refused to pay them \$80 a month for wages due, only offering \$70. The Court held that this showed a clear intention on the part of the employer defendant to be no longer bound by his contract, and the men were therefore justified in considering the contract at an end, and were entitled to be paid for all the time they worked. Judgment was accordingly given in favour of the plaintiffs, together with the costs of action. (*Saskatchewan—Abramoff vs. Podratz; Feodoroff vs. Podratz.*)

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

The fortieth annual convention of the American Federation of Labour convened in Montreal on June 7. A full summary of the proceedings will appear in the next issue.

The cost of the weekly family budget of staple foods averaged \$16.65 at the middle of May as compared with \$15.99 in April, and \$7.42 in May, 1914. The index number of wholesale prices reached 356.6 for May as compared with 353.1 for April, 284.1 for May, 1919, and 136.3 for May, 1914.

At the beginning of May the percentage of unemployment among members of trade unions was 2.83, as compared with 3.44 at the beginning of April.

According to returns received from nearly 4,900 firms, the increase in employment reported for the latter half of April was continued during May. This was largely accounted for by increased activity in building and in railway construction.

The time loss during May due to industrial disputes was greater than during April, 1920, but much less than during May, 1919. There were in existence during the month 73 strikes, involving about 12,005 workpeople, and resulting in a time loss of 145,168 working days. At the end of the month there were on record 27 strikes involving about 4,502 workpeople.

### Proceedings under the Industrial Disputes Investigation Act

During May the Department received reports from seven Boards established to deal with disputes between (1) the Ottawa Gas Company and certain of its employees, being gas workers, members of Federal Union No. 16517; (2) the Ottawa Electric Railway Company and certain of its employees, members of Division No. 279, Amalgamated Association of Street and Electric Railway Employees of America; (3) the Ottawa Branch of the Association of Canadian Building and Construction Industries and certain of their employees, being carpenters, electrical workers, painters and roofers; (4) the Dominion Power and Transmission Company, Hamilton, and certain of its employees, being linemen, operators, motormen, maintenance men, armature winders, pitmen and air brake workers, members of Local Union No. 105, International Brotherhood of Electrical Workers; (5) the Dominion Power and Transmission Company, Hamilton, and certain of its employees, being shop and yard men, members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America; (6) the Hamilton Street Railway Company and its motormen and conductors, being members of Local Division No. 107, Amalgamated Association of Street and

Eléctric Railway Employees of America; and (7) the London Railway Commission and certain employees of the London and Port Stanley Railway, being members of Division No. 745, Amalgamated Association of Street and Electric Railway Employees of America.

Thirteen applications were received for the establishment of Boards and further appointments were made in connection with applications which had been received during the previous month.

**Proposed National Research Bureau** The Select Parliamentary Committee appointed a year ago to investigate the question of scientific industrial research has recommended that a National Research Institute be established in the vicinity of Ottawa and that \$500,000 be appropriated for the site and the first building, \$100,000 for the scientific equipment of the Institute, and \$50,000 for salaries and maintenance during the first year of operation. The functions of the Institute would be the standardization of measures throughout the country and of the quality of materials required for public works and the public service; the direction and supervision of researches into technical processes and methods to promote the scientific development of the natural resources of Canada; and the discovery of new resources and industries. These recommendations were unanimously commended to the consideration of the Government by the House of Commons on the motion of Mr. Cronyn, chairman of the Committee.

**Labour conditions on Canadian Railways** In his annual statement in the House of Commons, on March 30, the Honourable J. D. Reid, Minister of Railways and Canals, stated that the position of the 55,000 employees of the Canadian National Railways had improved materially during the year 1919. "They worked on the average a shorter day," he said, "and capital expenditures for the year included large items for the

improvement of their housing and working conditions. In 1914 the average wage per year of railway employees of Canada was \$700; in 1919 on the national system it was \$1,447. The relations between the management and the employees have been very satisfactory. Since the Canadian Railway Board of Adjustment No. 1 was established in September, 1918, Canadian railways have been remarkably free from serious labour trouble, and although the national system then comprised 35 per cent of the mileage in Canada the grievances arising therefrom amounted to only about 16 per cent of the cases before the board. It is hoped that this board, which is comprised of six representatives of the large railway labour brotherhoods and six railway officers, will be maintained, so that differences of opinion may continue to be settled by round table conference rather than by more expensive, uneconomic and inconvenient methods."

**Joint Industrial Councils in the Building Trades in Canada** On April 8, a Joint Industrial Council of the Building Trades was formed in London, Ontario, similar to that formed in Toronto in March, 1919, a full description of which appeared in the April, 1919, issue of the LABOUR GAZETTE. The Toronto constitution was adopted, with the exception of Clause 3, which was changed to read as follows: "The Council shall consist of ten members, with power to add to their numbers. Representation shall be as follows: five members from Builders' Exchange and five members from Building Trades Council." The Council holds its regular meetings in the Builders' Exchange room on the first Friday of each month, and special meetings when necessary.

A joint meeting of representatives of the International Unions of the Building Trades, members of the Standing Labour Committee of the Association of Canadian Building and Construction Industries and representatives from special branches of the building indus-



try was held at Hamilton, Ontario, on May 26. With a view of eliminating losses through industrial disputes, resolutions were unanimously carried recommending the establishment of a National Joint Conference Board composed of five representatives of the Association of Canadian Building and Construction Industries and five representatives of the Building Trades international unions. It was resolved to ask the Dominion government to appoint an independent chairman and convenor. The objects of the proposed national joint conference board would be to encourage the organization of both employers and employees into the groups represented by the National Joint Conference board and the establishment of joint industrial councils in the larger centres. Affiliated organizations and established industrial councils would be encouraged to refer for settlement to the National Joint Conference Board such disputes as they were unable to adjust before a strike or lockout occurred. The Board would undertake to present to the government on behalf of the building and construction industries such measures as might be requested by both parties to the Board. The Board would also advise with affiliated organizations on measures for the improvement of the building and construction industries such as technical education, the apprenticeship system, the movement of labour, etc.

**Joint Industrial Councils in Great Britain**

The first annual report of the Joint Industrial Council for the Wool and Allied Textile Industry of Great Britain shows that the 48-hour week was adopted in March, 1919, and that details had been settled with respect to its application in the several districts and branches of the industry. A scheme of renewing apprenticeships and for absorbing discharged service men was arranged, and wages were standardized on basic rates to August, 1920, with a system of advances in accordance with changes in the cost of living. Nineteen prospective labour disputes were noti-

fied to the Council, of which five were referred to arbitration, eleven were settled, and three were outstanding. The report concludes: "This record of what has been done in a short time is in the view of the Council a vindication of the policy of establishing industrial councils."

The National Federation of General Workers met in conference in London recently to discuss in camera the methods employed in obtaining wage decisions by means of Whitley Councils. At the conclusion of the conference the president, Mr. J. R. Clynes, M.P., stated that the discussion showed that the representatives were on the whole favourable to the continuance of the joint industrial councils, and that complaints were limited to a few particular councils, dealing with certain trades.

A report of the United States Department of Labour on "Joint Industrial Councils in Great Britain," issued in July last, contains a number of informative reports dealing with individual works committees that have been established in some of the larger industrial and engineering establishments in Great Britain. A section of the report deals with the relations between works committees and trade union organizations. Other United States' official reports on Works Committees were reviewed in the LABOUR GAZETTE, September, 1919, pages 1067-9.

**Societies for rendering public aid during strikes**

A civic aid society has been formed in Denmark, the object of which is to place labour, materials, etc., at the disposal of the authorities in the event of industrial disputes, lockouts, and strikes involving the cessation of activities which are essential to the community. It aims at neutrality in all disputes, intending merely to act in emergency so as to lessen the evils suffered by large sections of the population not directly concerned in the stoppage of work. It is non-political and its members are from all ranks of society. There are two classes of members, one com-

prising those who are prepared to work under the orders of the society who may only be employed as long as the authorities require them, and the other subscribes to the funds of the society.

A similar organization, called the "Union Civique," has been formed in France for the purpose of assuring the continuance of the public services during strikes in which the general interest is disregarded by those immediately interested. In Belgium, Italy, and parts of Germany, voluntary measures of a similar kind are also reported.

**Building guild movement in England** The building trades guild movement in England, an account of which appeared in the April issue of the LABOUR GAZETTE, has largely extended its activities. According to the *London Times*, by the end of April, branches of the Building Guild had been formed in more than twenty towns, in twelve of which definite building schemes were under consideration. These provide for the erection of 15,000 houses, at a total estimated cost of about £12,000,000. In order to make it a legal entity, capable of entering into binding contracts, the guild has been registered under the "no profits" clause of the Joint Stock Companies Act, and there has been appointed a board of directors, representative of the trade unions composing the guild. The company's 15 or 20 shares will all be held by the directors, under a provision that when a director retires, either voluntarily or by the decision of his union, his share must be transferred to his successor. If not so transferred the board is empowered to cancel the share and issue another.

**Grants for private building in Great Britain** The issue of *Housing*, for April 12 (published by the Housing Department of the British Ministry of Health), describes the provisions of the Housing (Additional Powers) Act, 1919, under which government grants varying in amount from £130 to £160 are made to

private persons who prefer to build their own homes rather than participate in the housing scheme of a local authority. A grant will not be paid until the house is completed, and the date of completion must be before December 23, next. Applicants must obtain from the local authority a certificate first approving the plans and estimated cost of the proposed building and, later, approving the construction and workmanship. A certificate must also be obtained from a building society, insurance company, or bank, that they will advance the additional capital required. On presentation of these two certificates to the Ministry of Health, the grant will be paid to the applicant direct.

**Medical care of smeltermen at Trail, B.C.** The Consolidated Mining and Smelting Company of Canada have entered into an agreement with three physicians of Trail, B.C., subject to the approval of the British Columbia Workmen's Compensation Board, providing for the medical treatment and care of their employees in the Tadanac Reduction Works, and their families. The Company agrees to deduct 65 cents each half month from the wages of every employee who has worked more than three and a half shifts in that period, and to pay this money to the doctors. In return the doctors agree to give the workmen at all times proper medical and surgical treatment, and to provide them with all necessary medical and surgical supplies and medicines, and if deemed necessary by the Workmen's Compensation Board, they are to provide, equip and maintain a hospital for the benefit of the workmen, and to pay for the transportation of sick or injured workmen to the hospital, and for treatment by specialists when required, including dental work rendered necessary from accidents. Infectious and contagious diseases do not come under the agreement, and for surgical operations of choice, or to remedy conditions present when the workman entered the employ of the Company, the doctors may charge a fee at half the

current rate. In the case of married men an additional amount of fifty cents per half month will be deducted from their wages and paid to the doctors, which will entitle members of their families to similar terms for medical and surgical treatment. The agreement was submitted to the employees for ratification and the ballot showed a large majority in favour of it, both among the unmarried and married men.

#### **Reform of Employment Bureaus in Germany**

A bill is being drafted in the German Ministry of Labour with respect to the regulation of employment bureaus. The local labour bureaus established by municipalities and districts are to be the media for registering labour requirements. Existing registries for special interests will be attached to the public labour bureaus, which will be formed into larger bureau unions. At the head of all these unions will be a National Unemployment Office, subordinate to the Ministry of Labour. This office will endeavour, in conjunction with the provincial central authorities, to find when labour is needed at any particular time. Emergency relief labour schemes will gradually be abolished. The right of abolishing private employment agencies is conceded in the bill to the public labour offices in the various districts after they have investigated all the circumstances. The existing local communal bureaus will, with the passing of the bill, come under the control of the State, and the Communes will be relieved of all financial burdens.

#### **Teachers' unions in affiliation with labour.**

Public school teachers in the United States and Canada are among the latest workers to organize internationally in affiliation with the American Federation of Labour. The movement began in Chicago eighteen or nineteen years ago, with the formation of the Chicago Teachers' Federation, composed mostly of women teachers from the public schools. Several years later two other teachers'

organizations, composed mostly of men and women high school teachers, were formed in Chicago, while various other similar organizations were established throughout the country, all of which received charters from the American Federation of Labour. In 1916 eight of these remained in existence, and at a meeting representative of these various bodies in Chicago, there was formed the American Federation of Teachers, which became affiliated with the American Federation of Labour. Although organized as a national union, the American Federation of Teachers is international in character, though, until recently, no effort has been made to develop its work in Canada. Last year, however, a local was formed at Montreal, Que., and several other Canadian groups of teachers are said to be contemplating taking similar steps.

#### **Proposed Alien Assimilation Board in United States**

The serious labour shortage resulting in the United States from the return of foreign-born residents in large numbers to their own countries, and also from the present negligible rate of immigration, was noted in the February issue of the LABOUR GAZETTE, page 110. The reason for the apparent distaste on the part of foreigners for American life were discussed at the first National Conference on Immigration held in April under the auspices of the Inter-Racial Council. At the conference some five hundred delegates attended, including representatives of thirty racial groups, together with national leaders in industry, finance, agriculture, labour and education. The actual labour shortage was estimated by the Council at five million persons, this estimate being based apparently on a comparison of the actual migration figures with the hypothetical growth in population at the pre-war rate of immigration. Governmental authorities were said to regard this estimate as somewhat exaggerated; but it was admitted that the shortage was sufficient to suggest the necessity for careful revision of existing



immigration laws, and full consideration of the new policies underlying some 200 bills pending in Washington, which, if passed, would further reduce the volume of immigration. For the recent exodus of aliens blame was given to indiscriminate denunciation of the foreign born, mainly on "patriotic" grounds, and also to the opposition of native-born Labour to the foreigner, as shown by the spirit of the bill recently put forward by the American Federation of Labour to bar all immigration for the next two years. The Conference adopted a resolution urging the abolition of the literary test, as being "not only without merit, but as a direct injury to the interests of commerce, industry and agriculture." It has been suggested that the Conference passed this resolution mainly for the purpose of counteracting to some extent the additional restrictive policies now being urged in many quarters. The Conference further proposed the creation of a Federal Board of Assimilation "charged with the duty of co-ordinating all existing governmental activities relating to immigration, of facilitating the safe and expeditious distribution of immigrants arriving here to their several destinations, of supplying them with information and assistance in respect to the securing of employment in those industries for which they are best adapted, of affording them instruction in the English language and in the history, customs and institutions of our country, of protecting them against fraud, extortion and exploitation, of making them feel that they are not strangers in a strange land, and of providing for co-operation by the several branches of the federal, state and municipal governments, and by appropriate civic agencies for inducting them into the life of the nation."

**International Co-operative Alliance** The first post-war meeting of the Central Committee of the International Co-operative Alliance was held at Geneva, Switzerland, on April 12-14. There were present representatives of co-operative

societies of fifteen countries comprising Great Britain, Holland, France, Belgium, Switzerland, Russia, Italy, Norway, Austria, Hungary, Finland, Sweden, Czecho-Slovakia, Georgia and Armenia. The delegates from Denmark and Germany were not present. Lithuania and Poland had also been admitted to the alliance, but no representatives had been appointed from these countries. Sir William Maxwell, K.B.E., president of the International Alliance, presided. The meeting was addressed by Mr. E. F. Wise, C.B., representative of the British government on the Supreme Economic Council, who spoke on the present economic state of Europe and suggested means by which the International Co-operative Alliance might help in the solution of the problems for the restoration of international trade. He pointed to the state of the international money exchange as evidence of the disorganization of international finance and trade. He declared that the most important factor was the breakdown in the exchange of goods between country and country, the machinery necessary for rebuilding devastated areas having ceased to work. He said, "There are three countries in which trade must take place on the basis of barter. By that means production can be got going, and thus put the nations in the position to again become self-supporting. There is great hope of the re-opening of trade with Russia; and I know representatives of Russians in London have already appealed to their colleagues in the co-operative movement in all other countries to come to give all assistance, material and moral. . . . The only organization by which trade can possibly be done by barter is the co-operative organization." The speaker laid particular stress on the fact that the only system by which trade could be possibly carried on under present circumstances was by the system of barter organized on an European scale, and for that the international co-operative movement was better equipped than any other trade organization. One of the difficulties, he said, of the present international situa-

tion was the disorganization caused by speculation in profits, whereas in co-operative organizations no such difficulty could arise.

Last August a special sub-committee had been appointed to consider the formation of an international wholesale society, and a meeting of representatives of co-operative wholesale societies present was held to consider its report. The memorandum of suggestions made by the sub-committee was adopted. These suggestions were as follows: "(1) That, as a preliminary towards the realization of an International Wholesale Society, the first step should be the concentration of all co-operative effort in each country, so as to form one body with which the Co-operative Wholesale Societies in other countries may communicate and arrange direct business. (2) That each Co-operative Wholesale Society be invited to form an expert department in order that, by specialization, they would become conversant with the requirements of co-operators in other countries through enquiries made, and, therefore, in due course would be able to anticipate their desires by sending patterns, samples and prices of what surplus productions they had to offer, or could obtain and ship to advantage. (3) That invitations be extended to the Co-operative Wholesale Societies to associate themselves with this scheme, and to supply any information which may be mutually beneficial. (4) That where experience indicates that an article could be jointly purchased with advantage, arrangements shall be made by the committee to focus orders through one buyer. (5) That a central bureau be organized for the collection of statistics and the circulation of information and details, which would assist in developing and carrying out these arrangements; and that we suggest it be established under the C.W.S. in Manchester."

The special sub-committee was re-appointed until the next meeting of the Central Committee. It was decided to hold an international congress at Basle, Switzerland, in August, 1921. In the meantime regular meetings of the Cen-

tral Committee will be held every six months, the next one to take place at the Hague in October.

#### **Jottings**

The organization formerly known as the Employment Managers' Association, the formation of which was mentioned in the January issue of the LABOUR GAZETTE, has recently changed its name to "The Industrial Relations Association of Toronto." It was felt that the former name did not adequately convey the purposes of the organization.

The coal operators of Alberta and eastern British Columbia have recently formed what is known as "The Western Canada Coal Operators' Association." This association is an amalgamation of the Western Coal Operators' Association, the Red Deer Valley Coal Operators' Association, and a number of operators who did not belong to either organization.

The Manitoba Government is taking active steps in the prevention of factory accidents. A room has been fitted up in the parliament buildings in which classes in accident prevention and care of the injured are being conducted by the St. John's Ambulance Corps. At present the inspectors and staff of the Bureau of Labour are taking the lessons, but these classes will be continued until representatives from every large factory or warehouse in the province have come under such instruction.

The East Kootenay Mine Safety Association was recently formed at Fernie, B.C., to promote safety in mines by active and regular education in safety work.

Following a recent conference in Calgary between the Workmen's Compensation Board of Alberta and representative employers and workers in the province, the Compensation Board is making every effort to secure the establishment of safety committees in all factories and plants in Alberta where more than 50 men are employed. It is an-

nounced that a safety officer will be appointed by the Board.

One hundred and seventeen awards were recently presented to employees of the Grand Trunk Railway, at Montreal, who had successfully passed their First Aid examinations. At Kingston, 28 employees of the Canadian Pacific Railway were successful in passing these examinations. Instruction in both cases was given according to the St. John's Ambulance Association methods.

On April 19, the United States House of Representatives passed a bill providing for the creation of a Women's Bureau in the Department of Labour.

It is announced that the Factory Department of the British Home Office will shortly open a museum of safety and health appliances in London. The exhibits will demonstrate the best methods of insuring safety in the working of various types of machinery, methods of ventilation, etc.

On December 31, 1919, there were 912 persons on the Canadian Pacific Railway pension list, of whom 456 were over 70 years of age; 420 between 60 and 70, and 36 under 60. Pension allowances for the year totalled \$387,434.

The Council of Manchester University, England, have decided that for every donation of £5,000 to the University Fund a free studentship should be thrown open to the town or organization subscribing. A trade union assisting the fund to this extent would, therefore, have a studentship in its name for competition among the sons and daughters of its members.

Two royal decrees have recently been issued in Spain, one creating a ministry of labour, the other providing for the establishment of a commission composed of employers and workers for the hearing of future labour disputes.

The present membership of German trade unions, not including organized workers belonging to the Catholic Trade Unions, is stated to be 7,500,000 members as compared with 2,500,000 in 1914, and 1,000,000 when the armistice was signed in 1918. The three strongest unions are the metal workers', the agricultural workers' and the factory workers' unions.

A federation of thirty-six associations of professional men and administrative workers has been formed in England under the name of the National Federation of Professional, Technical, Administrative and Supervisory Workers. Among the societies concerned are the National Union of Journalists, the Actors' Association, and the National Federation of Law Clerks. The federated societies consist only of those whose members work for private employers.

A campaign to abolish the "chain gang" and "reprehensible contract system" in prisons is now being waged throughout the United States by the Committee on Prisons and Prison Labour. It is being urged that prisons be industrialized and that prisoners be placed in useful occupations turning out marketable products, and that the Federal market be thrown open to prison-made goods. Wage scales would be fixed by union wage standards prevailing in the vicinity of prisons. It is reported that the American Federation of Labour has endorsed the project.



## INDUSTRIAL CONDITIONS DURING MAY, 1920

## I.—General Review

The increase recorded during April in the total volume of employment in Canada was continued in May, activity in building and railway construction being again a large contributing factor. Gains were steadily maintained in Ontario, Quebec, and the Prairie provinces; the Maritime provinces noted fluctuations, while British Columbia registered a slight average decline.

The metals, machinery and conveyances group was still affected considerably by a shortage of material resulting from the disorganization of traffic by the American switchmen's strike, but a recovery was apparent in Ontario in the second week; a decline in British Columbia was attributed to the completion of work in the iron-shipbuilding yards. In the food group increases were recorded in the staffs of abattoirs and meat packing plants and dairies, but sugar refineries showed less activity owing to shortage of raw material. Employment in the textile and clothing industries continued the usual seasonal decline, with local variations due to special causes. General activity was maintained in the pulp and paper mills, and in the wood-working trades. As usual at this season, leather workers were somewhat less active. A decline in the clay, glass and stone group at the beginning of the month was followed by a gain, while in the paint, oil, chemical and explosives factories conditions remained stationary. Railway and water transportation began the month with a slight decline, but showed average gains after the first week in the railway section. Activity in mining (other than coal) was well maintained throughout the month, but coal mining registered a slight fall, due partly to unforeseen causes, recovery being

anticipated. Railway construction continued to make marked and steady gains in every province. Logging operations declined as the river driving was completed, but the sawmills made corresponding gains in the numbers employed.

The loss of time on account of industrial disputes during May was greater than during April, 1920, but much less than during May, 1919.

There were in existence at some time or other during the month 73 strikes, involving about 12,005 workpeople, and resulting in a time loss of 145,168 working days, as compared with 44 strikes, 6,249 workpeople and 84,099 working days in April, 1920; and 96 strikes, 74,252 workpeople and 849,676 working days in May, 1919. On May 1 there were on record 20 strikes, affecting 7,311 workpeople. Fifty-three strikes were reported as having commenced during May, as compared with 28 in April. Eleven of the strikes commencing prior to May and thirty-five of those commencing during May were reported terminated, leaving 27 strikes, involving about 4,502 workpeople, on record at the end of the month.

In prices the general movement continued upward, increases in grain, fodder, livestock, fuel, building materials, and furnishings slightly more than offsetting decreases in eggs, milk, hides, textiles, and in raw furs. There were decreases in some metals and metal products, but there were increases in others. The Departmental index number of wholesale prices rose to 356.6 for May as compared with 353.1 for April, 284.1 in May, 1919, and 136.3 in May, 1914. In retail prices the average

cost of a family budget of staple foods in sixty cities was higher, rising to \$16.65 at the middle of May as compared with \$15.99 at the middle of April, and \$7.42 in May, 1914. The chief increase was in potatoes, which averaged \$6.15 per bag as compared with \$4.78 in April. Sugar also advanced substan-

tially, averaging 21.7 cents per pound for granulated as compared with 19.5 cents in April. There were slight increases in some meats and in several of the other lines, with decreases in eggs and milk. Coal and coal oil were also upward, and rent averaged considerably higher.

## II.—Industries and Trades.

Increased activity was shown in the SYDNEY district during May; the output of the Dominion steel plant was as follows: pig iron, 24,400 tons; ingots, 27,500; blooms and billets, 18,700; rods, 9,300; plates, 3,484; light rails, 700; wire, 1,100; nails, 860; three blast furnaces were in operation; all departments were working with the exception of the rail mill; upwards of 4,000 men were employed; stove, furnace and metal roofing plants continued active. The output of the steel plant at SYDNEY MINES was 7,500 tons of iron and 10,000 tons of steel; all metallurgical plants operated to capacity, with labour conditions normal. WESTVILLE reported the Nova Scotia Steel plants running steady double shifts during the month with all the mills busy; farm implement and tractor factories had plenty of work; sheet metal plants were fairly active and the electrical trades were normal. Some shortage of skilled labour was noted at HALIFAX in the bolt, nut and skate departments, and production was somewhat hampered by delayed material from the United States; conditions were fairly steady in the stationary engine, boiler and stove and furnace plants, but the smaller firms were delayed by difficulty in obtaining plate. At CHARLOTTETOWN employment was good in foundries and machine shops. The rolling mill at St. JOHN which re-opened in April continued running steadily with good prospects; tin and sheet metal workers were well employed. At MONCTON about 120 men were thrown temporarily out of work by a disastrous fire

which partly destroyed a large foundry. Machine shops were in active operation. Foundries and machine shops at FREDERICTON were very busy. MONTREAL reported busy conditions in the structural steel, engine, farm implement and tractor factories; electrical workers were busy; and sheet metal plants fairly active; moulders and iron workers, however, were on strike. At QUEBEC structural steel and stationary engine workers had a very busy month; metal roofing and sheet metal plants were active, but stove and furnace factories were quiet. Continued activity was reported at SHEERBROOKE and St. HYACINTHE in the machine shops and foundries, the structural steel workers at the former place being very busy. At THREE RIVERS the foundries took on additional help, one plant employing over 500 hands. Active conditions continued at St. JOHN'S and IBERVILLE and an improvement was noted at SOREL. At OTTAWA and HULL the foundries continued to give steady employment, being active on old orders, but the volume of new business offering showed signs of slackening. The metal and machinery industries at TORONTO were greatly handicapped by the shortage of steel and coal, receipts of which were very light; many plants laid off men or were working on short time and a number of machinists were temporarily out of employment; recent arrivals from Great Britain included many belonging to the metal trades; farm implement plants were active; construction at a large steel plant was suspended owing to failure to secure a contract from the Provincial Hydro-

Electric Commission guaranteeing 20,000 h.p. required for its operation. The site, it was said, may be abandoned. HAMILTON reported continued activity throughout the metal and machinery group, though some unemployment was caused through a strike of operating engineers. At NIAGARA FALLS the metal working trades continued active with a demand for machinists and other skilled workmen for the chain, metal can and other factories. Fair conditions were reported from BROCKVILLE in the stove and furnace, sheet metal and tool and hardware factories. At BELLEVILLE busy conditions were noted in general foundries, engine and machine and farm implement factories. At BRANTFORD marked activity was noted in machine shops, overtime being worked in the milling machinery plants; stove and radiator workers were busy, also electrical appliances and farm implement makers. PETERBOROUGH reported foundries hampered by coke shortage due to the strike in the United States and also by a strike at the local power-house, many workers leaving town; machine shops were active. At GALT moulders and machinists were in demand; very active conditions were reported in pig iron and rolling mills, also in the architectural iron and steel, machinery, tools and cutlery trades; pig iron and steel furnaces and converters were active, and electrical and sheet metal workers were well employed. BRANTFORD reported a demand for men, both skilled and unskilled. At CHATHAM additional help was taken on in the structural steel industry; sheet metal and electrical trades were very busy. KITCHENER reported a shortage of moulders and machinists, also of clock workers; sheet metal and tin-smiths, farm implement, tractor and electrical fixture workers were all very busy. Activity continued at GUELPH in the metal and machinery group, with a demand for labourers in the moulding shops; stove and furnace workers were very active. Similar active conditions prevailed at STRATFORD in the machinery, metal and electrical appliance factories. WOODSTOCK reported a constant

demand for moulders, stove and furnace makers being very busy. Moulders were also in demand for the stove and furnace plants at LONDON; rolling mill workers were well employed, and threshing machine factories were also very busy on orders for the west; tin and enamel plants were hampered by shortage of material. ST. THOMAS reported the foundries as normally active. At WINDSOR structural steel workers were very busy, some plants working day and night shifts; die-makers and expert machinists were in great demand in the machinery industry; stove plants were rather slack; metal roofing workers were active. The stove and farm implement industries at ORILLIA were normally active, and there was an occasional demand for machinists and pattern makers. Men were laid off at SAULT STE. MARIE in some departments of the steel industry, and the iron workers on the steel plant extension were also thrown out of work on the cessation of the undertaking. Continued activity was noted at BRANDON throughout the group. The rolling mill at MEDICINE HAT still continued closed, but the REDCLIFFE mill was fairly active; machine shops and foundry workers were fairly well employed. LETHBRIDGE, CALGARY and EDMONTON reported conditions fairly good throughout the group. VANCOUVER reported fair activity in the rolling mills; structural iron and steel trades were rather slack, but more work was expected; stove and furnace work was slack and electrical apparatus and fixtures, metal roofing and sheet metal plants were not very busy. VICTORIA reported the iron foundries somewhat quiet with reduced staffs working; stove foundries were fairly active.

Boat and ship building and repairing were very active at SYDNEY during May.

Vehicles (land and water) At WESTVILLE the car factory took on all available extra help, skilled and unskilled, in order to cope with new orders; engine, boiler and automobile shops and boat and shipbuilding plants were very ac-



tive. The shipyard at TRENTON worked steadily, another steamer being on the ways. At HALIFAX portable engine and boiler shops were fairly active; shipyards were brisk, especially in repairs, but no new orders were being received. MONCTON reported very active conditions in the locomotive and car repair shops of the Canadian National Railways, many additional workers of different grades being taken on to cope with heavy orders for repairs and re-modelling. MONTREAL reported busy conditions in the shipbuilding yards and in the engine and boiler shops and automobile factories. At QUEBEC the shipbuilding and repairing yards and engine shops had a very busy month. At the shipbuilding yards at THREE RIVERS work was interrupted by wage disputes, but was resumed before the end of the month. The Government shipyards at SOREL were rather slack, a number of hands being laid off; other yards were fairly active. At OTTAWA and HULL normal activity was still shown in car construction. The automobile and tractor industries at TORONTO were much affected by the shortage of material. HAMILTON reported activity in locomotive and car shops and in carriage, cycle and motor factories. More help was required for the automobile accessories plant at NIAGARA FALLS. BRANTFORD reported great activity in the engine shops; wagon and carriage factories were also very busy. At BROCKVILLE motor boat and automobile factories were fairly active. The locomotive shops at KINGSTON were fairly active, though material was somewhat scarce, shipyard workers were well employed, with improvement likely in the next two weeks. At BELLEVILLE engine and boiler shops and automobile parts factories were busy. GALT reported much activity in engine and boiler shops; cycle and motor engine workers were also well employed. Automobile plants at CHATHAM were very busy, running part overtime. KITCHENER reported a shortage of help in the bicycle factory. At WOODSTOCK the wagon factories continued very busy, with some demand

for skilled men. The Ford motor factory at LONDON worked at full capacity assembling cars, and an extension of plant was projected. The automobile industry at WINDSOR was tied up in some departments by shortage of material, some men being laid off; these, however, were taken on by other firms; foundries were busy on auto parts. Work at the shipyards at PORT ARTHUR and FORT WILLIAM was hampered by a strike of carpenters, joiners and moulders, supported by other trades. VANCOUVER reported fair activity in locomotive repair work; boat and ship building was not so good as in the previous month, a number of men being laid off, and work delayed by lack of steel; boat repairing was fairly active; automobile, cycle and motor engine workers were fairly busy. The iron shipyards at VICTORIA were moderately active, some men being laid off.

Steady activity continued in the food group throughout May at SYDNEY and

WESTVILLE. At HALIFAX employment was reported unusually good.

Meat workers at CHARLOTTETOWN were quiet, but other departments were fairly busy. St. JOHN reported brisk conditions throughout the group. Increased employment was noted at MONCTON in the confectionery trades, food workers being generally busy. Activity was also reported from FREDERICTON and BATHURST. MONTREAL reported steady activity in flour and feed plants; bakers and confectioners and cigar makers were normally active; soft drink and brewery workers were well employed. At QUEBEC the meat packing houses had a quiet month; bakers and confectioners were busy and creamery workers were active; tobacco factories and breweries also gave steady employment. Conditions at SHERBROOKE, St. HYACINTHE and THREE RIVERS were reported as generally busy, particularly in the soft drink and brewery departments. Activity was also reported at St. JOHN'S, IBERVILLE and SOREL. OTTAWA and HULL reported increased activity in

dairies owing to reduced prices; abattoirs, bakeries and confectioneries were busy. At TORONTO the flour, feed and cereal plants were working steadily; abattoirs and meat packing houses were quiet, but showed improvement towards the end of the month; bakers and biscuit workers had steady employment; fruit and vegetable canners were preparing for a busy season; candy makers and confectioners were busy, with large export orders; creameries and dairies were active though business was somewhat retarded by backward weather; cigar makers were well employed; soft drink establishments and breweries were seasonably busy and tobacco workers were steadily active. Continued activity throughout the food group was reported from HAMILTON, NIAGARA FALLS, ST. CATHARINES, BRÖCKVILLE, KINGSTON and BELLEVILLE. Increased activity was reported at PETERBOROUGH in the butter and cheese factories, but the flour, feed and cereal mills were less active. At GALT active conditions continued to prevail. BRANTFORD reported female help in demand for fruit preserving; other departments of the group were steadily active, but the mills ceased milling flour and were producing chop. At KITCHENER also more female help was required for the biscuit and candy factories, and boys were in demand at the soft drink plants; the flour mills ran steadily; abattoirs were busy, and creameries and dairies had a good month; the local brewery quit making beer, but continued to produce ice. The WATERLOO brewery continued very busy. At GUELPH general activity prevailed except among brewery workers. Female help was in demand at STRATFORD and WOODSTOCK for the candy and confectionery trade. LONDON reported the flour mills, creameries and confectioneries working to capacity; but cigar-makers were very slack, a large number leaving the city. Normal activity continued in the flour mills at ST. THOMAS, and at CHATHAM the flour and feed mills, abattoirs and packing houses were taking on new men. At WINDSOR increased activity was noted among bakers

due to the access of residents in the border cities; but confectioners were less active on account, it was claimed, of the higher prices of products; creameries were exceptionally busy, though milk was rather scarce, one creamery enlarging its plant, breweries increased their staffs, and soft drink plants were very busy. WINNIPEG reported a quiet month in confectionery plants, one firm closing for two weeks for alterations; vegetable canners had satisfactory employment, but without any shortage of help. At BRANDON all departments were busy except brewery workers and cigar-makers, who were slack. REGINA reported conditions generally good. At MOOSE JAW the meat packing plant ran with reduced staff owing to shortage of hogs and cattle; creameries were more active owing to reduced prices of butter. The flour mills at MEDICINE HAT continued 16 hours per day; brewery workers were rather slack, but other departments of the food group were active. Brewery workers at LETHBRIDGE had a very busy month, working with full staff and some overtime; the flour mills re-opened during the month. At CALGARY the flour and feed plants were quiet and abattoirs and meat packing houses slack; soft drink and brewery workers were also rather slack, but bakers and confectioners were busy. EDMONTON reported increased employment in the confectionery trade. At FERNIE dairy workers were exceptionally active; and brewery and soft drink workers were very busy. VANCOUVER reported that the flour, feed and cereal plants were busy; the sugar refinery was not very busy, owing to shortage of sugar; abattoirs and meat packing workers were fairly active; bakers and confectioners were affected throughout the month by a strike of bakers; fair conditions prevailed in the creamery, confectionery and soft drink trades; tobacco workers were busy; fruit and vegetable canning had not yet begun. At VICTORIA the feed and cereal mills, bakeries and confectioneries operated steadily; cigar-makers were fairly active, and brewery workers were well employed; fruit and



vegetable canners commenced operations for the season.

During May activity in the rope and twine industry at HALIFAX fell off

**Textiles,  
cordage and  
carpets**

slightly from the maximum employment of the preceding month; the supply of tar and oil from the United States was somewhat slow, but prospects were good for summer. The cotton mills at St. JOHN gave steady employment, production showing a marked advance over the preceding year. The woollen mills, underwear and cap factories at MONCTON continued in steady operation. Cotton mill operatives at FREDERICTON had steady work. MONTREAL reported the woollen and knitting factories busy, with good prospects ahead; tent and sail makers were well employed, as usual at this season. At QUEBEC the cotton textile mills were very busy, working overtime; sail and awning makers and riggers had a busy month. SHERBROOKE reported busy conditions in the cotton, woollen, bleaching, dyeing, finishing and textile printing plants. At St. HYACINTHE, woollen, knitting, hosiery and underwear workers were well employed, some plants running day and night. Over 1,400 workers had regular employment at THREE RIVERS in the cotton mills. TORONTO reported a strong demand for help in the hosiery and knitted goods factories; tent and awning firms were active and the carpet factory worked to capacity. At HAMILTON active conditions continued to prevail throughout the textile group. Knitting operatives at NIAGARA FALLS were busy. At St. CATHARINES the silk, woollen and knitting factories were steadily active. Tent, awning and sail makers were active at BROCKVILLE. The textile mills at KINGSTON and the woollen and underwear and carpet factories at PETERBOROUGH were very active. A shortage of help was reported at GALT in the cotton, woollen and silk mills and in the bleaching and dyeing plants. Help was also required for the glove, hosiery and underwear plants at BRANTFORD, and un-

skilled male and female workers were in demand for the cordage factory. KITCHENER reported help wanted for the twine factory, and the felt factory was also rushed with work. Female help was in demand for the cotton and linen mills at GUELPH, for the hosiery and knitted goods factories, and for the carpet and worsted spinning mills. The woollen and knitting factories at STRATFORD were very busy, with good prospects. Help, especially female help, was in demand at WOODSTOCK for the textile and knitting factories, though a shortage of raw material in the knitting factories hampered operations. A similar shortage of help was reported from LONDON for the woollen and underwear factories. The knitting factory at St. THOMAS had a busy month. At CHATHAM the textile, woollens and knitting and bag factories ran full time. The tent and awning factory at WINDSOR re-opened with good prospects. WINNIPEG reported fair conditions in the bag factories without change in staffs; additional workers were taken on at the knitting and tent and awning plants. At VANCOUVER the knitted goods, tent, awning and sail factories had a busy month.

SYDNEY reported continued activity among steam laundry workers. Decreased public demand for clothing at HALIFAX affected the tailoring trade; laundries were very busy there and at WESTVILLE. At CHARLOTTETOWN tailors, garment workers, laundries, dyeing and cleaning establishments were exceptionally busy; boot and shoe workers were fairly well employed. St. JOHN reported improved conditions in the clothing trades; laundries and cleaning plants were unusually active. At MONCTON tailors were busy, and dress-makers, seamstresses and milliners were in strong demand; laundries were very busy. Female help was required for the tailor shops at FREDERICTON. MONTREAL reported activity in the ready-made clothing factories, and hat, cap and whitewear workers with plenty of em-

**Clothing,  
boots, shoes  
and laundering**



ployment; laundries were fairly active. At QUEBEC overtime work was the rule in the clothing trades. SHERBROOKE reported activity in the clothing, boot and shoe and laundry trades. At ST. HYACINTHE ready-made clothing and overall makers were very busy. The three glove factories at THREE RIVERS were very active with good prospects; laundries were very busy; boot and shoe workers were well employed. At SOREL clothing, shirt and boot and shoe makers were active. Makers of ready-made clothing at OTTAWA and HULL were busy to capacity. TORONTO reported a strong demand for operators on women's wear, but in the clothing industry a tendency to slacken was noted towards the end of the month when the spring rush ceased; overall, shirt, cap and glove factories and laundries continued busy, but furriers had a quiet month; boot and shoe workers were already busy on fall orders. Help was in demand at HAMILTON in ready-made clothing, shirt and collar, hat, cap, glove and fur, and women's white-wear trades, and in steam laundries. The corset and suspender factories were busy at NIAGARA FALLS and help was required for the shoe parts factory. Rubber footwear workers at ST. CATHARINES had a good month and laundries were very busy. Hat, glove and laundry workers were active at BROCKVILLE, but fur workers were less active. Clothing workers at KINGSTON were only fairly busy. The shirt industry at BELLEVILLE gave steady employment and a new factory was started for felt and other hats; dyers and cleaners were exceptionally busy owing to high clothing prices. At PETERBOROUGH women's whitewear and children's clothing and boot and shoe workers were well employed. A shortage of help was reported at GALT in the ready-made clothing and shirt and collar and boot and shoe factories. At BRANTFORD women's whitewear workers were very busy, and shirt and overall factories worked full handed; cleaning plants and laundries had a busy month. KITCHENER reported a shortage of female help in the shirt and collar factories and in the steam laundries; glove

factories worked full time and rubber footwear factories were very busy, an additional plant preparing to start operations. Activity was noted at GUELPH in the women's whitewear, hat and cap, and rubber footwear factories. At STRATFORD ready-made clothing and laundry workers, dressmakers and milliners had a busy month. LONDON reported great activity in men's and boy's ready-to-wear clothing factories; cap makers and steam laundry workers were also very busy. The shoe factories at ST. THOMAS had a busy month. A shortage of help was reported at WINDSOR, a bonus being offered to machine hands in the overall and shirt trades; more laundry workers also were required. Some shortage of help was noted at WINNIPEG for the shirt and glove factories; ready-to-wear and whitewear plants had a rather quiet month but staffs were unchanged; cap workers were well employed, and laundry workers and cleaners had a good month. The garment factory at EDMONTON kept about 275 workers in steady employment. At VANCOUVER the ready-made clothing trades were active in all lines of men's and women's wear; overall, shirt and women's whitewear factories were busy; boot and shoe factories and steam laundries were fairly active. VICTORIA reported increasing activity in the shirt and overall factories; laundries and cleaning establishments were normally busy.

The pulp mill at St. JOHN continued running steadily. At the BATHURST pulp mill an average decrease of between five and seven tons in the daily output of pulp was attributed to accidental difficulties of operation. The pulp and paper mills at SHERBROOKE continued very active; the local industry at THREE RIVERS was extended by a new pulp and paper mill and by the enlarging of existing plants. At SHAWINIGAN FALLS, LA TUQUE and CAP MAGDELEINE, staffs were increased during the month; steady conditions were maintained at SHERBROOKE, THREE

**Pulp, paper  
and fibre**

RIVERS, WINDSOR MILLS, CHICOUTIMI and KENOGAMI; while slight declines were recorded at USINES ST. LAURENT and EAST ANGUS. Pulp and paper workers at HULL were normally employed, but at Ottawa some reduction was reported. Felt and tarred paper makers at HAMILTON continued active. ST. CATHARINES reported steady employment in the production of pulp, and its products, paper, beaver board, etc. Increased employment was recorded during the month in the pulp and paper mills at IROQUOIS FALLS, STURGEON FALLS and SAULT STE. MARIE; slight declines were reported at ESPANOLA, HAWKESBURY and SMOOTH ROCK FALLS. VANCOUVER reported busy conditions in the pulp and paper mills at OCEAN FALLS, POWELL RIVER and other places along the coast. At VICTORIA the rubber roofing, felt and tarred paper plants were active, and a new factory was under construction.

The publishing and printing trades continued active during May at SYD-

**Printing,  
publishing  
and paper  
goods**

NEY and HALIFAX. Job printers at CHARLOTTETOWN were rather slack, but at ST. JOHN they were in demand, overtime being required to fill orders. At FREDERICTON printers and bookbinders had steady employment. At MONTREAL employment continued good in the printing, bookbinding and lithographing trades. QUEBEC also reported activity throughout the group, including paper box and bag factory workers. Printers and builders had an active month at SHERBROOKE, THREE RIVERS, SOREL, HULL and OTTAWA. TORONTO reported activity among printers, bookbinders and allied trades; paper bag and box makers were well employed in spite of difficulty in obtaining material. Printers and binders were reported in active employment at HAMILTON, NIAGARA FALLS, ST. CATHARINES, BROCKVILLE, KINGSTON and BELLEVILLE. At PETERBOROUGH printers continued active, but one of the city newspapers stopped publication at the end of the

month, on account, it was said, of the high cost of paper and materials; a job office and bindery will be substituted. A shortage of help was reported for the paper box factory at GALT, and printers were also very busy. The printing, paper box and allied trades were normally busy at BRANTFORD. KITCHENER reported paper box workers in demand; printers were busy there, and at WATERLOO. Similar active conditions were noted at GUELPH, STRATFORD and WOODSTOCK. At LONDON both newspapers enlarged their printing staffs; the lithographing plant was doubling its capacity; paper box workers were busy. Printers worked steadily at CHATHAM and WINDSOR. Experienced bookbinders were reported in demand at WINNIPEG; box factories were rather slack, but without change in staffs. Activity was noted among printers and binders at BRANDON, REGINA, MEDICINE HAT, LETHBRIDGE, CALGARY and EDMONTON. VANCOUVER reported fair conditions among newspaper and job printers, but publishing houses were not very busy. All branches of the printing industry at VICTORIA were busy, but paper box workers were less active.

At SYDNEY the sash, door and planing mills continued to show increased activity during May, and at

**Woodworking  
and furniture**

HALIFAX a similar improvement was noted, with sufficient orders in hand to keep plants going all summer. In WESTVILLE district employment was good in the woodworking and furniture trades. CHARLOTTETOWN reported activity in the planing mills and broom factories but some slackness in other departments. Overtime work was required at ST. JOHN to fill milling orders; wooden box and brush and broom makers were busy. Building operations in MONCTON and FREDERICTON caused great activity in the planing mills; co-operation workers were also busy. At MONTREAL wooden box and furniture workers had a fair month and the piano industry was good. QUEBEC reported busy conditions in the sash, door and planing



mills, and in wooden box and broom factories. The planing mills and chair factories at SHERBROOKE and St. HYACINTHE were active, though occasionally hampered by shortage of material. THREE RIVERS had a rush of business in the planing mills; chair and toy makers were well employed. Woodworkers at St. JOHN's and IBERVILLE were reported active throughout the month. At OTTAWA and HULL normal activity prevailed in the sash, door and planing mills, and wooden box factories. Woodworkers at SOREL were reported quiet. At TORONTO the woodworking trades, including piano and phonograph makers, were all reported busy. Activity was noted among woodworkers at HAMILTON, and at NIAGARA FALLS the planing mills and sporting goods factory were very busy. The planing mills at St. CATHARINES had a good month. Good conditions prevailed in the office furniture plants at BROCKVILLE, the broom and piano factories at KINGSTON, the furniture and chair factories at BELLEVILLE, and the box factories at PETERBOROUGH, the sash and door factories at all these points being kept busy by building trade requirements. Furniture makers were in demand at GALT, and the planing mills were also busy. The planing mills at BRANTFORD ran to capacity, and piano and victrola case workers were very busy, the plant being enlarged. Machine hands and finishers were in demand at KITCHENER at several furniture plants, some of which worked overtime; sash, door and planing mills were rushed with work, and wooden box, cooperage, piano and organ, and wooden toy workers were all busy; broom makers were fairly active. At GUELPH planing mill workers and piano makers were well employed, also the planing mill and furniture trades at STRATFORD. A considerable shortage of labour, especially skilled labour was reported in the furniture industry at WOODSTOCK; organ makers were well employed, but not so busy as a few months ago. LONDON reported the planing mills and piano and organ factories busy to capacity, the former being somewhat hampered by

shortage of material. Building trade demands at WINDSOR caused great activity in all woodworking plants; piano workers were occupied almost entirely on repairs. The planing mills at Orillia had an active month, and at SAULT STE. MARIE increased activity was noted. The planing mills at BRANDON and REGINA had a good month, but at MEDICINE HAT they were rather slack. At CALGARY the sash, door and planing mills were very busy. FERNIE reported a marked improvement at the beginning of the month, but later the conditions of the lumber market affected the outlook unfavourably. At VANCOUVER the sash, door and planing mills, and wooden box factories were reported busy. At VICTORIA the mills were rather quiet, while box factories and cooperages were moderately active.

Trunk, harness and leather bag makers at HALIFAX continued in steady employment. Tannery workers were in demand at St. JOHN. At FREDERICTON harness makers and other leather workers were busy. MONTREAL reported tanneries busy, and trunk, bag and harness makers fairly well employed. Harness makers at St. HYACINTHE and tannery workers at SOREL were very busy. TORONTO reported the trunk, bag and harness makers active and rubber factories in steady operation. The harness makers at BROCKVILLE and the tannery workers at KINGSTON were busy. KITCHENER reported tannery workers well employed; rubber tire makers were in demand, two and three shifts being worked in some departments. At GUELPH employment in the rubber tire plant was affected by a strike. The tannery at STRATFORD was active and harness repairers were well employed. LONDON and WOODSTOCK also reported activity in the tanneries, but without demand for help. The tanneries and leather trades at BRANDON and CALGARY had a good month.

Leather and  
rubber (other  
than clothing)



The demands of the building trades caused activity in the industries producing construction materials.

**Clay, glass, stone, cement, etc.** WESTVILLE reported active conditions during the month among

stone cutters and granite, brickyard and clay product workers. Glass factories at MONTREAL were in steady operation. QUEBEC reported stone cutters very slack, but brick workers began a period of activity. SHERBROOKE stone and granite cutters and brick workers were busy. The glass industry at TORONTO was short of skilled help, the employers trying to obtain skilled foreign workers; brickyards worked overtime. HAMILTON reported activity throughout the group. At BROCKVILLE stone and granite cutters were well employed, and brick workers were active, the city corporation running the yards. KINGSTON reported the cut stone and granite trades busy. At BELLEVILLE the brickyards, cement and pottery plants were kept busy, the latter turning out tiles as well as pottery. Brick and tile yards at BRANTFORD had a busy month. KITCHENER reported a demand for help in the cement plants; brick, tile and sewer pipe workers were steadily employed, and stone, marble and granite cutters fairly active. Brick and tile workers at STRATFORD were busy, and at LONDON there was more activity than for years past. Cement workers at WINDSOR had a very busy month. The brickyard at BRANDON closed down. At REGINA stone and granite cutters were fairly busy. MEDICINE HAT reported brisk conditions in the brick, tile, stoneware and glass workers. Brick and tile plants at VICTORIA were active but cement works were quiet.

Continued activity was reported at SYDNEY in the tar, naphtha, carbolic acid, creosote and dead oil, naphthaline and pitch plants. HALIFAX reported good employment in the paint and oil plants, but with labour sufficient for requirements. The paint and varnish industry at MONTREAL was fairly active,

and the chemical, drug and medicine plants had a busy month. Cartridge and ammunition work at QUEBEC was rather slack. SHERBROOKE reported activity in the gunpowder, acid, extract, drug and medicine plants. The paint and ochre industry at THREE RIVERS had a busy month. TORONTO reported the paint and varnish, soap, chemical and varnish industries all active. HAMILTON reported the soap and drug industries active and powder and ammunition workers fairly well employed. The electro-chemical works at NIAGARA FALLS were busy. At BRANTFORD varnish and paint makers had a good month. The oil and grease factories at KITCHENER were active. Increased employment was reported in the extract and pharmaceutical trade at WINDSOR; the salt industry was hampered by lack of coal; the soap and perfume industry fell off considerably, but female help was in demand in the bottling rooms; paint and varnish workers had an extra good spring season. The oil plant at REGINA ran full time; the soap factory resumed operations during the month. The linseed oil plant at MEDICINE HAT was fairly active. VANCOUVER reported activity in the paint and varnish factories and in the oil refinery.

The earnings of the Canadian Pacific Railway during April were \$15,929,416 as compared with \$13,108,904 in April, 1919. The number of persons employed during May by the C.P.R., G.T.R.

**Railways, shipping and 'longshore work**

and C.N.R. on railway operation, including general office, train and engine crews, station forces, sleeping, dining and parlour car employees, showed slight change during the month of May, the figures at the end of the month being 66,400 as compared with 65,900 at the end of April. This increase was nearly all accounted for by increased payrolls reported by the C.P.R. SYDNEY reported continued activity in the steam and electric railways, and in general transport; shipping and 'longshore workers were very busy. Normal activity was reported at HALIFAX among transportation

workers. Railwaymen were busy at WESTVILLE; the street railway was again running steadily. Railway work was active at TRURO, double shifts being worked. At CHARLOTTETOWN railway and general transport gave steady employment. Heavy traffic was reported on the railways at ST. JOHN; on the street railway some cars were fitted upon the one-man system; navigation was fair for the season, but 'longshore work was reported dull; transfers showed increased activity. Very heavy traffic was reported at FREDERICTON. MONTREAL reported the railways busy and well-manned; 'longshore men were busy, with much shipping in port, an increase in inland as compared with coastwise shipping being noted. At QUEBEC the railways started extra summer services. Navigation opened but the number of ocean liners transferring cargoes was small and gave little work, but 'longshore men were active on coastwise shipping. General activity in the transportation group was reported at SHERBROOKE, THREE RIVERS, ST. JOHN, IBERVILLE and SOREL. TORONTO reported steam railways busy with heavy freight and passenger traffic; street railwaymen were well employed; navigation had fairly started, with plenty of employment for sailors and 'longshore men; garages were increasingly busy. At HAMILTON the electric and steam railways were busy with passenger traffic, but freight was rather light; 'longshore men were active, steamship lines, except those to the upper lakes, being busy; a shortage of teamsters was noted. Railway traffic at NIAGARA FALLS was heavier than in April. Some railway employees at BRIDGEBURG were on part time, a strike in the Buffalo yards interfering with freight movements. ST. CATHARINES reported good employment among railway workers. 'Longshore work at BROCKVILLE was affected by a decline in coal movements; railways were active, and tourist traffic by rail and steamer created employment. Active conditions were reported among transportation employees at KINGSTON, and at BELLEVILLE land traffic was heavy, but water freight

was mostly limited to coal for home consumption. Transport agencies were active at GALT, BRANTFORD, STRATFORD and KITCHENER, motor mechanics being in demand at the latter point. The G.T.R. and C.P.R. at LONDON reinstated most of the employees recently laid off in consequence of slackness due to the switchmen's strike in the United States; new men were taken on for the summer traffic on the radial railway. Freight movement at ST. THOMAS, which was almost at a standstill in April owing to the American strike, had become almost normal at the end of May. CHATHAM reported a considerable falling off in shipping owing to the railway strike, but no unemployment was apparent. WINDSOR reported improved conditions in the street railway since the Hydro Electric Commission took over control. 'Longshore work at PORT ARTHUR and FORT WILLIAM was normal for the season of the year, but there was no marked activity at the grain elevators or coal docks. Transport workers were reported active at BRANDON, REGINA, MOOSE JAW, MEDICINE HAT, LETHBRIDGE and CALGARY. VANCOUVER reported 'longshore men busy only on deep sea traffic, coast navigation being upset by a strike of firemen, oilers, sailors and deck hands; railways (steam and electric) and transfers were busy. An improvement was recorded at VICTORIA in 'longshore work, some boats which had been tied up being placed on service.

QUEBEC reported activity in stone quarrying. At SHERBROOKE, in the

metallic group, chrome iron workers were busy, but those in copper production were quiet; in

non-metallic mining, the asbestos industry was very active; granite quarry men were active and gravel pits very busy. At THETFORD MINES asbestos production was maintained, no change in staffs being recorded. Shipments from the silver mines at COBALT during May totalled 37 cars containing approximately 2,749,170 pounds of ore, as compared with April shipments of



27 cars with 2,164,491 pounds of ore; bullion shipments were the heaviest of the current year: a total of 373 bars containing 451,896 fine ounces of silver were shipped; this compares with 125 bars containing 150,788 fine ounces in the previous month; every camp was reported short of men for extension of operations; underground workers were hard to obtain, the men preferring work on the surface at this season. A shortage of labour was also felt at the camps at PORCUPINE and KIRKLAND LAKE owing to the exodus of skilled miners to the Sudbury district, where the International Nickel Company, it was reported, offered higher wages than were paid in the gold camps; to offset this some gold companies raised the wages of their employees, setting a new standard wage scale for the Northern Ontario mines. WINNIPEG reported a demand for quarrymen in Manitoba. At THE PAS late ice on the lakes still prevented communication with the mines. FERNIE reported activity in the metalliferous mines, much improvement work being in progress. Only one of the ROSSLAND mines was shipping ore, other mines doing development work until the new concentrator at TRAIL is ready to handle Rossland ores. The smelter at TRAIL had only two lead furnaces operating; copper furnaces were awaiting completion of the electrolytic copper refinery which is being enlarged to double capacity; the electrolytic lead refinery turned out about 40 tons of pure lead per day refined from the bullion of the two lead furnaces; the concentrator also turned out concentrates from the mines of Kimberley; the electrolytic zinc plant turned out its usual quota of refined zinc; a great shortage of labour, both skilled and unskilled, was reported. CRANBROOK also reported a demand for men for gold placer mining; the demand continued for muckers, carpenters, axemen and surface labourers for the Sullivan Mines.

SYDNEY reported the output of the Dominion collieries during May at 254,000 tons of coal, against the previous month's revised figure of 261,152 tons; the production of coke was 35,900 tons, compared with 33,000 tons in April, 120 ovens being in operation. The output of Nova Scotia collieries at SYDNEY MINES was 51,500 tons of coal compared with 51,000 tons in April, while production of coke was 10,300 tons, an increase for the month of 700 tons; 190 ovens were in operation. The mines at WESTVILLE were all busy. Mining conditions at MINTO were reported as somewhat improved with prospect of increased output. The coal mines of Saskatchewan and Alberta were active, with a general demand for experienced miners; a fire at a pit head at ESTEVAN threw about 100 men out of work, but they were absorbed by neighbouring mines. LETHBRIDGE reported the two chief coal mines working full time during the month, while the smaller mines were fairly steady. In the CALGARY district the mines were fairly busy, arrangements being made for storage and shipment for full trade to Manitoba and Saskatchewan. EDMONTON noted a demand for men for the northern mines. FERNIE reported the local mines in steady operation throughout the month. NANAIMO reported the VANCOUVER ISLAND coal mines working full time, with good prospects of steady employment.

The value of building permits issued in 55 cities during April amounted to \$16,382,543, as compared with \$8,258,150 in March, and \$7,059,641 in April, 1919.

During May building operations started actively at SYDNEY, having been delayed by the late spring. HALIFAX reported all buildings well under way and sufficient work in sight to keep house mechanics busy all summer. At TRURO carpenters worked full time. CHARLOTTETOWN reported the building trades active with painters in demand. At St.



**JOHN** industrial and residential building was very active; railway construction gangs were busy on a new bridge. Operations at **MONCTON** included new school buildings and banks, stores and dwellings; construction was retarded in the first half of the month by industrial disputes involving carpenters, bricklayers, masons and plumbers. Labour was in demand for the building trades at **FREDERICTON**. **MONTREAL** reported good conditions in the building trades, with large contracts to be completed. Activity was noted at **QUEBEC**, with plenty of employment on new dwellings and stores, and on repairs. Similar conditions were reported from **SHERBROOKE** and **THREE RIVERS**. At **St. HYACINTHE** building construction was active, with good prospects, as the Government building scheme was applied to the city. Conditions at **SOREL** were reported quiet. **OTTAWA** and **HULL** reported activity in the erection of dwellings and commercial buildings; work on the new Parliament buildings is suspended during the Parliamentary session. **TORONTO** reported the building trades all active, mainly in connection with the erection of small houses for which there was a continually increasing demand; larger construction work, although considerable, was not so active as was anticipated earlier in the season, the cost of materials being excessive; work began on the harbour head wall which is to be completed this season; the contract was awarded for a new Island sea wall. The building trades very active at **HAMILTON**. At **NIAGARA FALLS** employment was good, though material was short early in the month. Fair conditions were reported at **St. CATHARINES**. Building and construction were active at **BROCKVILLE**, **KINGSTON** and **BELLEVILLE**. At **PETERBOROUGH** very

few residences were started owing to the cost of materials, but employment was good on the other departments of building. **GALT** reported busy conditions in construction of public and commercial buildings. Employment was also good at **BRANTFORD**, **KITCHENER** and **GUELPH**. Painters were in demand at **STRATFORD**. Little building was reported at **WOODSTOCK** and many carpenters and bricklayers found employment elsewhere. **LONDON** reported very little large construction work in progress, but many private dwellings going-up; the Housing Commission let contracts for sixty houses in one survey. Very little building was in progress at **St. THOMAS**, but painters, paperhangers, plumbers and house carpenters were well employed on repair work. At **CHATHAM** it was expected that the Housing Commission would carry out a building scheme this season. **WINDSOR** reported great building activity in the three "border cities"; about 600 carpenters belong to the local union, and employment was good in all construction trades. Very little building was in progress in **PORT ARTHUR** and **FORT WILLIAM**. At **WINNIPEG** a good demand was noted for building mechanics and for workers on railway construction in the Province. Similar conditions existed at **BRANDON**, **REGINA**, **MOOSE JAW**, **MEDICINE HAT**, **LETHBRIDGE**, **CALGARY** and **EDMONTON**, but the building programme was not very heavy at some of these places. Construction at **FERNIE** and **NELSON** was quiet, the high cost of lumber and labour being given as the cause of this slackness. **VANCOUVER** reported that building operations were affected by a general cessation of the progress that had been anticipated; delays occurred in contracts and building permits decreased. At **NANAIMO** carpenters,

painters, paperhangers were well employed. VICTORIA reported activity in railway construction, tracklaying having re-started in the Canadian National Railways.

The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and Canadian National Railways, on railway construction, including maintenance of way, showed an increase of 4,500 persons during the month of May, the total at the end of the month being 40,600, as compared with 36,100 at the end of April. This increase was made up in steady gains each week by all three companies, but more than half of the additions were shown on the Canadian National Railway's payrolls.

CHARLOTTETOWN reported some slackening in lumbering activity towards the end of May, but a large quantity of lumber was sawn during the month.

#### Lumbering

The saw and shingle mills in St. JOHN and district ran steadily. The lumbermen in FREDERICTON district had a successful spring drive, with good prospects of bringing the entire cut to the booms; saw mills workers were steadily employed. BATHURST reported the drives progressing favourably with most of the smaller streams cleaned up, but in some the logs were held up for want of water. Round QUEBEC river driving was nearly completed, but few saw mills had started operations at the close of the month. SHEBRROOKE reported the drives continuing and great activity in the saw and shingle mills. At OTTAWA and HULL the saw mills were busy but the burning of some lumber yards affected the

local labour situation. The two saw-mills at PEMBROKE were very busy, more men being required. PETERBOROUGH reported lumbermen very busy rafting and river-driving, and the sawmills were already very busy. At SAULT STE. MARIE bush work was opening up again, and many men were required also for loading ties and pulp wood on cars. There was some demand at PORT ARTHUR for river drivers. WINNIPEG reported some falling off in the demand for lumbermen in Manitoba. Many of the men who worked in the woods of northern Saskatchewan during winter and spring found employment on farms. EDMONTON reported a demand for men for the mills in northern Alberta. At FERNIE lumbering activity was at its height, but prospects were stated to be somewhat unsettled owing to market conditions, some companies at this point and also at CRANBROOK, after running double shifts for two months, having accumulated large stocks; it was expected, however, that active conditions would be maintained until next fall; the post and pole industry was rather slack, the prairie farmers, who are the chief buyers of this product, being engaged on seeding. NELSON reported the supply of common labour as fair, but skilled labour was scarce and some overtime work was necessary. VANCOUVER and NEW WESTMINSTER reported the saw and shingle mills working to capacity; loggers were well employed. VICTORIA and NANAIMO reported lumbering and milling operations active on Vancouver Island, but hampered by shortage of shipping facilities; several new saw and shingle mills started during the month.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

## PROCEEDINGS FOR THE MONTH OF MAY, 1920, WITH TEXT OF BOARDS' REPORTS

**D**URING the month of May the Department received reports from seven Boards established to deal with disputes between (1) the Ottawa Gas Company and certain of its employees, being gas workers, members of Federal Union No. 16517; (2) the Ottawa Electric Railway Company and certain of its employees, members of Division No. 279, Amalgamated Association of Street and Electric Railway Employees of America; (3) the Ottawa Branch of the Association of Canadian Building and Construction Industries and certain of their employees, being carpenters, electrical workers, painters and roofers; (4) the Dominion Power and Transmission Company, Hamilton, and certain of its employees, being linemen, operators, motormen, maintenance men, armature winders, pitmen and air brake workers, members of Local Union No. 105, International Brotherhood of Electrical Workers; (5) the Dominion Power and Transmission Company, Hamilton, and certain of its employees, being shop and yard men, members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America; (6) the Hamilton Street Railway Company and its motormen and conductors, being members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America; and (7) the London Railway Commission and certain employees of the London and Port Stanley Railway, being members of Division No. 745, Amalgamated Association of Street and Electric Railway Employees of America.

Thirteen applications were received for the establishment of Boards, and further appointments were made in connection with applications which had been received during the previous month.

**Applications Received.**

During the month of May applications for Boards were received as follows:—

(1) From the employees of the Ottawa Gas Company, being gas workers, members of Federal Union No. 16517. The personnel of the Board and the text of the Board's report appear in the present article.

(2) From the employees of the Ottawa Electric Railway Company, members of Division No. 279, Amalgamated Association of Street and Electric Railway Employees of America. The personnel of the Board and the text of the Board's report appear in the present article.

(3) From the employees of the Toronto Hydro Electric Commissioners, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers. A Board was established composed as follows: Messrs. Frank R. Ewart and Fred Bancroft, Toronto, nominees of the company and employees respectively. The chairman had not been appointed at the close of the month.

(4) From the employees of the Great Lakes Power Company, Limited, Sault Ste. Marie, Ont., members of Local Union No. 726, International Brotherhood of Electrical Workers. A special officer of the Department of Labour visited the locality, and, through his mediation, negotiations between the parties were renewed and a settlement was effected without reference to a Board.

(5) From the Ottawa Branch of the Association of Canadian Building and Construction Industries and certain of their employees, being carpenters, electrical workers, painters and roofers. The personnel of the Board and the text of the Board's report appear in the present article.



(6) From the employees of various contractors of the City of Lethbridge, Alta., being carpenters, members of Local Union No. 846, United Brotherhood of Carpenters and Joiners of America. This dispute not being one falling within the scope of the I.D.I. Act a Board could be established only upon the joint consent of all the employers as well as the employees. At the close of the month this consent had not been arranged, although mediation looking towards the adjustment of the dispute was being rendered by a departmental officer in the locality.

(7) From the employees of the Montreal Tramways Company, being members of Division No. 790, Amalgamated Association of Street and Electric Railway Employees of America. At the close of the month this application was under consideration.

(8) From the civic employees of the Corporation of Moose Jaw, Sask., members of Civic Employees' Union No. 9. The employer in this case being a municipality a Board could be established only upon the joint consent of the disputants. A special officer of the Department was sent to Moose Jaw to render assistance in bringing about a settlement. The municipal authorities definitely refused consent to the establishment of a Board but later rescinded this decision and shortly after the close of the month a Board was in the course of establishment.

(9) From the employees of various mine owners in the Minto district, members of District No. 26, United Mine Workers of America. A question arose as to whether the parties who made the application for a Board were justified in doing so. An officer of the Department visited the locality, and at the close of the month negotiations looking towards a settlement of the dispute were in progress.

(10) From the employees of the British Columbia Telephone Company, Limited, Vancouver and Victoria, being electrical workers, members of Local Unions Nos. 213, 230 and 77a, International Brotherhood of Electrical

Workers. At the close of the month the matter was receiving consideration.

(11) From the Corporation of the City of Peterborough, concerning a dispute between the Canadian General Electric Company and certain of its employees at Peterborough, being electrical workers. The employees in this case had gone on strike on May 18, and the application was made by the city under the authority of section 63a of the I.D.I. Act. At the close of the month a Board was in the course of establishment.

(12) From the employees of the Canadian Pacific Railway Company, Grand Trunk Railway and Canadian National Railways, being clerks, timekeepers, railway checkers, freight handlers, truckers, coopers, etc. At the close of the month this dispute was receiving the attention of a special officer of the Department, looking towards an adjustment of the dispute without reference to a Board.

(13) From the Toronto Railway Company in connection with a dispute with certain of its employees, being motor-men, conductors, shedmen, motor and truck repairmen, compressor and fender room men and trackmen. A Board was established, composed as follows: The Honourable Mr. Justice F. S. MacLennan, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. W. H. Moore and John T. Vick, Toronto, nominees of the company and employees respectively.

#### Other Proceedings under the Act.

During the month of May other proceedings under the Act took place as follows:—

(1) The jurisdiction of the Board composed of His Honour Judge J. H. Denton, chairman, J. G. Merrick and Jas. T. Gunn, established to deal with the dispute between the Dominion Transport Company and certain of its employees at Toronto, being teamsters, chauffeurs, stablemen and helpers, members of Local Union No. 191, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of Amer-

ica, was extended to deal with a dispute between the same employer and the same class of workers at London.

(2) Consent was received from the Nova Scotia Steel and Coal Company to the establishment of a Board to deal with a dispute with certain of their employees, members of the three organizations, viz., (1) the Amalgamated Association of Iron, Steel and Tin Workers of America, (2) the International Brotherhood of Electrical Workers, and (3) the International Association of Machinists, for which application had been made during April. A Board was established composed as follows: His Honour Judge G. Patterson, New Glasgow, N.S., chairman, appointed on the joint recommendation of the other two members, Prof. Howard Murray, Halifax, and Mr. J. C. Watters, Glace Bay, N.S., nominees of the company and employees respectively.

(3) The Board established to deal with the dispute between the Canadian National Express Company and certain of its employees, being members of the Canadian Brotherhood of Railway Employees, was completed by the appointment of the Honourable Mr. Justice T. G. Mathers, Winnipeg, as chairman, the appointment being made by the Minister

of Labour in the absence of a joint recommendation from the other two members, Messrs. W. J. Christie, Winnipeg, and Fred. Bancroft, Toronto, nominees of the Company and employees respectively.

(4) The Board established to deal with the dispute between the Winnipeg Electric Railway Company and certain of its employees, being members of the Gas Workers' Union, was completed by the appointment of His Honour Judge R. H. Myers, Winnipeg, as chairman, the appointment being made by the Minister of Labour in the absence of a joint recommendation from the other two members, Messrs. Chas. E. Dafoe and R. S. Ward, Winnipeg, nominees of the company and employees respectively.

(5) The Board established to deal with the dispute between the Winnipeg Electric Railway Company and certain of its employees, being members of the Street Railway Union, was completed by the appointment of His Honour Judge R. H. Myers, Winnipeg, as chairman, the appointment being made by the Minister of Labour in the absence of a joint recommendation from the other two members, Messrs. Chas. E. Dafoe and R. S. Ward, Winnipeg, nominees of the company and employees respectively.

### Report of Board in dispute between the Ottawa Gas Company and its gas workers

**A** REPORT was received from the Board established to deal with the dispute between the Ottawa Gas Company and certain of its employees, being gas workers, members of Federal Union No. 16517. The Board was composed as follows: Mr. E. McG. Quirk, Montreal, chairman, and Messrs. Geo. D. Kelley and William Lodge, Ottawa. His Honour Judge R. D. Gunn, Ottawa, had been appointed chairman of the Board on the joint recommendation of Messrs. Kelley and Lodge, but later resigned, and Mr. Quirk was appointed by the

Minister in his stead. The report was signed by the chairman and Mr. Kelley and was accompanied by a proposed agreement covering wages and conditions. Mr. Lodge presented a minority report.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and a dispute between The Ottawa Gas Company, employer, and certain of its employees being Gas Workers of Federal Union No. 16517, employees.

The Honourable,  
G. D. Robertson,  
Minister of Labour, Ottawa.  
Sir,—

The Board appointed to investigate the dispute between the above parties as set out in the application to your Department under date of May 1st., 1920, was convened May 12th and 13th. The chairman, Judge R. D. Gunn, forwarding his resignation as chairman and member of the Board on May 14th., Mr. E. McG. Quirk, of Montreal, was appointed as chairman on May 15th. Under the chairmanship of Mr. Quirk the Board held session twice daily May 17th, 18th, 19th, 20th and 21st., hearing witnesses, receiving statements bearing on the issue, and made one visit to the company's plant.

The Board heard evidence from Mr. W. Russell, President, Mr. P. Peebles, Secretary of the Union, and from other employees representing various sections, who spoke in regard to the increasing cost of living and general conditions of employment in the company's service. Also from Mr. F. Lafortune, President of the Allied Trade and Labour Association, Mr. J. A. P. Haydon of the Trade Council and Mr. C. W. Lewis, Business Agent of the Stationary Engineers.

It was gratifying to learn from the employees, many of whom had long years of service, of the friendly and harmonious relations existing at all times between the company and its employees.

The Board visited the company's plant and was impressed with the operation, efficiency and provisions for its employees' safety and comfort.

The company in presenting its case through Mr. A. A. Dion, its General Manager, laid considerable stress on its inability to meet any material increases in general wages, due, as shown from figures quoted, to the continual increasing cost of material, particularly coal, its basic requirement.

Mr. Dion pertinently asked, that, in the event of the Board recommending material increases in wages, it should, at

the same time, suggest to the company a means by which its revenue could be augmented to meet the increased wages. The Board was of the opinion that any indication or suggestion as to how the company may add to its revenue was not within its scope. It appears from Mr. Dion's testimony that an increase in rates will be asked by the company.

After hearing what was to be said from both sides, and taking fully into consideration the general conditions of the company's employment service, the general working conditions in the vicinity, as well as the prevailing rates paid, the Board recommends the following agreement and schedule of wages. (Attached.)

The Chairman desires to express his very sincere appreciation of the excellent and friendly feeling existing and evidenced throughout the sittings of the Board, and regrets that Mr. Lodge is unable to agree with the majority decision.

Respectfully submitted,

(Sgd.) E. McG. QUIRK,  
Chairman.

(Sgd.) GEO. D. KELLEY,  
Member of Board.

Ottawa, Ontario,

May 21st., 1920.

AGREEMENT to be entered into between The Ottawa Gas Company, hereinafter called "The Company", and its employees through Local Union No. 15617, hereinafter called "The Union."

1. That eight hours shall constitute a day's work to be performed, as much as possible between the hours of 8 a.m. and 5 p.m., but the eight hours may be worked during any part of the day or night at the option of the Company in order to suit the operations of the Company.

2. All time after eight hours worked in one day or twenty-four hours shall be counted and paid for as time and one-half. After fourteen hours' work has been performed in twenty-four hours, any work done in excess of this shall be counted and paid for as double time.

3. Work performed on Sundays and the following holidays, namely, Christmas Day, New Year's Day, Good Friday, Dominion Day, Labour Day, Thanksgiving Day, shall be counted and paid for as double time in all cases where the



regular work of the men does not cover Sundays and holidays. No other civic holidays to be recognized by men or the Company, but where the regular work covers Sundays or holidays, or both, the men shall not be entitled to double time.

4. The Company shall not discriminate against members of the Union but shall also be at liberty to employ any man whether belonging to the Union or not.

5. The changes in wages and hours provided herein shall be retroactive to May 15th 1920.

6. A week's work to consist of 44 hours; 5 days at 8 hours and 1 day at 4 hours from 15th May to September 15th, but this shall not apply to men engaged in continuous operation or such necessary work on Saturday afternoon as may be required from "trouble men."

7. Any man not regularly employed on Sunday, called out on Sunday, shall be paid at least for 3 hours.

The wages to be paid by the Company to its employees under this Agreement shall be as follows:

(See Schedule attached.)

Any man engaged in such work considered dangerous must have another man along with him; the work claimed by this Clause to be arranged by the Superintendent and the man doing such work.

This Agreement does not cover labourers and other trades employed by Mr. B. O'Connor, Construction Foreman or other foremen on temporary construction work on the premises of the Gas Company, such men not being regular employees of the Company.

The Company, through its General Manager shall meet by arrangement at any time a Committee of three representing the employees, classified in this Schedule, for the purpose of discussing any grievances, or matters of mutual interest.

This Agreement shall continue until the 15th day of May 1921, and thereafter from year to year for 12 months' period, unless cancelled by either party to it after giving to the other party notice of his intention to so cancel it, at least sixty days previous to the expiration date which is the 15th day of May in any year.

It is recommended that "continuous" men shall not be employed three consecutive Sundays.

(Sgd.) E. McG. QUIRK,  
GEO. D. KELLEY.

# IN THE MATTER OF THE OTTAWA GAS COMPANY AND ITS EMPLOYEES

## SCHEDULE OF WAGES AWARDED BY BOARD

Classification.	Present rate.	Rate asked.	Rate established by board.
	cents.	cents.	cents.
Stokers.....	48	63	58
Conveyors attendants.....	45	58	54
Scurfers.....	44	58	53
Exhauster attendants.....	44—48	63	53—58
Boiler attendants.....	48	63	58
Ammonia plant attendants.....	43	58	52
Telphor operators.....	50	65	60
Qualified machinists.....	57	72	70
Blacksmith.....	53	72	64
Water gas operators.....	42—48	63	51—58
Yardmen.....	42	58	52
Stablemen.....		20% over present rate	
Labourers.....		mutual arrangement as to rates.	
Utility men, spare stokers ..	48	63	58
1st Foremen main layer.....	55	70	66
2nd Foremen main layer.....	51	68	62
Fitters and others at rate of..	48	65	58
Helpers.....	42	55	51
Syphon men.....	44	60	53
Coke drivers.....	43	55	52
All other drivers.....		20% increase	

### Stove and Meter Department.

All men at present paid 50 cents and over be granted 20% increase.

All men at present paid 45 to 50 cents and over be granted 20% increase.

All men at present paid 40 to 45 cents and over be granted 20% increase.

The wages established in the above schedule shall be considered as the wages to be paid throughout the year ending May 15th, 1921.

With reference to employees classified as Boiler Attendants, it is recommended that these men be classified in accordance with the Provincial regulations governing steam plants, and shall be paid the prevailing rate of wages applicable to such classification.

(Sgd.) E. McG. QUIRK,  
GEO. D. KELLEY.

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Ottawa Gas Company and their employees, members of Federal Union No. 16517.

Ottawa, Ont., May 20, 1920.

To the Honourable  
Senator G. D. Robertson,  
Minister of Labour.

In the report submitted by the Chairman, Mr. E. McG. Quirk, and signed by the representative of the Company, Mr. G. D. Kelley, in the general terms of agreement, these were mutually reached. I find myself strongly at variance in the matter of rates of wages recommended therein, reached from the evidence presented. I accept the statement of one of the witnesses as almost evidence of fact that the requests of the men were of too moderate a nature and the claims presented should have been acceded to. Having knowledge that recent awards for labourers were for a rate of fifty-eight (58) and sixty cents per hour, the latter by mutual agreement between the contractors of this city and the General Labourers' Union, it appeared to me that the grading in rates should have been from this figure upwards.

An example of the moderate requests may be cited where the requests for the conveyor attendants and scurfers (being skilled or semi-skilled work) a rate of fifty-eight (58) cents per hour was asked, the same as is now being paid to civic labourers, or two (2) cents below that of the building labourers. By this

instance it is seen that if a city or a civic rate had been awarded it would only meet the requests of these skilled branches.

The term specified is for one year; under the abnormal conditions at present evident, it does appear to me that with what I consider the low award made by the majority of the Board, that in the event of decided upward tendency of commodity prices, the utilization of the grievance committee for a review of the wage schedule with the General Manager may be undertaken.

I regret that this may not be a majority award through my deflection, but my duty is too plain in the disagreement as to wages and thus may not be avoided. I desire to express appreciation of the readiness of the Company to present pertinent information, especially the General Manager, Mr. A. A. Dion, and the facilities afforded the Board for observation and investigation.

In reaching my conclusion I was guided largely by the evidence of local conditions and the wage standard prevalent here. This should, in my opinion, have been the determining factor to reach an equitable basis.

Respectfully submitted,

(Sgd.) WM. LODGE,  
Representing the Employees.

#### Report of Board in dispute between the Ottawa Electric Railway Company and certain of its employees

**A** REPORT was received from the Board established to deal with the dispute between the Ottawa Electric Railway Company and certain of its employees, members of Division No. 279, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: The Honourable Mr. Justice F. S. MacLennan, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two

members, Messrs. Geo. D. Kelley and A. E. Fripp, nominees of the company and employees respectively. The report of the Board was unanimous and was accompanied by a proposed schedule of wages and conditions. This schedule was taken up for consideration as between the employing company and the workmen concerned and an agreement effected which embodies substantially the recommendations of the Board, although varying in details.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Ottawa Electric Railway Company and its employees, members of Division 279, Amalgamated Association of Street and Electric Railway Employees of America.

Ottawa, May 28th, 1920.

The Honourable G. D. Robertson,  
Minister of Labour,  
Ottawa, Ontario.

Sir,—

The Board of Conciliation appointed in this matter and consisting of George D. Kelley, Barrister, of the City of Ottawa, representing the company; Alfred E. Fripp, K.C., M.P., representing the employees; and the Honourable Mr. Justice F. S. MacLennan, Chairman, met in the City of Ottawa on the 25th May instant and has been in daily session since. The Company was represented by Major F. D. Burpee and Mr. A. J. Tobin, and Messrs. William P. Jennings, International Officer, F. W. McRae, E. O'Connor, W. J. Deevy and W. F. Page appeared for the employees.

The outstanding features of the matter in dispute between the company and the employees were with reference to the demands made by the employees for: (1) closed shop, or, in other words, that all employees should be compelled to join the Association; (2) that eight hours should constitute a day's work; (3) that increased rates of pay should be granted by the Company.

After having heard what was said by the representatives of both parties, with reference to the demand that the employees should be obliged to join the Association, the Board has come to the conclusion that it is not desirable that this request should be granted. The Company has no objection to its employees joining the Union, but desires to leave them free to join or to remain out of the Union, and it has not in the past and will not in the future discrim-

inate against any employee who does not desire to become a member of the Association.

The Company is now working on the basis of nine hours per day, paying at overtime rates for all work done in excess of that time. The services rendered by the Company to the public are between six a.m. and midnight, covering a period of eighteen hours, and it does not appear to the Board that it would be practicable to introduce the eight-hour day under these circumstances.

On the question of wages, a number of motormen and conductors appeared before the Board and were given full liberty to express their views. The Board has given full consideration to all information placed before it on behalf of the Company as well as on behalf of the employees, and in a Schedule annexed hereto has made its recommendations for working conditions and as to the rates of pay which, in the opinion of the Board, should be accepted by both parties.

The whole respectfully submitted.

(Sgd.) F. S. MACLENNAN,  
Chairman.

(Sgd.) GEORGE D. KELLEY,  
Member of Board.

(Sgd.) A. E. FRIPP.

### Text of Working Agreement

The following is the text of the agreement as received by the Department from the management of the employing company:

AGREEMENT made (in duplicate) this twentieth day of May, 1920, between the Ottawa Electric Railway Company, hereinafter called the "Company," party of the first part, and the Ottawa Electric Railway Employees' Union, being Division No. 279, Amalgamated Association of Street and Electric Railway Employees of America, hereinafter called the "Association," party of the second part.

*Witnesseth* that the following wage schedule and working conditions shall be in effect and binding upon the parties hereto for one year from the first day of May, 1920, to the first day



of May, 1921, and thereafter from year to year. If either party to this agreement desires a change in any of its provisions, said party shall notify the other in writing not less than thirty days prior to the first day of May in each year. On such notification in writing being received, the changes desired shall be open for discussion.

#### GENERAL CLAUSES APPLYING TO ALL DEPARTMENTS.

SECTION 1. The Company agrees that all employees affected by this agreement, if they so desire, may become and remain members of the Association during the life of this agreement, and that the standing of employees with the Company shall not be affected by the fact of their membership in the Association.

SECTION 2. The Company agrees to meet and treat through their properly accredited officers with the officers and representatives of the Association, upon questions and differences that may arise during the term of this agreement, including dismissal after suspension.

SECTION 3. Employees who are members of any committee or officers of the Association, or delegates to conventions of the Association, shall be entitled to leave of absence, and shall retain their full seniority rights, and upon retirement from such office, committee, or delegation, shall have their place in the Company's employ that they would have occupied if no leave had been granted.

SECTION 4. The Company agrees that employees shall not be censured in public for disobedience of rules. If the offence is a serious one, the employee at fault will be placed under suspension, and a careful investigation of the case made by the Company. If after an investigation the said employee is found not guilty of the charge against him, he shall be reinstated to his former position and paid for all lost time. Incompetency, drunkenness, dishonesty and repeated violation of the rules of the Company will be sufficient cause for dismissal from the service, but no employee shall be dismissed at any time without a full investigation and the removal of all doubt as to his guilt. No dismissal shall take place till one week after suspension.

SECTION 5. All promotions or transfers in all departments shall be based upon merit and seniority and without discrimination, but the Company must be the sole judge as to an employee's fitness for such promotion or transfer.

SECTION 6. When through slackness of work a reduction of staff becomes necessary in any department, men shall be laid off in the following order, last on, first off; last off, first on. Employees being laid off under this clause shall leave an address with the Company, and notice of resumption of work shall be given by the Company to the men by mailing advice to such

address. If the men do not appear to resume their positions within seven (7) days, the same shall be deemed to be vacant.

SECTION 7. No employee other than those covered by Section 3 shall be granted leave of absence exceeding thirty (30) days in any one year without loss of seniority, unless agreed to by both parties.

SECTION 8. All employees shall be given free transportation at all times on all lines of the Company.

SECTION 9. The Association shall be allowed to post notices of meetings, bulletins or any other matter that may be of interest to the members of the Association at all car barns, power stations, and in the motormen and conductors' waiting room.

SECTION 10. Nine hours shall constitute a day's work in all departments with the exception of the Water Power Plant governed by Section 37. No employee shall be compelled to do extra work beyond his regular day's work except as provided in Section 11.

SECTION 11. All employees, except conductors and motormen, will be available for emergency work whenever called upon. All special calls for men when off duty shall be paid at the overtime rate, such calls to pay not less than one-half day's pay at regular rates.

SECTION 12. Work performed in excess of nine hours on all days except Sundays and the legal holidays mentioned in Section 13, shall be paid for at the rate of time and one-half.

SECTION 13. Time and one-quarter shall be paid for all work performed on Sundays and the following legal holidays: New Year's Day, Victoria Day, Dominion Day, Civic Holiday, Thanksgiving Day, Labour Day and Christmas Day.

SECTION 14. The present regulations governing the conditions of work and the general conduct of the Company's business are permanent, and will not be changed without due notice, permitting the Association an opportunity to discuss them with the Company before any change goes into effect.

#### CONDUCTORS AND MOTORMEN.

SECTION 15. The Company shall post a list of the conductors and motormen in order of seniority in the conductors' and motormen's waiting room, together with a Run Guide on which shall be stated the regular day, relief and swing runs, and the time paid for each. No run on the Run Guide shall pay less than nine (9) hours.

Conductors and motormen shall have the right to choose such runs as they may prefer in order of seniority, the senior man on the list to have the first choice, and so on until all have chosen. Motormen to choose first in order

of seniority. Run Board to be filled as runs are chosen. Motormen to so book until Board is filled. Conductors then by seniority in turn will book and Run Board shall be filled as runs are chosen until all have chosen.

This rule shall apply to all regular, day, relief, and swing runs that are listed on the Run Guide. Booking shall be conducted by an official appointed by the Company. Choosing of runs shall take place every three months, or at such other times as the operating conditions make it necessary for another selection of runs. Any man refusing or failing to select a run in the time given shall be assigned to one by the official in charge of the booking in accordance with his seniority.

SECTION 16. When motormen and conductors have selected or have been assigned to runs regularly scheduled, and a portion of such runs is cancelled they shall be paid the full time such runs would have paid had full runs been completed, for one day, or until notified by the Company that the schedule is changed.

SECTION 17. All runs shall be classified and listed upon the Run Guide, and shall be known as Regular Day Runs, Regular Relief Runs, Swing Runs, Trippers and Extras.

(a) All regular day runs shall be completed within twelve and one-half consecutive hours.

(b) All regular relief runs shall be completed within fourteen and one-half consecutive hours whenever practicable.

(c) All regular swing runs shall have not more than three periods of work. All three-period swing runs shall be completed within thirteen and one-half consecutive hours whenever practicable. Two-period swing runs shall be completed within fourteen consecutive hours.

(d) Tripper runs shall not exceed four hours pay time, and may be coupled to the regular day runs, and shall pay double time rate for time worked.

(e) Extra runs shall be service not regularly scheduled on the Run Guide, and such other runs as cannot be foreseen, and cannot be provided for by the regular time table. No extra run shall pay less than four hours.

SECTION 18. Conductors and motormen will report at places and time appointed by the Company. All conductors and motormen who fail so to report will have a miss marked against them, except in cases where they report sick, or have arranged with the Company to be away from duty. No miss will be marked against any man for not reporting at 6 a.m. who has worked a late run the night before.

Whenever the cars are delayed so that a motorman or conductor cannot reach his reporting place on time, no miss shall be marked against him, but if he arrives before his car goes out he shall be allowed to take it.

SECTION 19. All spare men who have no misses marked against them, or who are not

away on account of sickness, or who are not on leave of absence (except the weekly day off) will be guaranteed \$42.50 for each pay period of one half month, as a minimum wage. If the time that has been credited to them does not amount to \$42.50, the difference will be paid on the regular pay days.

SECTION 20. Uniform clothing for motormen and conductors shall consist as follows:

Summer: Full suit (coat, vest and trousers).

Winter: Trousers every year; overcoat every second year.

All motormen and conductors shall be so provided; the Company to pay full cost of such clothing for all men in their service over one year, and half the cost for those in the service the first year. Said uniforms are to be supplied not later than the first of May and the first of October each year if possible. After any article of clothing has been in the possession of a motorman or conductor for a period of thirty (30) days it shall become his absolute property, providing he has been in the employment of the Company for one year. All caps and badges to be supplied by the Company free of charge. In the event of an employee damaging or destroying his uniform in the execution of his duties through no fault of his own, the Company shall make good the damage or supply, free of charge, an extra uniform if the case warrants it. All winter caps supplied by the Company to be subject to the approval of the Association.

SECTION 21. Cars shall be sent out each morning and night for the purpose of conveying employees to and from their work. Said cars to be run on Somerset, Bank, Hull, St. Patrick, Sussex, Gladstone Avenue and Preston Lines.

SECTION 22. Suitable seats shall be provided for both motormen and conductors on all cars. Said seats shall be placed in a position where convenient for motormen and conductors in the proper discharge of their duty.

SECTION 23. All cars shall be properly heated to a reasonable temperature.

SECTION 24. Conductors and motormen shall be paid one-half hour at regular rates for making accident reports.

SECTION 25. The Company will supply all conductors with tickets and change to the extent of thirty-five dollars, students to be supplied with change by the Company. The employees in accepting this amount agree to use it for the purpose of their work on the cars only, and to have the full amount of thirty-five dollars on their person whenever reporting for work.

SECTION 26. The schedule of running time shall be so arranged as to provide for a lay-up of two minutes at the end of the line on each round trip. Sufficient running time shall be allowed at all time.

SECTION 27. After a student conductor or motorman has passed his preliminary examination and been accepted for employment, he will be known as a spare man, and will be considered as on probation for a period of four months. At the end of this period he will be subject to a final examination by the Superintendent, and, if satisfactory, he will be taken on as a permanent employee.

#### SHOP AND SHED MEN.

SECTION 28. The repair shop and all sheds shall be heated during the winter months to a reasonable temperature. Wrecking cars shall be equipped with proper protection from inclement weather, and men shall be supplied with rubber coats and boots when working with wrecking car.

SECTION 29. When an employee is engaged in any two or more classes of work for two days or longer, he shall be paid the maximum rate for the work performed. This does not apply to apprentices.

SECTION 30. When vacancies occur in shop or shed (day staff) these shall be filled on probation by senior night employees engaged in similar work, but the Company must be the judge as to the employee's fitness for the vacancy.

SECTION 31. The employees in shop and sheds shall be classified as follows: Air Brake and Fare Box Repairer, Machinist, Carpenter, Painter, Glazier, Armature Winder, Armature Winder's Assistant, Electrical Trouble and Bench Workers, Pitmen, Pit Helpers, Oilers and Greasers, Car Inspectors, Car Cleaners, Car Changers, Shop Hands, Apprentices.

A common rate of wage will be paid all men employed in each of the above classes, except shop hands and apprentices. When not sufficient work to keep any man employed in the work belonging to his class, he will be assigned other work of a similar nature by the foreman.

#### LINE DEPARTMENT.

SECTION 32. When temporary promotions occur on any shift, men filling those positions shall receive the rate of pay that said position calls for.

SECTION 33. All regular linemen and truck drivers to be furnished with rubber boots, rubber coats, rubber gloves and pliers when needed.

#### TRACK DEPARTMENT.

SECTION 34. Track maintenance men shall mean employees whose duties are to maintain the track in a safe condition, and switchmen employed at switch points. When such em-

ployees report and owing to weather conditions are unable to work, they shall be paid for all time held on foreman's orders. This section shall not apply to extra men taken on for emergency work in connection with the removal of snow, or to construction gangs.

SECTION 35. In the event of day gangs being required to do night work for a period of two nights or less, they shall not, on that account, be compelled to lose a day prior to the commencement of that night work, and they shall be paid time and one-half for all work in excess of nine (9) hours.

SECTION 36. When trackmen are employed at drain work during the spring and fall of the year, and conditions demand such, rubber boots shall be supplied by the Company to all men so employed.

#### POWER PLANT.

SECTION 37. Eight (8) hours shall constitute a day's work to be completed in eight (8) consecutive hours for employees in the water power plant.

SECTION 38. Wood mats and proper insulation shall be supplied at all power houses and sub-stations. Rubber gloves, rubber boots and aprons shall be supplied to men working in the battery room.

#### WAGE RATES.

SECTION 39. The following rates of wages shall be paid from and after May first, 1920, until the termination of this agreement, in place of the rates provided by the agreement entered into and dated from August first, 1919:

#### CONDUCTORS AND MOTORMEN.

First year, 49c. per hour; second year, 51c. per hour; third year, 53c. per hour; fourth year and thereafter, 55c. per-hour.

#### REPAIR SHOP AND SHED MEN.

Per hour.

Air Brake and Fare Box Repairer,	
Machinist, Carpenter, and Armature	
Winder .....	.60
Painter, Pitmen, Car Changers .....	.54
Glazier, Armature Winder's Assistant,	
Electrical Trouble and Bench Workers,	
Pit Helpers, Oilers and Greasers ....	.50½
Car Inspectors .....	.48
Car Cleaners .....	.42
Apprentices at rates arranged for on em-	
ployment with 5c. per hour increase	
every six months.	



## LINE DEPARTMENT.

Linemen .....	.54
Chauffeurs .....	.51½
Groundmen .....	.47
Labourers .....	.45

## TRACK DEPARTMENT.

Trackmen .....	.48
Labourers .....	.45
Switchmen .....	.42

## POWER PLANT.

Dynamo Tenders (Main Power Plant) ..	.60
Dynamo Tenders (Sub-stations) .....	.53

Dated at Ottawa, Canada, this 29th day of May, 1920.

THE OTTAWA ELECTRIC RAILWAY COMPANY:

.....  
Manager,

Witness:

DIVISION No. 279, A.A.S.E.R.E. of A.:

.....  
President.

.....  
Secretary.

### Report of Board in dispute between the Ottawa Branch of the Association of Canadian Building and Construction Industries and their carpenters, electrical workers, painters and roofers

**A** REPORT was received from the Board established to deal with the dispute between the Ottawa Branch of the Association of Canadian Building and Construction Industries and certain of their employees, being carpenters, electrical workers, painters and roofers. The application in this instance was made jointly by the employers and employees, and a Board was established composed as follows: Mr. T. A. Beament, Ottawa, chairman, appointed on the joint recommendation of the other two members, Messrs. Chas. Hopewell and Tom Moore, nominees of the employers and employees respectively. The report of the Board was unanimous and contained recommendations as to settlement of the dispute. Advice was later received from both parties that these recommendations were acceptable to them.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between various firms, members of the Ottawa Branch of the Association of Canadian Building and Construction Industries, employers, and certain of their employees, being carpenters, electrical workers, painters and roofers, em-

To the Honourable G. D. Robertson,  
Minister of Labour,  
Ottawa.

The report of Thomas Arthur Beament, Tom Moore and Charles Hopewell, members of the Board of Conciliation and Investigation herein.

The Board of Conciliation herein have the honour to report as follows:

Pursuant to appointment arranged by the members, the Board met at 139½ Sparks street, in the City of Ottawa, at 11 o'clock in the forenoon of Monday, the 17th day of May, 1920, at which meeting all members were present. The parties to the dispute also attended by their representatives, Messrs. G. D. Greene, S. S. Smith, P. Ackroyd and J. R. Douglas, acting on behalf of the employers, and Messrs. P. Leekey, Ernest Inglis, Patrick Greene and Phillip Daly, acting for the employees.

We took evidence submitted by both the employers and the employees, being engaged continuously on the 17th, 18th and 19th days of May, 1920, and heard such argument as either side saw fit to make. Outside of certain working conditions in dispute between Local Union No. 64 and their employers hereinafter referred to, the whole question to be determined is the amount of wages to be paid.

The Board recommends the following rate of wages, namely: carpenters, eighty-five cents (85c.) per hour; electricians (journeymen), eighty cents (80c.) per hour; electricians (improvers), fifty-five cents (55c.) per hour; painters, seventy-five cents (75c.) per hour; roofers, seventy cents (70c.) per hour; roofers' labourers, fifty-five cents (55c.) per hour, as being the rate which the Board thinks ought to be accepted by both parties to this dispute, and should come into effect as of the first day of May, 1920.

It having been reported to the Board that certain working conditions in respect to the roofing trade were in dispute between the employers and employees, we induced the parties to such dispute, namely, Local Union No. 64 of the United Slate, Tile and Composition Roofers, Damp and Water Proof Workers' Association, and the Ottawa Branch of the Association of the Canadian Building and Construction Industries to execute an agreement whereby it was agreed that all such questions should be submitted to the Joint Industrial Council of the Ottawa Building Trades for decision, the decision of which Council should be final and binding upon the

parties, and we enclose herewith the original Agreement covering such matter.

All of which is respectfully submitted.

(Sgd.) T. A. BEAMENT,  
Chairman.

(Sgd.) TOM MOORE.

(Sgd.) CHAS. HOPEWELL.

Dated Ottawa, May 20th, 1920.

MEMORANDUM OF AGREEMENT made this eighteenth day of May, 1920, between Local Union, No. 64, of the United Slate, Tile and Composition Roofers, Damp and Waterproof Workers' Association, Ottawa and District, and the Roofing Employers' Branch (Ottawa) of the Association of Canadian Building and Construction Industries.

The parties hereto hereby agree that all working conditions now in dispute between the parties (other than wages) shall be submitted to the Joint Industrial Council of the Ottawa Building Trades for decision, whose decision on such matters shall be final and binding on both parties.

Local Union No. 64, per  
PHIL DALY,  
President.  
J. R. DOUGLAS.  
H. W. SANDERSON.

### **Report of Board in dispute between the Dominion Power and Transmission Company, Hamilton, and its linemen, operators, metermen, maintenance men, armature winders, pitmen and air brake workers**

**A** REPORT was received from the Board established to deal with the dispute between the Dominion Power and Transmission Company, of Hamilton, Ont., and certain of its employees, being linemen, operators, metermen, maintenance men, armature winders, pitmen and air brake workers, members of Local Union No. 105, International Brotherhood of Electrical Workers. The Board was composed as follows: His Honour Judge Colin G. Snider, Hamil-

ton, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. Geo. S. Kerr, Hamilton, and Fred Bancroft, Toronto, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Kerr and contained recommendations as to means of settlement of the dispute. Advice was later received that these recommendations were acceptable to both parties concerned. Mr. Bancroft presented a minority report.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Dominion Power and Transmission Company and its Subsidiary Companies, employer, and certain of its employees being members of Local Union No. 105 of the Amalgamated Brotherhood of Electrical Workers of America, employees.

To the Honourable  
Senator G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation established by you in this dispute has the honour to report as follows:—

The Board met in Hamilton at the Court House by appointment on the 13th day of May, 1920. All the members were present,—George S. Kerr, K.C., named by the employer; Fred Brancroft, named by the employees, and Colin G. Snider, the chairman.

The Board continued in session on the 14th, 15th, 20th and 21st days of May, 1920. All the members were present at each session and were attended by the representatives of the employer and of the employees. The meetings were all held at the Court House at Hamilton.

The new agreement submitted by the employees was gone over section by section, and conferences were held by the parties at the Board's suggestion on the contested sections, and after evidence, documents and arguments had been presented and considered, an agreement was come to between the representatives of the employer and of the employees on all the sections of the agreement hereto attached, excepting section 30 as to wages, and as to the hours of service on Saturday for linemen, metermen and maintenance men not included in Car Barn Employees, which were left for the decision of the Board as an agreement by the parties could not be secured thereon.

The Board after consideration and discussion of all the material placed

before it failed to arrive at a unanimous conclusion. George S. Kerr and Colin G. Snider agree in recommending the scale of wages set out in Section 30 and the rule as to hours of service on Saturday for linemen, metermen and maintenance men not included in Car Barn Employees set out in the suggested agreement hereto annexed for acceptance by the employer and by the employees as being in their opinion fair and reasonable. The agreement recommended to take effect as of the First of April 1920.

In this majority recommendation as to section 30, scale of wages, and Saturday time Fred Brancroft does not concur and will make a minority report thereon.

All of which the Board has the honour to submit. Dated at Hamilton this 21st day of May, 1920.

(Sgd.) COLIN G. SNIDER,  
(Sgd.) GEO. S. KERR.

### AGREEMENT.

Entered into in duplicate this First day of April, 1920, between Dominion Power and Transmission Co., and its Subsidiary Companies, hereinafter called the Company, of the first part, and certain of its employees, being members of Local Union No. 105, of the International Brotherhood of Electrical Workers of America, as hereinafter specified, Local Union 105, of the second part.

WITNESSETH that on and after the first day of April, nineteen hundred and twenty, the following wage schedule and working conditions arrangements shall take effect and be binding upon the parties hereto and their successors.

### WORKING CONDITIONS.

SECTION 1. It is recognized that the business of this Company is continuous to the extent that they must be ready to serve their customers at any and all hours of each and every day, also that this continuous service requires the attention of certain employees, who relieve each other in such a way that there will at all times be on hand one or more employees to deal with these features of continuous service, requiring attention from time to time. These employees are called "Shift Employees."

SECTION 2. It is also recognized that there are other employees whose work can only be performed during the hours corresponding with shop hours of manufacturing establishments. These employees are named "Other Employees."



## SHIFT EMPLOYEES.

SECTION 3. All Shift employees shall work eight hours per day, and six days per week, except at Stations B. F. S. & St. Catharines, in which hours and days shall remain as at present.

SECTION 4. All branches where three shifts are worked, shifts shall be worked by what is known as The Revolving Watch, 7-15, 15-23, 23-7, two weeks to be the maximum period of shifts.

SECTION 5. When Shift employees are requested by the Company to work longer than the regular time, the Company shall pay overtime at the following rates:—First four hours after the normal stopping time, time and one-half. After four hours, double time shall be paid until relieved.

SECTION 6. Employees late for their work which may prevent others from leaving their posts at the regular shift hours for changing will not be a cause for overtime pay. Overtime pay will only be paid when the Superintendent specially requests the employee to remain longer than shift hours, to assist or relieve other operators or assistant operators.

SECTION 7. Relief operators shall be paid travelling time to be figured from the time train is due to leave or arrive at Terminal Station.

SECTION 8. Relief operators must be journey-men and be paid not less than six days per week.

## OTHER EMPLOYEES.

SECTION 9. Car Barn Employees. During the continuance of this agreement 55 hours per week shall be the working hours for the following employees:—Pitmen, Armature Winders, and Field Makers, Air Brake men, Electric wire and maintenance men at car barns, and their overtime rates shall be time and one-half for all overtime and also for legal holidays. Work on Sundays, which is not overtime, shall be paid at seven cents per hour extra.

SECTION 10. Other employees not included in Section 9. The hours of labour shall be nine hours on every day except Saturdays and Sundays, and Statutory holidays, to be worked between the hours of 7 a.m. and 5 p.m. Saturday hours of labour shall be worked from 7 a.m. till 12 o'clock noon.

SECTION 11. All time worked after the normal stopping time shall be accounted as overtime. Overtime to be paid at the following rate:—Time and one-half up till ten o'clock p.m., and double time after ten o'clock p.m. until relieved. Also double time for all legal holidays and Sundays.

## AGE OF EMPLOYEES.

SECTION 12. No man under the age of 21 years shall be in charge of a shift.

## SENIORITY.

SECTION 13. For Seniority see Section 18.

## REDRESS.

SECTION 14. All differences between the Company and its employees shall be adjusted as follows—Any and all differences or disputes arising between them shall be submitted through the properly accredited representatives of the Association to the General Superintendent of the Company, and if they cannot agree the General Manager may be called into conference.

SECTION 15. In case any member of the Association is suspended or discharged for any cause whatsoever, the Company through its proper officials shall grant an interview to the Grievance Committee, and if upon investigation it is found that the man is not at fault, he shall be reinstated in his former position and paid for all time lost. It is also agreed that when a man is called in to the office for investigation or discipline, he may have the privilege of seeing the Superintendent or other official without the presence of a third party.

## RECOGNITION OF ASSOCIATION.

SECTION 16. The Company shall recognize the employees herein stated as members of Local Union No. 105, and will not discriminate against any employee because of their connection with same.

## LEAVE OF MEMBERS.

SECTION 17. Any member of the Union who might be elected to an office or assigned to any duty by the Union effecting this agreement shall require his or their temporary leave of absence, said leave of absence shall be granted without pay in so far as the regular operation of the plant will permit, and provided a day's notice has been given beforehand to the Superintendent or Foreman, and upon their return they shall be entitled to their respective positions. Leave of absence not to exceed one year.

## SENIORITY AND PROMOTIONS.

SECTION 18. Seniority according to length of service in the Company with efficiency shall be the basis of promotion for shift employees. When it becomes necessary to reduce the number of employees the last man employed shall be the first man laid off. When additions are made to the staff the men laid off shall, if they so desire, be re-employed according to seniority and shall enjoy seniority rights unimpaired because of lay-off.

Any employee voluntarily leaving one Department to go to another Department shall lose his seniority in the Department he has left.

SECTION 19. Time spent in war service of employees shall count as service for promotion, where such men upon their return immediately resume their work with the Company.

SECTION 20. Assistant Operators:—If no promotions after three years' service at Sub-Station A, the rate of pay shall be that of a third year assistant operator. Promotion to operators to take precedence from Sub-Station A. The

senior assistant operator to have preference if he so desires. If he wishes to stay at Sub-Station A. he will revert to the lowest rate of pay in accordance with the rate at Sub-Station A., it being understood that the junior assistant operators will always be at Sub-Station C., and their promotions to Sub-Station A., shall be governed by the seniority clause in this agreement.

#### HOLIDAYS.

SECTION 21. All shift employees shall be allowed one full week's holidays with pay in each year, but no employee shall be entitled to holidays until he has been in Company's service six full months.

#### CLASSIFICATION OF OPERATORS.

SECTION 22. A journeyman operator is an employee having not less than three years' practical experience in the operation of an electrical generating station, or sub-station.

SECTION 23. An apprentice operator is an employee having less than three years' experience in the operation of an electrical generating station, or sub-station.

#### CLASSIFICATION OF LINEMEN.

SECTION 24. All linemen having three years or more experience shall be classed as first-class linemen.

SECTION 25. All linemen receiving first-class linemen's pay must be capable of working on lines carrying from 2,000 to 4,000 volts.

#### CLASSIFICATION OF METERMEN.

SECTION 26. All journeymen must have at least three years' experience in the Meter Department.

#### SPECIAL AGREEMENTS.

SECTION 27. Nothing in this agreement shall be construed to lower the pay of any employee now receiving a higher rate.

SECTION 28. That all employees shall be paid semi-monthly as herein specified.

SECTION 29. Not less than two first-class linemen shall be assigned to work on any line carrying over 600 volts excepting in case of emergency.

SECTION 30. Rates of pay shall be as follows:

#### LINEMEN AND PATROLMEN.

First class.....	66 cents per hour.
Second class.....	60 " "

#### METER DEPARTMENT.

Foreman.....	\$143.75 per month.
Man in charge of Meter Testing.....	138.00 " "
Chief Installer.....	54 cents per hour.
Installer.....	48 " "
Inspector.....	48 " "

#### SUB-STATION DEPARTMENT.

##### MAINTENANCE MEN.

Foreman.....	75 cents "r hour.
4th year men.....	69 " "
3rd year men.....	60 " "
1st and 2nd year men.....	48 " "

##### OPERATORS.

<i>Sub. A.—</i>	
Chief Operator.....	\$138.00 per month.
Second operator.....	132.50 " "
Third Operator.....	126.50 " "
1st assistant.....	120.00 " "
2nd assistant.....	114.00 " "
3rd assistant.....	108.00 " "
Spare assistant.....	96.00 " "
<i>Sub. C.—</i>	
First operator.....	\$126.50 " "
Second operator.....	126.00 " "
1st assistant.....	90.00 " "
2nd assistant.....	90.00 " "
3rd assistant.....	(None). " "
<i>All other Sub-Stations—</i>	
First operator.....	\$126.50 " "
Second operator.....	126.00 " "

##### RELIEF OPERATORS.

Each Relief Operator.....	\$132.50 " "
<i>Operators at DeCew Falls Power House—</i>	
Operators in charge, each...	\$155.25 per month.
1st Wheelmen, each.....	132.25 " "
2nd Wheelmen, each.....	120.00 " "
3rd Wheelmen, each.....	108.00 " "
<i>East End Power Station.—</i>	
First operator.....	\$138.00 per month.
Second operator.....	132.50 " "
Third operator.....	126.50 " "
1st assistant.....	120.00 " "
2nd assistant.....	114.00 " "
3rd assistant.....	108.00 " "
Electrician.....	74 cents per hour.
Journeymen operators.....	126.00 per month.

##### PITMEN.

First year.....	47 cents per hour.
Second year.....	51½ " "

##### ARMATURE WINDERS & FIELD MAKERS.

Each.....	58 cents per hour.
Armature helpers.....	49 " "
Wild, special case, Company to deal with this.	

##### AIR BRAKE MEN.

Each.....	54 cents per hour.
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##### ELECTRIC WIRE AND MAINTENANCE MEN IN CAR BARN.

Each.....	58 cents per hour
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#### CHANGE OF AGREEMENT.

SECTION 31. This agreement and provisions thereof shall continue in force and be binding upon the respective parties hereto until the first day of April, A.D. 1921.

SECTION 32. In case of failure to adjust any matter of difference under this agreement no cessation of labour shall take place until the highest officials of both parties have met in an endeavour to arrive at a settlement.

(Sgd.) COLIN G. SNIDER.

(Sgd.) GEO. S. KERR.

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Dominion Power and Transmission Company, employer, and certain of its employees, being linemen, operators, metermen, maintenance men, armature winders, pitmen and air brake workers, members of Local Union No. 105, International Brotherhood of Electrical Workers, employees.

To the Honourable

Senator G. D. Robertson,

Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation and Investigation appointed to consider the differences between the parties to this reference failed to arrive at an agreement in making recommendations on the points left to them by the contending parties.

The representatives of the Company and the employees arrived at a settlement on all points in the schedule, except the parts relating to the rates of wages for all the employees involved, and the hours of labour for maintenance men—who are not included in the car barn employees—and linemen, and metermen. None of the foregoing are included in the car barn employees.

The schedule of working conditions agreed to, either through direct negotiations between the parties or during the proceedings of the Board are attached to the majority report. These have been witnessed, arranged and verified at the subsequent sittings of the Board, and as in the other two cases it is not necessary to repeat them in this report as the three members were present when they were agreed upon by the parties.

The representatives of the Company and the employees agreed upon the following classification for operators, as set out in Sections 22 and 23 of the agreement attached to the majority report as follows:

“A journeyman operator is an employee having not less than three years’ practical experience in the operation of an electrical generating station or sub-station.”

“An apprentice operator is an employee having less than three years’ experience in the operation of an electrical generating station or sub-station.”

The men’s representatives argued that after three years’ service an operator should be classed as a journeyman, and a minimum wage set for a journeyman. To this the Company’s representatives agreed.

The majority members recommend that the monthly rate for a journeyman operator shall be \$126.

The men’s representatives submitted evidence to show that for similar service in Hamilton and vicinity, as near as comparable—and they state the heavier responsibility is on the operators working for this company—the journeyman’s rate is \$135 a month with two weeks’ holiday each year with pay and a forty-eight hour week. The operators in the employ of the Dominion Power and Transmission Company according to the agreement entered into between the two parties, are to have one week’s holidays each year with pay, and in all the stations except B.F.S. and St. Catharines, the operators and all shift employees are to have an eight-hour day for six days a week.

In addition, the majority members’ recommendations for shift employees amount to approximately twenty per cent increase where the monthly rate is under \$100 and fifteen per cent where it is over \$100 a month.

Taking into consideration rates for such work in Hamilton and vicinity, I recommend:

That the journeymen operators’ monthly minimum rate shall be \$150 and all other shift employees to have an increase of \$37.50 a month over present rates.

In regard to the car barn employees in this reference, it was agreed between



the parties that the same hours, overtime rates, legal holiday pay and Sunday rates should prevail as in the case of the shopmen and yardmen. The terms governing these items are set out in the agreement attached to the majority report.

The car barn employees in this reference include pitmen, armature winders and field makers, air brake men, electric wire and maintenance men, and the terms mentioned are set out in Section nine of the agreement.

The majority members dealt with these men in a similar manner as they dealt with the shopmen and yardmen, with a slight variation. Where the wage rate is under 50 cents an hour they added between 15 and 20 per cent in wages per hour, and where the rate is over 50 cents per hour, 15 per cent on the rate per hour.

These employees also worked a ten-hour day, and 60 hours a week as a rule, according to the evidence, and by agreement they obtain a 55-hour week. Therefore, their wages would need to be increased approximately ten per cent before they can receive as much for a regular week's wage as formerly, if the agreement goes into effect. Narrowed down, the increase per week awarded by the majority members to all those who were getting over 50 cents per hour is about five per cent, and those under 50 cents nearly ten per cent advance on a regular week's wages.

The same objection I have raised in the other two reports is raised here. The statement asked for from the company by the chairman, showing the earnings of each employee for one year, according to the evidence, included all the time worked during the year, including extra time and overtime. It is not a fair statement to base regular earnings on. It might fairly be asked if the employees had worked seven days a week for every week in the year, and overtime at night, would the majority have reduced their wages because of the total shown for the year? It would be as logical as the course they did pursue.

These employees accepted similar hours and extra and overtime rates as the yardmen and shopmen, and they are employed in the shops and barns with them.

Taking into consideration the evidence, and the long hours they have worked and the comparative low rates of pay, I therefore recommend:

An increase of pay of sixteen cents per hour over the present hourly rates for these employees, similar to the recommendation made by me in the case of the yardmen and shopmen.

The maintenance men, linemen, and metermen are not included in the car barn employees, and their hours of labour and overtime rates are included in Sections 10 and 11 in the agreement attached to the majority report. The overtime rates were agreed upon, and the men's representatives suggested a nine-hour day, with time and a half overtime rates for Saturday afternoon as a settlement of this point. The majority members, I am pleased to report, agreed to recommend a time and one half rate for Saturday afternoon, and a nine-hour day, and it is so stated in Section 10.

The majority members recommend hourly rates for linemen and patrolmen as follows:

First class . . . . . 66 cents per hour.  
Second class . . . . 60 cents per hour.

The men's representatives produced evidence to show that in similar service in Hamilton and vicinity, linemen receive 65 and 70 cents respectively, and in other places as much, or higher, rates. I therefore recommend for a journeyman lineman or a first class lineman an hourly rate of 80 cents, and for a second class lineman 70 cents per hour.

In regard to the metermen and the maintenance men I recommend an increase to each of eighteen cents per hour over the present hourly rates.

It should also be pointed out that, according to the evidence, the linemen,

metermen and maintenance men also worked as a rule a ten-hour day, and the reduction to a nine-hour day agreed upon will also deduct from their weekly earnings approximately ten per cent.

Where any of the linemen, metermen, or maintenance men are on a monthly basis, their monthly earnings should be increased to correspond with the eighteen cents per hour increase for regular working hours, and it is so recommended.

As all the terms of the schedule agreed upon are to date back to April 1st, 1920, and it was agreed by both parties to this effect, it is recommended that these recommendations date back to April 1st, 1920, in conformity with the agreement.

All of which I have the honour to submit.

(Sgd.) FRED BANCROFT.

Dated May 24th, 1920.

### **Report of Board in dispute between the Dominion Power and Transmission Company, Hamilton, and its shop and yardmen**

**A** REPORT was received from the Board established to deal with the dispute between the Dominion Power and Transmission Company, of Hamilton, Ont., and certain of its employees, being shop and yard men, members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: His Honour Judge Colin G. Snider, Hamilton, Chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. Geo. S. Kerr, Hamilton, and Fred Bancroft, Toronto, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Kerr and contained recommendations as to means of settlement of the dispute. Advice was later received that these recommendations were acceptable to both parties concerned. Mr. Bancroft presented a minority report.

#### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between The Dominion Power and Transmission Company, Limited, employer, and certain of its employees being shop and yardmen members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America, employees.

To the Honourable  
Senator G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

George S. Kerr, K.C., and Colin G. Snider, two of the members of the Board of Conciliation herein, being the majority of the Board appointed by you, have the honour to report as follows:—

Fred Bancroft, the third member of the Board of Conciliation, does not concur in this report.

The Board met by appointment at the Court House in the City of Hamilton with the representatives of the employer and the representatives of the employees and proceeded to hear evidence, statements and arguments, and succeeded with the representatives in making an agreement upon all the terms of the contract, a copy of which is hereto annexed, except the wages section, being section No. 8, as to which the parties could not agree.

The Board remained in session three days. Having heard the evidence, arguments and statements of the representatives and witnesses of both parties, we, George S. Kerr, and Colin G. Snider, recommend the schedule of wages set out in Section No. 8 of the proposed agreement hereunto annexed for acceptance by the employer and by the employees as being fair and reasonable, having regard to all the facts and statements in evidence before us.

All of which we have the honour to submit.

Hamilton, 19th day of May, 1920.

(Sgd.) COLIN G. SNIDER,  
Chairman.

(Sgd.) GEO. S. KERR.

THIS AGREEMENT made this first day of April, 1920, between The Dominion Power and Transmission Company of Hamilton, Ont., its Assignees, Lessees or Successors, (hereinafter called the Company) party of the first part, and The Amalgamated Association of Street and Electric Railway Employees of America, Division No. 107, of Hamilton, Ontario, (hereinafter called the Association), party of the second part.

SECTION 1. That the company through its properly accredited officers will continue to treat with its employees who are members of the Association through the properly accredited officers or representatives of the Association.

SECTION 2. That during the continuance of this agreement the wage scale and hours shall apply to all shop and yard men.

SECTION 3. Fifty-five (55) hours per week shall be the working hours for the following, viz:—Machinists, Machinist Helpers, Blacksmiths, Blacksmith's helpers, Painters, Controller Men, Car Placers, Car Cleaners, Store Men, Pitmen, Carpenters.

SECTION 4. Time and one-half shall be paid for all overtime and also for legal holidays. Work on Sunday which is not overtime shall be paid seven cents per hour extra.

SECTION 5. Any member elected or appointed to an office in the Association shall be permitted to serve in such official capacity without prejudice to his service or line of promotion in the employment of the Company.

SECTION 6. All differences between the Company and the Association shall be adjusted as follows: Any and all differences or disputes arising between them shall be submitted through the properly accredited representatives of the Association to the General Superintendent of the Company, and if they cannot agree the General Manager may be called into conference.

SECTION 7. In case any member of the Association is suspended or discharged for any cause whatsoever, the Company through its proper officials shall grant an interview to the Grievance Committee, and if upon investigation it is found that the man is not at fault, he shall be reinstated in his former position and paid for all time lost. It is also agreed that when a man is called into the office for investigation or discipline, he may have the privilege of seeing the Superintendent or other official without the presence of a third party.

SECTION 8. Schedule of wages recommended.			
Machinists.....	57	cents per hour.	
Machinists' helpers ...	48½	"	"
Blacksmiths.....	56	"	"
Blacksmiths' helpers ...	48½	"	"
Painters.....	48½	"	"
Carpenters.....	57	"	"
Pitmen.....	47	"	" 1st year
Pitmen.....	51½	"	" 2nd year
Controller men.....	51½	"	"
Car placers.....	42½	"	" 1st year
Car placers.....	48½	"	" 2nd year
Car cleaners.....	41½	"	" 1st year
Car cleaners.....	46	"	" 2nd year
Store men.....	48½	"	"

SECTION 9. This agreement and the provisions thereof shall continue in force and be binding on the respective parties hereto for a term of one year from the first day of April, 1920.

In Witness Whereof, the parties have hereunto set their hands.

Signed on behalf of the employer:

.....

Signed on behalf of the employees:

.....

(Sgd.) COLIN G. SNIDER,  
Chairman.  
(Sgd.) GEO. S. KERR.

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Dominion Power and Transmission Company, employer, and certain of its employees, being shop and yard men, members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America, employees.

To the Honourable

Senator G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation and Investigation appointed to enquire into the differences between the employees of the Dominion Power and Transmission Company under this reference had to make recommendations covering the wages in the schedule. The wage scale was dealt with in Section 2 of the original pre-



sentation by the employees, and is numbered Section 8 in the majority report, although reference to wages is made in Section 2 of the agreement reached.

Attached to the majority report is the schedule of working conditions agreed to by the parties, either in negotiation, or during the proceedings before the Board. As this agreement was witnessed by the three members and arranged and verified at subsequent sittings, it is needless to repeat it here.

The only question left for the Board to deal with was the rates of wages to be paid to the employees named in the agreement.

This minority report is made for the purpose of taking issue with His Honour Judge Colin G. Snider, Chairman, and George Kerr, K.C., regarding the rates of wages they recommend for the employees. The employees concerned in this reference were, according to the evidence, working ten hours a day, or as a general rule 60 hours a week on an average. Both parties agreed upon a 55-hour week under the new schedule. Approximately this will work out at nearly a ten per cent reduction in the regular weekly wage. It was stated before the Board that the company offered a ten per cent increase. With a slight variation, the increase of ten per cent offered with the reduction in hours would practically give the employees about the same money for a regular week's work, not counting any extra hours worked.

The same objection is raised here as in the street railway case to the method of the majority members in ascertaining the amount of wages earned in a year by these employees. The chairman obtained a statement from the company of the amount each man earned in one year. This is the amount he actually received in a year in wages. This included all time worked. This is an unfair method of computing earnings, because if a man works overtime due to the requirements of the company, his earnings are not regular weekly earnings, no employee can be sure of overtime. It can be cut off at any minute by a change in ar-

rangements, and, in any case, employees have a right to a knowledge of what is a regular day's working hours, and the wages based upon this, but the report of yearly wages including all time worked was used by the majority members, and it was not because of lack of information about it, as the evidence was clearly given about this.

The majority recommendations amount to about fifteen per cent over the present rates per hour paid by the company, and by the agreement about hours, which are set at 55 a week, it means about five per cent increase in the regular weekly wage.

An illustration of this is the lowest paid class of men, the car cleaners:

Present wages.	Majority award.
First year, 36c. per hr.	41½c. per hr.
Second year, 40c. per hr.	46c. per hr.

Sixty hours at 36 cents per hour is \$21.60.

Fifty-five hours at 41.5 cents per hour is \$22.82.

This shows an increase of \$1.22 a week.

The higher skilled mechanics were treated in the same manner, as a glance at the majority recommendations will show.

The majority members didn't allow the fact that the mechanics in these shops did the work for the subsidiary companies of the Dominion Power and Transmission Company as well as the street railway system, to influence them at all, judging by their award. The company's representatives gave this point in evidence too.

The evidence in this case showed that the shopmen and yardmen worked long hours and for comparatively low wages, and for another year the majority members award them about five per cent increase in weekly wages, or thereabouts, to cope with the unprecedented increases in the cost of living.

In my opinion, the majority award is not based upon the increased cost of living since these men last had an increase in pay; it is not based upon the

prevailing rates of pay for similar service in Hamilton, or elsewhere, and has no logical basis in which consideration of the men and their families have a part.

I therefore recommend that the Dominion Power and Transmission Company pay to its machinists and machinists' helpers, blacksmiths and blacksmiths' helpers, painters and carpenters, the union rates per hour being paid to such mechanics in the city of Hamilton, and recognized as such rates by the various international trades unions whose members are mechanics such as are named, and where the union rates are changing, the mechanics involved in this reference shall be paid the new increased rate when it is set, so that the

present union rates will be adjusted to the change.

With regard to the rest of the employees in this reference, who are controller men, car placers, car cleaners and store men, I recommend an increase to each of 16 cents per hour over present rates.

The schedule of working conditions agreed to by both parties provides that the agreement shall date back to April 1st, 1920, and in conformity with that, it is recommended that these recommendations take effect as of April 1st, 1920.

All of which I have the honour to submit.

(Sgd.) FRED BANCROFT.

Dated May 24th, 1920.

#### **Report of Board in dispute between the Hamilton Street Railway Company and its motormen and conductors**

**A** REPORT was received from the Board established to deal with the dispute between the Hamilton Street Railway Company and its motormen and conductors, being members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: His Honour Judge Colin G. Snider, Hamilton, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. Geo. S. Kerr, Hamilton, and Fred Bancroft, Toronto, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Kerr and contained recommendations as to means of settlement of the dispute. Advice was later received that these recommendations were acceptable to both parties concerned. Mr. Bancroft presented a minority report.

#### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Hamilton Street Railway Company, employer, and its motormen and conductors, being members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America, employees.

The Honourable

Senator G. D. Robertson,

Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation established by you in this dispute has the honour to report as follows:

The Board met in Hamilton at the Court House by appointment on Thursday, the 29th day of April, 1920, at 10 a.m. All the members were present,

George S. Kerr, K.C., named by the employer; Fred Bancroft, named by the employees, and Colin G. Snider, the Chairman.

The members organized the work in this and two other disputes which were referred to the same Board and filed their oaths of office in each case. Consultation was had as to the order in which the cases should be taken up to suit the convenience of all the parties and it was agreed to proceed with the Street Railway case first.

After considering the proposed agreement, and the parties not being prepared to present their case further, the Board adjourned to Tuesday, the 11th day of May, 1920, at 10 a.m.

On Tuesday, the 11th day of May, 1920, at 10 a.m., the Board again met and continued in session on the 12th and 17th and 18th days of May. All the members were present at each session and were attended by the representatives of the employer and of the employees. The meetings were all held in the Court House at Hamilton.

The new agreement submitted by the employees was gone over section by section and conferences were held by the parties at the Board's suggestion on the contested sections, and after evidence, documents and arguments had been presented and considered, an agreement was come to between the representatives of the employer and of the employees on all the sections of the agreement hereto attached, excepting sections two, as to wages, and three, as to overtime, which two sections were left for the decision of the Board, as an agreement by the parties could not be secured thereon.

The Board after consideration and discussion of all the material placed before it failed to arrive at a unanimous

conclusion. George S. Kerr and Colin G. Snider agreed in recommending the scale of wages set out in section two and the terms as to overtime set out in section three of the suggested agreement hereto annexed for acceptance by the employer and by the employees as being in their opinion fair and reasonable, the agreement recommended to take effect as of 1st April, 1920.

In this majority recommendation as to sections two and three, wages and overtime, Fred Bancroft does not concur and will make a minority report thereon.

All of which the Board has the honour to submit.

Dated at Hamilton, this 18th day of May, 1920.

(Sgd.) COLIN G. SNIDER.

(Sgd.) GEO. S. KERR.

THIS AGREEMENT, made this first day of April, in the year of Our Lord One Thousand Nine Hundred and Twenty, between the Hamilton Street Railway Company (hereinafter called the Company), party of the first part, and the Amalgamated Association of Street and Electric Railway Employees of America, Division Number 107, of Hamilton, Ont. (hereinafter called the Association), parties of the second part.

*Witnesseth*, that in the operation of the line of the party of the first part, both parties hereto mutually agree as follows:

SECTION 1. That the Company, through its properly accredited officers, will continue to treat with its employees who are members of the Association through the properly accredited officers or representatives of the Association.

SECTION 2. That during the continuance of this Agreement the wages scales shall be as follows, for motormen and conductors:

	Per hour.
For the first six months' service....	38 cents.
For the second six months' service..	40 cents.
For the second year .....	45 cents.
For the third year and thereafter...	52 cents.

SECTION 3. Time and one-half for all overtime and also for legal holidays and for work



on Sundays, which is not overtime, 7c. extra is to be paid per hour.

(b) Two hours shall be the minimum amount of time to be allowed for any one run.

(c) A minimum of eight (8) hours and a maximum of nine and one-half (9½) hours, to be completed in the least number of hours possible, shall constitute a day's work in train service.

The party of the first part agrees to make as many straight runs as possible consistent with the necessary service to the public.

All regular men shall as far as possible be allowed at least eight hours' rest before commencing work on the following day.

SECTION 4. When any authorized schedule run is not completed on account of failure or shortage of car equipment, the crew shall be allowed full schedule time for that day.

If time claimed by any motorman or conductor is not allowed, he shall be notified as soon as possible.

SECTION 5. Motormen and conductors shall be paid five cents (5c.) per hour extra for snow ploughs, sweepers, and sand-cars, and shall be supplied with overalls for use on such work.

SECTION 6. Motormen and conductors shall be paid twenty-five cents (25c.) per day or part of day extra for training students.

SECTION 7. All extra motormen and conductors who report at car barn and for relief changes shall be given work or allowed two hours for that day for so reporting.

SECTION 8. All work for extra men shall be divided as nearly as practicable equally among them.

SECTION 9. Each motorman and conductor to hold his promotion in accordance with his continuous age in the service, and to have the right to select his run in accordance with his age in the service of the Company in the following manner:

(a) All runs must be posted for motormen and conductors to make their selection as to the runs they may desire, once in each three months, commencing the first day of January, April, July and October of each year. Should a vacancy occur between the periods of selection, the run will be filled by the first senior man on the extra list during the absence of the regular man. The spare man operating runs of this class shall have the same conditions as the regular men.

(b) As many runs as possible shall be scheduled and divided in runs to be known as "nights off or day runs" and the balance of runs to be known as "nights on runs."

(c) When any change in schedule is made between the period of selection which materially alters the conditions of service, an opportunity will be given to those affected to make a new selection from the schedules that are changed.

(d) Ten minutes at regular schedule rates in addition to their regular schedule time will be allowed the members of each crew reporting for the initial trip of each day on bringing in their car on the last trip of each day to cover the time necessary to inspect cars and make reports.

(e) The Company shall post the quarterly boards in the James Street Office one month before the change takes place. The "nights off" men to sign up for their runs on a day during the second week, to be specified by either the Superintendent or the Association, and the "nights on" men to sign up for their new run on a day during the third week, to be specified by either the Superintendent or officials of the Association, the Superintendent or officials of the Association to have the power to sign up a man that fails to sign on the day specified. Any member who is unable to sign on the specified day to leave a list with the Superintendent or officials of the Association of any runs he may prefer.

SECTION 10. No regular man shall be compelled to do extra work after finishing his day's run if spare men are available, and the Superintendent shall do his best at all times to provide a sufficient list so that regular men will not be required to work extra time.

SECTION 11. Any motorman or conductor wishing to exchange positions shall get permission from the Superintendent, who may allow such exchange.

SECTION 12. Every motorman and conductor who has been continuously in the Company's service for a period of one year shall be supplied with a uniform suit. Material to be selected by the Company and Division 107, upon the following conditions:

(a) The Company agrees to pay one-half the cost of a uniform for each motorman and conductor who has been in the Company's service for a period of not less than one year, and not more than two years, and to provide one uniform per year free to motormen and conductors who have been in the Company's employ for more than two years.

(b) It is further agreed that in case any employee leaves the service of the Company within one month after receiving his uniform, the Company may retain from his wages one-half the cost of the said uniform, and any employee leaving the service of the Company within three months of the time of receiving his uniform, the Company may retain from his wages one-quarter of the cost of said uniform.

(c) Such uniform overcoats as may be necessary will be furnished under the general provisions of the preceding clauses of this Section, except that the Company will not be required in any case to furnish an overcoat oftener than one in two years.

SECTION 13. Conductors to be supplied by the Company with a sufficient quantity of tickets to run their cars. All conductors with

over 2 years' service shall be exempted from being charged interest on bond money.

SECTION 14. In case any member of the Association is suspended or discharged for any cause whatsoever, the Company through its proper officials shall grant an interview to the Grievance Committee, and if upon investigation it is found that the man is not at fault he shall be reinstated in his former position and paid for all time lost. It is also agreed that when a man is called into the office for investigation or discipline, he may have the privilege of seeing the Superintendent or other official without the presence of a third party.

SECTION 15. In cases where an employee is required by the Company to secure evidence in connection with accidents, collisions or for any other cause, or is taken off duty by the Company to give evidence in legal or other matters, the said employee shall be paid for loss of time the same pay he would have received had he been working at his regular employment.

SECTION 16. Any member elected or appointed to an office in the Association shall be permitted to serve in such official capacity without prejudice to his service or line of promotion in the employment of the Company.

SECTION 17. All differences between the Company and the Association shall be adjusted as follows: Any and all differences or disputes arising between them shall be submitted through the properly accredited representatives of the Association to the General Superintendent of the Company, and if they cannot agree the General Manager may be called into conference.

SECTION 18. This agreement and the provisions thereof shall continue in force and be binding on the respective parties thereto for a term of one year from the first day of April, 1920.

*In witness whereof* the parties hereto have hereunto set their hands and seals the day and year first above written.

(Sgd.) COLIN G. SNIDER.

(Sgd.) GEO. S. KERR.

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Hamilton Street Railway Company, employer, and its motormen and conductors, being members of Local Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America, employees.

To the Honourable

Senator G. D. Robertson,

Minister of Labour, Ottawa, Ont.

Sir,

The Board of Conciliation and Investigation appointed to enquire into the differences between the Hamilton Street Railway Company and its motormen and conductors—as set out in their schedule—had the duty of making recommendations regarding two sections of the schedule, namely, Sections two and three. The first covers rates of wages, and the latter, rates for overtime, legal holidays and Sunday work. As indicated in the majority report all other conditions were agreed upon either by negotiations between the representatives of the parties to the dispute, or during the proceedings before the Board. The schedule of conditions agreed to is part of the majority report, and as it has been witnessed by the three members of the Board and verified by them at subsequent sittings, it is unnecessary to repeat the same here.

In making the minority report it is for the purpose of taking issue with His Honour Judge Colin G. Snider, chairman, and George Kerr, K.C., regarding the recommendations they have made.

The rates of pay of the motormen and conductors of the Hamilton Street Railway in April, 1918, were as follows:

First year .....	30 cents per hour.
Second year .....	34 cents per hour.
Third year .....	37 cents per hour.

The foregoing rates commenced on April 1st, 1918, as a result of proceedings before a Board of Conciliation.

It was *eighteen months after this date* before the employees in question received another increase, and in October, 1919,—according to the evidence—the rates were advanced to the following:

First year .....	34 cents per hour.
Second year .....	38 cents per hour.
Third year .....	41 cents per hour.

The increase quoted above, of 4 cents per hour, is the total increase the motormen and conductors in question have received during the last two years.

In addition to this the evidence showed that they worked long hours, comparatively speaking, and these hours were spread over a long period in the day. They have been working—as a general rule—it is declared, ten hours a day at least. It is quite obvious that, at the foregoing rates of wages, it would be necessary for such employees to work long hours to get sufficient money to cope with the increased cost of living. Sixty hours a week at the maximum rate of 41 cents would amount to \$24.60 a week.

In considering the amount of wages earned, in my opinion, the majority members pursued a most unusual course and, in my opinion, a most unfair method. The chairman asked the officials of the company for a statement of the earnings per year for each motorman and conductor, that is, the amount each man drew in actual wages for last year while in the employ of the company. The statement was filed. This statement showed how much each man drew in wages from the company for a year. It indicated in some cases the time several of the men had been absent from duty for some cause or another, but the total amount included all overtime worked by the men, and the overtime, etc., was used to swell the yearly earnings. Of course, it is quite evident that if a man worked 24 hours a day his weekly wages might amount to a considerable sum, even at the low wages paid by the Hamilton Street Railway Company.

The evidence shows, in my opinion, that the conductors and motormen in Hamilton, particularly during 1919, worked long hours for low wages compared with other cities. It is well known that in Toronto, the maximum for the same class of employee was and is, until the agreement expires, 55 cents per hour, and that in Montreal the maximum was and is, until the agreement

expires, 48 cents per hour. In both these places and many other places in Ontario new schedules are being negotiated and the present rates are in a state of change.

In the new schedule of conditions agreed to by both parties, it provides that the working day for a motorman and conductor shall not be less than eight hours and not more than nine and one-half. It was conceded by all that the present hours with the long spreads were too long. Therefore, the employees are to get a shorter work-day. If the car schedules are made for nine hours, the change from (10) ten hours to nine will cut ten per cent, approximately, off the men's wages. It will be necessary, therefore, to add ten per cent to the wages before the men receive as much for a week's wages as they did before.

It was stated before the Board that an offer had been made to the men of about ten per cent, or in round figures, to bring the wages to the following:

First year .....	38 cents per hour.
Second year .....	43 cents per hour.
Third year .....	46 cents per hour.

It will be noticed that if the car schedules are arranged to give the men a nine-hour day, or 54-hour week, this, at the maximum rate of 46 cents per hour offered, would amount to \$24.84.

Therefore, for a 60 hour week at 41 cents per hour (conditions arranged in Oct., 1919), the week's wages would amount to \$24.60. According to the evidence, the foregoing are the conditions until the new schedule changes them.

For a 54 hour week, the company's offer of a maximum of 46 cents would amount to \$24.84, or 24 cents per week more. And these men have only had ten per cent increase in wages in *two years*.

The majority members of the Board recommend the following, and, placed side by side with the company's offer, may be compared:



## Majority award:

First six months ....	38 cents per hour.
Second six months ..	40 cents per hour.
Second year .....	45 cents per hour.
Third year .....	52 cents per hour.

## Company's offer:

First year .....	38 cents per hour.
Second year .....	43 cents per hour.
Third year .....	46 cents per hour.

Apparently, the majority members of the Board decided to give to the motormen and conductors the rates agreed upon between the Dominion Power and Transmission Company (or Hamilton Radial, etc.) and its radial employees, motormen and conductors. The steps from first six months to three years are similar periods, and the rates named are the same in both cases. The majority members here missed out one very important consideration, or failed to understand it, although it was pointed out to them. The agreement of the radial employees provides that, it does not matter how much less than ten hours a day they work, they are guaranteed ten hours' pay. They are guaranteed \$5.20 for every regular day they work, notwithstanding the hours of the scheduled run. Where a run is nine hours and fifteen minutes a day, or less than ten, the conductor and motorman are guaranteed \$5.20 each for it. This agreement was made by the company and the men by direct negotiations between them. It is well known that the schedules of the radial are such as to bring the wages of the conductors and motormen quite a considerable amount above 52 cents per hour for the time worked. The majority thought they were giving the same amounts in wages to the street car men in Hamilton (that is per hour) as the men on the radials, but they didn't. It is well known that a schedule has to be taken as a whole to find out just what amounts in wages are to be paid to the employees.

*The minimum regular day's pay for a conductor or motorman on the Radials is \$5.20. (Third year man.)*

*The maximum regular day's pay for a*

*street car motorman and conductor under the award is \$4.68. (Third year man.) Based on nine hours.*

It was admitted before the Board that the company has a loyal staff of employees, that the relations between them and the company have been good and that the employees had carried out their agreement to the letter, although it had worked adversely against them, due to the unprecedented increases in the cost of living.

*In two years the employees in question had a total increase of ten per cent, according to the evidence.*

The maximum wage for the third year man, awarded by the majority, is 52 cents per hour. It was brought out in the evidence that the city of Hamilton is paying a minimum wage to its labourers of 55 cents per hour, the city of Ottawa 58 cents per hour to its labourers, and the minimum rate for civic employees in Toronto is much higher than either of those two mentioned.

Therefore the majority award does not give the motormen and conductors on the Hamilton Street Railway as much per hour as the city gives its labourers, or as much per hour as the city of Ottawa pays its labourers, and they certainly have not awarded the amount being paid to the radial employees, if it was their intention to do so.

The evidence about the cost of living for a married man and his family in Hamilton evidently failed to impress the majority, judging by the award, although plenty of it was tendered. In my opinion, the majority members were most indifferent to the evidence submitted by the men's representatives, judging by their report. They do not attempt to justify their recommendations in their report.

Taking into consideration comparative wages in various places, the small increase that the men have had in the last two years, the long hours they have worked, and the greatly increased cost of living in that time, I believe the award of the majority altogether insufficient.

I therefore recommend the rates asked for in the schedule presented by the employees, to be included in Section two of the agreement, and which are as follows:

First year ..... 50 cents per hour.  
Second year ..... 55 cents per hour.  
Third year ..... 65 cents per hour.

Regarding Section 3, I recommend that a rate of time and one-half be paid for all overtime, legal holidays, and Sunday work.

It was agreed by both parties that the schedule of wages and conditions were to date back to April 1st, 1920, and it is recommended that these recommendations shall be in conformity with the agreement and date back to April 1st, 1920.

All of which I have the honour to submit.

(Sgd.) FRED BANCROFT.

Dated this day at Oakville, May 22nd, 1920.

### **Report of Board in dispute between the London Railway Commission and certain of its employees engaged on the London and Port Stanley Railway**

**A** REPORT was received from the Board established to deal with the dispute between the London Railway Commission and certain of its employees engaged on the London and Port Stanley Railway, being members of Division No. 745, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: His Honour Judge Colin G. Snider, Hamilton, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. J. M. Campbell, Kingston, and B. W. Bennett, Sarnia, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Campbell, and was accompanied by a proposed schedule covering rates, hours, etc., which the company advised was acceptable to them and that adjustments would be made accordingly. The award was, however, rejected by the men and a strike occurred on May 13. Through the mediation of a departmental officer an adjustment was effected, the men returning to work on May 24. A minority report was presented by Mr. Bancroft.

### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between The London Railway Commission, employer, and certain employees of the London and Port Stanley Railway, being members of Division 745 Amalgamated Association of Street and Electric Railway Employees of America, employees.

To the Honourable,  
The Minister of Labour,  
Ottawa.

Sir,—

John M. Campbell and Colin G. Snider two of the members of the Board of Conciliation herein, being a majority of the Board appointed by you herein have the honour to report as follows:

Burley W. Bennett the third member of the Board is unable to concur in this report. On Tuesday the 4th day of May, 1920, the Board met in the Public Utilities Building in London and continued in session on the 4th, 5th and 6th days of May, 1920.

The employer and the employees stated to the Board that the only question which the Board is to deal with and report upon is the rate of wages and the date from which the scale recommended by the Board is to commence.

Having heard the evidence, arguments and statements of the representatives and witnesses of both employer and employees, we, John M. Campbell and Colin G. Snider, recommend the scale of wages offered by the employer to the employees, before the application for a Board of Conciliation herein was made, for acceptance by the employer and employees as being in our opinion fair and reasonable having regard to all the facts in evidence before us. The scale of wages now recommended for acceptance is set out in the schedule hereto annexed, marked "A", and we further recommend that this scale of wages shall be retroactive and take effect as of the first day of February 1920.

All of which we have the honour to submit. London, 6th May, 1920.

(Sgd.) COLIN G. SNIDER,  
Chairman.

(Sgd.) JOHN M. CAMPBELL,  
for employer.

THE LONDON RAILWAY COMMISSION  
and  
CERTAIN EMPLOYEES OF LONDON AND PORT  
STANLEY RAILWAY.

*Scale of wages recommended by the majority of the Board.*

	Cents per hour.
Passenger Conductor and Motorman—	
1st year.....	46
2nd year.....	48
3rd year.....	50
4th year.....	52
(1½ after 10 hours.)	
Freight Conductor and Motorman—	
1st year.....	46
2nd year.....	48
3rd year.....	50
4th year.....	52
(1½ after 10 hours.)	
Brakemen—1st year.....	41
2nd year.....	43
3rd year.....	..
4th year.....	..
(1½ after 10 hours.)	
Linemen.....	60
(1½ after 9 hrs. previous to 10.30 P.M., then double time)	
Baggagemen.....	40
Per month.	
Watchmen.....	\$75.00

	Per hour.
Sectionmen.....	40
	Per month.
Foremen.....	\$112.50-\$117.50
	Per hour.
Armature Winders.....	55
Blacksmiths.....	50
Carpenters.....	..
Painters.....	45-50-55
Repairmen.....	43-50
Car Cleaners.....	40
Machinist.....	60
B. & B. Dept.—	
Labourers.....	40
Handymen.....	45
Carpenters.....	52

(Sgd.) COLIN G. SNIDER,  
Chairman.  
(Sgd.) JOHN M. CAMPBELL,  
for Employer.

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and the dispute between The London Railway Commission, employer, and certain employees of the London and Port Stanley Railway, being members of Division 745, Amalgamated Association of Street and Electric Railway Employees of America, employees.

To The Hon. G. D. Robertson,  
Minister of Labour,  
Ottawa, Ont.

Sir,—

I cannot agree with the report and recommendation of the Chairman, His Honour Judge Colin G. Snider, and Mr. J. M. Campbell, majority members of the Board of Conciliation appointed by you to inquire into the dispute between the Amalgamated Association of Street and Electric Railway Employees of America being members of Division No. 745, and the London Railway Commission of the London and Port Stanley Railway.

Wages were the only question in dispute between employees and employers, all other questions being settled amicably.

The Board having heard the arguments and compared schedules of employers and employees, I was unable to concur in the report with the majority



members of the Board for the following reasons:

The rate of pay exhibited by the London and Port Stanley Board, in my judgment, was not a fair comparison, being an electrical system, operating single cars with trailers where it required a conductor with each car.

On the other hand those submitted by the employees were mostly identical.

The London and Port Stanley having previously been a steam operated system and paying standard pay, there is no good reason why it should now, with a greatly increased passenger business, pay less than 50 per cent below the trainmen's passenger rates on steam roads, where motive power is practically the only difference, as these trainmen are required to pass rules, inspection, and all other examinations that are required of trainmen. I also consider the comparison submitted by the Employees' Committee of freight train work with that of other roads who are doing identically the same work, fair and just, i.e., car ferry work at Port Stanley with that at Rondeau, and the handling of this traffic over the Division with the exception of the motive power which is steam. It is just as hazardous and requires the same caution and experience.

The linemen's pay is very low compared with that of the Hydro and other companies.

All other employees are equally low with the exception of the clerical department which the representatives of the London and Port Stanley Board admitted were paid standard railway pay and they are not included in the application for the Board.

I cannot, from the evidence received and in consideration of the cost of living, understand how any fair tribunal can report a salary of \$75 per month for a man, no matter what his occupation is, to support a family on, as being fair and reasonable. I consider it unfair and extremely unjust.

I therefore, submit the following scale of wages, to apply to the different departments, which in my opinion are more fair and reasonable having regard for all the facts and practical knowledge

submitted, which is fifteen cents per hour increase over the old rates, and I further recommend that these rates of pay should be retroactive and take effect from Feb. 1st., 1920.

To which I have the honour to submit.

Sarnia, May 8, 1920.

(Sgd.) BURLEY W. BENNETT.

# THE LONDON RAILWAY COMMISSION

and

## CERTAIN EMPLOYEES OF LONDON AND PORT STANLEY RAILWAY.

*Scale of wages recommended by the minority of the Board.*

	Cents per hour.
Passenger Conductor and Motorman—	
1st year.....	59
2nd year.....	61
3rd year.....	62
4th year.....	63
(1½ after 10 hours.)	
Freight Conductor and Motorman—	
1st year.....	59
2nd year.....	61
3rd year.....	62
4th year.....	63
(1½ after 10 hours.)	
Brakemen—1st year.....	55
2nd year.....	57
(1½ after 10 hours.)	
Linemen.....	70
(1½ after 9 hours previous to 10.30 P.M., then double time.)	
Baggagemen.....	52½
Per month.	
Crossing Watchmen.....	100.00
Per hour.	
Sectionmen.....	55
Per month.	
Foremen.....	\$149.00—\$154.00
Per hour.	
Armature Winders.....	65
Blacksmiths.....	63
Carpenters.....	
Painters.....	60–65
Repairmen.....	55–63
Car Cleaners.....	55
Machinists.....	75
B. & B. Dept.—	
Labourers.....	55
Handymen.....	55
Carpenters.....	63

(Sgd.) B. W. B.

# SUMMARY OF PROCEEDINGS UNDER THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

THE tables presented below summarize the proceedings under the Industrial Disputes Investigation Act, 1907, for the fiscal year ending March 31, 1920, and from March 22, 1907, to March 31, 1920.

I.—TABLE SHOWING PROCEEDINGS BY INDUSTRIES FROM APRIL 1, 1919, TO MARCH 31, 1920.

Industries affected.	No of Applications for Boards received.	No. of Boards established.	No. of strikes not averted or ended.
<b>I.—Disputes affecting Mines, Transportation and Communication and other Public Utilities:—</b>			
(1) Mines:—			
(a) Coal.....	9	8	1
(b) Metal.....	1	1	0
Total Mines.....	10	9	1
(2) Transportation and Communication:—			
(a) Railways.....	10	6	0
(b) Street Railways.....	19	16	1*
(c) Express.....	2	2	1*
(d) Shipping.....	4	1	0
(e) Telegraphs.....	3	2	0
(f) Telephones.....	2	1	0
Total, Transportation and Communication.....	40	28	2
(3) Miscellaneous:—			
Light and power.....	2	1	0
Total Mines, Transportation and Communications and Public Utilities.....	52	38	3
<b>II. Disputes not falling clearly within the direct scope of the Act:—</b>			
(1) Public Utilities under Provincial or Municipal Control:—			
(a) Street Railways.....	3	2	0
(b) Other civic employees.....	6	4	0
(c) Light and power.....	3	1	0
Total Public Utilities under Provincial or Municipal control.....	12	7	0
(2) Miscellaneous.....	13	6	0
Total Disputes not falling clearly within the direct scope of the Act.....	25	13	0
Total all classes.....	77	51	3

\*Reference to Board procedure in these cases appears in the report of proceedings for the fiscal year ending March 31, 1919, the industries concerned being the Sandwich, Windsor and Amherstburg Railway Company, and the Canadian Express Company, respectively.

The proceedings under the Act during the year include five cases in which certain proceedings had taken place during the preceding year, namely, dispute between (1) the Montreal Light, Heat and Power Company and certain of its employees; (2) the Canadian National Railways and certain employees in the cartage service at Winnipeg; (3) the

Montreal Tramways Company and certain of its employees; (4) the Sandwich, Windsor and Amherstburg Railway Company and certain of its employees, and (5) the Dominion Power and Transmission Company, Hamilton, Ont., and certain of its employees.

At the close of March, 1920, results were still pending in connection with six

applications concerning disputes between (1) the Canadian National Railway and certain of its employees at Halifax, N.S.; (2) the Grand Trunk Railway Company and its clerks, etc.; (3) the Corporation of Ottawa and its civic employees; (4) the Canadian Fish and

Cold Storage Company, Prince Rupert, B.C., and its fish packers; (5) the Nova Scotia Steel and Coal Company, Limited, Sydney Mines, and certain of its employees, and (6) the Inverness Coal and Railway Company, Inverness, N.S., and certain of its employees.

II.—TABLE SHOWING PROCEEDINGS BY INDUSTRIES FROM MARCH 22, 1907, TO MARCH 31, 1920.

Industries affected.	No. of applications for Boards received.	No. of strikes not averted or ended.
I.—Disputes affecting Mines, Transportation and Communication, Other Public Utilities and War Work:—		
(1) Mines:—		
(a) Coal.....	58	7
(b) Metal.....	18	5
(c) Asbestos.....	1	0
Total Mines.....	77	12
(2) Transportation and Communication:—		
(a) Railways.....	135	7
(b) Street Railways.....	71	4
(c) Express.....	9	1
(d) Shipping.....	20	0
(e) Telegraphs.....	12	1
(f) Telephones.....	6	0
Total Transportation and Communication.....	253	13
(3) Miscellaneous:—		
(a) Light and Power.....	9	0
(b) Elevators.....	1	0
Total Miscellaneous.....	10	0
(4) War work.....	30	1
Total Mines, Transportation and Communication, other Public Utilities and War Work.....	370	26
II.—Disputes not falling clearly within the direct scope of the Act:—		
(1) Public Utilities under Provincial or Municipal Control.....	40	1
(2) Miscellaneous.....	36	0
Total disputes not falling clearly within the direct scope of the Act.....	76	1
Total all classes.....	446	27

The figures contained in the above table may be thought to show discrepancies as compared with those appearing in the yearly summary. A closer examination will, however, show the statements of both classes to be in agreement. A complete statement of proceedings for a year must show all disputes dealt with during the fiscal year. The figures of the yearly statement include, therefore, disputes carried over from the previous

year and which are counted in the summary of that year's proceedings. Thus the same dispute may properly figure in the annual statement for each of two years. In the statistical recapitulation covering several years, as above, it is necessary that no dispute shall be counted more than once, and account is taken of the number of applications received during the year and thus brought within the purview of the statute.



## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

**T**HE Department has received three new decisions of the Canadian Railway Board of Adjustment No. 1. Case No. 77 has reference to a claim of a passenger crew of the Toronto, Hamilton and Buffalo Railway for payment for certain work at yard rates. Case No. 78 relates to a claim of a freight pool crew of the Toronto, Hamilton and Buffalo Railway for a run-around. Case No. 79 arose from the placing of demerit marks against the record of an engineer on the Canadian Pacific Railway for alleged failure to make a proper inspection of his engine.

**Case No. 77.—The Toronto, Hamilton and Buffalo Railway Company and the Order of Railway Conductors, and the Brotherhood of Railroad Trainmen.**

A conductor and his train crew, of the Toronto, Hamilton and Buffalo Railway, who were in assigned passenger service, handled a special passenger train between their regular runs, from the interchange track of the Grand Trunk Railway into the station at Hamilton, and back to the interchange point. The time consumed in this work was two hours and forty-five minutes, which was applied against the monthly guarantee for the various members of the crew. The crew presented a claim for two hours and forty-five minutes at yard rates under Article 20 of their wage schedule, but this was declined. The employees contended that this was purely yard service performed between one yard and another at Hamilton, and that according to Article 20, "For train service performed between one yard and

another at Hamilton trainmen will be paid yard rates per hour for the time occupied, and the minimum shall be one hour. The application of this Article is limited to the movement of rush cars within the terminals, after arrival of the crew at Hamilton. Road crews on duty 9½ hours or more will not be required to handle such cars." The Company contended that the service performed by this conductor and crew was strictly passenger service, and that Article 20 quoted above was strictly applicable to freight train crews and had no bearing whatever on the question at issue, and that this article was put in the contract to limit the use which could be made of freight crews after their arrival at Hamilton on completion of their road trip.

The Board declared its opinion that the particular service referred to was special passenger service, and under the application of the provisions of Supplement No. 16 to General Order No. 27, of the Director General, United States Railroad Administration, such extra service may be required sufficient to make up the guarantees named in the Supplement.

The Board gave the following decision: "The contention of the Company is sustained, in so far as it applies to the case in question."

**Case No. 78.—The Toronto, Hamilton and Buffalo Railway Company and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.**

A train crew running in freight pool on the Toronto, Hamilton and Buffalo

Railway completed their trip at Hamilton at 5.30 a.m., on November 19 last, and stood first pool crew out. An extra was ordered for 10.30 a.m. on that day, the crew being required to report at 10 a.m. A spare crew was called to handle this train, and the other crew claimed a run-around for failure to use them. The Company declined to give the run-around and stated that the spare crew was used on account of the other crew not having had sufficient rest. The men of this crew, however, claimed that as they did not work at all on November 17, and only worked nine hours altogether on November 18 and 19, their physical condition would have allowed them to perform this service. It was contended that this claim was in accordance with clause 28 of the Schedule which provides that "The regular pool will be kept at a point where crews can make all the mileage consistent with safety and good service, with a minimum of 2,600 miles per month." The crew did not book rest on arrival, and from November 1 to 18 they had only made 1,675 miles, and should therefore be paid a run-around in accordance with Clause 21 which reads: "When unassigned crews are available and are run-around at terminals, they will be paid 50 miles for each run-around and hold their turn out." The case for the Company was set forth as follows: "The practice of allowing pool crews an interval of 8 hours between trips was first brought about by the chairman of the Trainmen's Committee making protest that the pool crews were being allowed to turn in and out of Hamilton on short rest to the detriment of spare board crews who are available and had their proper rest. Consideration was given to this protest, and it was de-

cided that the allowance of 8 hours, whenever possible, "would be consistent with safety and good service," as provided in Article 28, and this practice has been followed since the spring of 1919. This question arose during the negotiations incident to the adoption of Supplement No. 16 in June, 1919, the record of that Conference indicating that the chairmen of the Conductors and the Trainmen differed on the question, and they were asked to confer, and make their desires known to the Trainmaster at a later date, so that some arrangement agreeable to all parties might be made. Nothing further was heard on this question until the run-around claim above mentioned was presented. Conductor H— earned 2,983 miles during the month of November; he booked off one day, November 17, on his own account." The Company further contended that it was never the intention to turn crews out after completion of a road trip without reasonable rest when spare crews were available who have had proper rest, and that this contention was supported by that portion of Article 28 reading as follows: "There may be a regular pool maintained and an extra list. The regular pool will be kept at a point where crews can make all the mileage consistent with safety and good service with a minimum of 2,600 miles per month."

The Board declared that it fully appreciated the importance, in the interest of safe and efficient performance, of employees having sufficient rest before being called upon to perform service. However, in the absence of any specific rule to govern, and in view of the fact that Conductor H— and his crew did not work on November 17, that they performed only nine hours' service dur-

ing November 18 and 19, and were off duty for four and one-half hours previous to the time they would have been required to again report for duty at 10.00 a.m., November 19, it is believed they could consistently be regarded as subject to call for further duty at the time specified.

The claim of the employees was therefore sustained.

**Case No. 79.—The Canadian Pacific Railway (Western Lines) and the Brotherhood of Locomotive Engineers, and the Brotherhood of Locomotive Firemen and Enginemmen.**

Five demerit marks were placed against the record of an engineer of the Canadian Pacific Railway for failure to detect a pin working out of the cross equalizer on his engine when inspecting it on February 4, 1919, at North Bend. After leaving the shop track he detected the pin working out, and the engine had to go back to the shop. The contention of the Company was stated as follows: "Rule No. 1. 'Duties of Locomotive Engineers,' Enginemmen's Schedule, calls for engineers to make a careful outside inspection of their engine on arrival at terminal, and when opportunity offers on the run; also Article 33, Clause A, covers inspection outgoing. The defect in the case of engine 3539 was not discovered by Engineer C—in his inspection after arrival at terminal or in his inspection prior to leaving shop tracks on outgoing trip. The pin in question can be readily seen and inspected by outside inspection, it not being necessary to get underneath the engine to make the inspection; in fact, this particular part can be seen better from the outside than the inside."

The employees contended that the cross equalizer pin was inside inspection, and Rule No. 1, defining the duties of engineers, only required outside inspec-

tion. The understanding of the men in regard to outside inspection was that they were only required to inspect outside the frame of the locomotive, and that inside the frame and underneath would be inspected by the shop staff when the engine was on the pit. When the engine arrived at North Bend it was dark and frosty, and steam was blowing from the relief valve. Under these conditions in an engine of this class it would be almost impossible to see the pin by torchlight on account of the valve stem crosshead guides. The men expressed the opinion that instead of having demerit marks placed against his record the engineer should be commended for his alertness in detecting a defect that should have been noticed and repaired when the engine was in the roundhouse.

In its general statement the Board declared that in the presentation of additional evidence and information, it developed that the real point at issue was not so much as to the discipline applied, but rather the proper interpretation of schedule conditions with respect to inspection of locomotives by engineers.

The decision of the Board was as follows:

The Board decides that, under the Schedule Rules, engineers should properly be held responsible for inspection of such parts of engines as can be seen by inspection made on going around engines. The application of discipline for failure to detect defective parts on such inspection should, of course, be governed by the consideration of all the conditions affecting each specific case, such as weather conditions, impossibility of proper view of defective parts in certain positions of engines, time available for inspection, etc. Neither of the parties having argued specifically with respect to the matter of discipline applied in Engineer C's case, it is suggested by the Board that, with its decision as rendered on the general question at issue, it should be possible for the parties to dispose of this matter between themselves, giving full consideration to all the conditions affecting it.



## STRIKES AND LOCKOUTS IN CANADA DURING MAY, 1920

**FIFTY-THREE** strikes, involving about 9,196 employees, were reported as having commenced during May. There were in existence at some time or other during the month 73 strikes, involving about 12,005 workpeople. The total time loss on account of industrial disputes was estimated at 145,168 working days, as compared with 84,099 in April and 849,676 in May, 1919. The time loss occasioned by the 53 strikes which began in May was 114,698 working days, while a loss of 30,470 is charged to the 20 strikes that commenced prior to May. Termination was reported in the case of 11 disputes which commenced prior to May. Thirty five of the disputes commencing during May terminated during the month,

leaving the following 27 strikes affecting approximately 4,502 workpeople on record on May 31: Loggers, North Vancouver and Union Bay; miners, South Minto; pottery workers, St. Johns; carpenters, Campbellton, N.B.; plumbers and steamfitters, Stratford; electric workers and machinists and toolmakers, Peterborough; labourers and helpers and moulders, Montreal; machinists, St. John, Owen Sound, and Sydney; moulders, Brantford, Dundas and Hamilton; moulders and patternmakers, Toronto; shipbuilders, Port Arthur; garment workers, Montreal; bakers, New Westminster, Ottawa, Vancouver and Victoria; cigarmakers, Toronto; sugar refinery workers, Montreal; glass workers, Toronto; and tire builders, Guelph.

## Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—There were three loggers' strikes in this group during the month. Two of these—at Union Bay and North Vancouver—because of alleged camp conditions, were untermminated at the end of the month. In all three, there were 153 employees involved with an approximate time loss of 2,973 working days.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—The chief strike in this group was that of 400 miners in the metalliferous mines of the Slocan district, B.C. About 25 firms, including producing mines and prospects, were involved. The dispute was caused by the refusal of the companies to meet the demands of the One Big Union for a general increase of \$1 per day. After about a week of strike conditions, one mine effected a settlement with its employees on the basis of an increase of 50 cents per day. On May 12, the operators of the Slocan

field and the representatives of the International Union agreed upon a new wage scale providing an increase of 75 cents per day. The One Big Union was not recognized in this agreement. A two-day strike of 200 miners and shippers because of the discharge of certain employees occurred at Mountain Park, Alta., on May 14. The strike of miners at Alice Arm terminated on May 19, after about a month's duration. The strike situation at South Minto remained unchanged. At the end of the month, the situation in this group was 5 strikes involving 794 employees and a time loss of 8,390 working days.

**BUILDING AND CONSTRUCTION.**—The strike of building trades in Ottawa, commencing on May 1, involved 648 employees in the carpentering, electrical, painting and roofing crafts. It was, primarily, a strike for increased wages, although the enforcement of the closed shop principle to the extent of union foremen determining the necessity of overtime, was also an issue in the early negotiations on working conditions. The above-named crafts resumed work on May 17 when the dispute was re-

ferred by mutual consent to a Conciliation Board, appointed by the Minister of Labour. The award of this Board was unanimous and proved acceptable to the parties in dispute. Particulars of the award appears in the article in this issue on the Industrial Disputes Investigation Act. A strike of the building trades in Moncton, involving 450 employees, lasted a week. Three crafts were involved in the demand for increased wages. A Departmental officer assisted in bringing about a renewal of negotiations and a compromise resulted. Demanding an increase of \$1 per day of eight hours, making a wage of \$9 per day—about 200 bricklayers were on strike for five days at Vancouver. A settlement was reached on the basis of \$8.50 per day from May 1, and \$9 per day from July 15 to January 15, 1921. In lesser degree, there was strike activity in the building trades at Campbellton, Windsor, Sudbury, Kingston, Stratford and Welland. The strike of painters and decorators at Windsor terminated about the middle of the month. The month showed in the group, 15 strikes, involving 2,041 employees with time losses estimated at 24,620 working days.

**METALS, MACHINERY AND CONVEYANCES.**—Under this classification, there were 21 strikes, involving 4,860 employees, with an approximate time loss of 64,597 working days. One of the largest strikes in this group was that of 675 machinists and toolmakers at Peterborough, which commenced on May 6 and which was followed by a strike of 130 electrical workers in the same plant on May 18. The machinists and toolmakers demanded an 80 cents per hour minimum and a 48-hour week. The schedule prevailing prior to the strike ranged from 55 cents to 75 cents per hour for machinists, while some toolmakers were getting 80 cents per hour for a 50-hour week. An officer of the Department visited Peterborough and endeavoured to effect a settlement but without success. Eventually the municipality, acting under Sec. 63a of the Industrial Dis-

pute Investigation Act, made application for a Board of Conciliation and Investigation, and a Board was at the close of the month in course of establishment. As a result of refusal of their demand for increases in wages averaging about 30 per cent and an 8-hour day, 1,000 shipyard employees went on strike at Port Arthur on May 15. Before striking, the employees signified their willingness to have the matter referred to a Conciliation Board. A Board could be, however established only in joint consent, the industry not being a public utility. The company declined, claiming that it would be unable to operate and to make further increases. A representative of the Department visited the scene of this dispute and succeeded in postponing action. A strike finally resulted and was unterminated at the end of the month. Other strikes of machinists and metal workers occurred at Toronto, Hamilton, Montreal, Dundas, Welland and Owen Sound. The strike of shipbuilders at Three Rivers terminated on May 17.

**WOODWORKING.**—A four-day strike of 250 cabinet makers occurred in Montreal over wage demands. The employees demanded an increase of 10 cents per hour over the rate of 65 cents per hour. After negotiations, the firms involved agreed to a rate of 70 cents and 75 cents per hour. About 150 piano workers at Therese, Que., were on strike for union recognition and increased wages. This strike was reported terminated on May 27.

**PULP AND PAPER.**—Employees in a pulp and paper mill at Three Rivers claimed to have been locked out over the principle of union recognition. About 735 were involved in this dispute which terminated on May 25 as a result of departmental intervention. After about a month's duration, the strike of 200 employees of the Bromptonville Pulp plant, terminated on May 24, also, through the intervention of the Department.

**CLOTHING.**—Garment workers in Montreal and shoe workers in Chambly Canton were on strike during the month. In the former case, the cause was an

## STRIKES AND LOCKOUTS DURING MAY, 1920

Industry or Occupation.	Particulars.	No. of employees affected	Time loss in working days.
<b>Strikes commencing prior to May, 1920</b>			
<b>LUMBERING—</b>			
Loggers, North Vancouver, B.C.....	Commenced April 24. Alleged complaints against food and cook. Terminated.	65	1,625
Loggers, Qualicum Beach, B.C.....	Commenced April 26. Against discharge of employee, and for increased wages. Settled by negotiations; work resumed May 3.	18	18
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Miners (Labourers), Alice Arm, B.C.....	Commenced April 22. For increased wages and improved conditions. Settled by negotiations; work resumed May 19.	150	2,250
Miners, South Minto, N.B.....	Commenced December 6, 1919. For increased wages and improved working conditions. Terminated.		
Pottery Workers, St. Johns, Que.....	Commenced November 1913. Against a reduction in wages. Terminated.	34	
<b>BUILDING AND CONSTRUCTION—</b>			
Painters, paperhangers and decorators, London, Ont.	Commenced March 1. For increased wages. Settled by mediation; practically all strikers working about end of May.	4	100
Painters and decorators, Windsor, Ont.....	Commenced April 1. For increased wages. Information received indicates work was resumed about May 14.	87	957
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Labourers, draw bench operators and mill rollers, Lachine, Que.	Commenced April 28. For increased wages. Settled by negotiations; work resumed May 10.	200	1,400
Machinists, St. John, N.B.....	Commenced January 26. For increased wages and shorter hours. Terminated.	25	625
Machinists, Sydney, N.S.....	Commenced April 22. For increased wages and shorter hours. Terminated.	150	3,750
Metal polishers and buffers, Peterborough, Ont	Commenced April 10. For increased wages. Settled by negotiations; work resumed May 18.	19	285
Moulders, Brantford, Ont.....	Commenced May 1, 1919. For increased wages. Terminated....	5	125
Moulders, Hamilton, Ont.....	Commenced May 5, 1919. This strike had been removed from the Department's record, but later information indicates it still exists in a few establishments. Terminated.	17	
Moulders and coremakers, Sherbrooke, Que..	Commenced September 23, 1919. For increased wages. Information received in the Department indicates firms involved have succeeded in filling strikers' places.		
Moulders and patternmakers, Toronto, Ont..	Commenced May 1, 1919. For increased wages and shorter hours. Terminated.	22	550
Shipbuilders, Three Rivers, Que.....	Commenced April 19. For increased wages. Settled by negotiations; work resumed May 17.	800	10,400
Shipbuilders, Three Rivers, Que.....	Commenced April 28. A press report states cause to be company's refusal to accede to employees' demands. Firm alleged interference from International headquarters in refusing to authorize signing of schedule. Settled by negotiations; work resumed May 3.	800	800



## STRIKES AND LOCKOUTS DURING MAY, 1920—Continued.

Industry or Occupation.	Particulars.	No. of employees affected.	Time lost in working days.
WOODWORKING— Piano workers, St. Thérèse de Blainville, Que.	Commenced April 21. For increased wages and recognition of the union. Settled May 27.	150	3,450
PULP AND PAPER— Pulp and paper workers, Bromptonville, Que.	Commenced April 19. For improved working conditions. Settled by mediation of Department of Labour; work resumed May 24.	200	4,000
TEXTILES— Weavers, Amherst, N.S.	Commenced April 14. Owing to discharge of employee. Information received would indicate conditions no longer affected		
TRANSPORTATION— Dairy drivers, Toronto, Ont.	Commenced April 29. For increased wages. Settled by mediation of the Department of Labour; work resumed May 3.	60	60
MISCELLANEOUS— Film revisors and shippers, Toronto, Ont.	Commenced February 26. For increased wages. Information received in the Department indicates conditions are no longer affected and the strike was declared off.		
Tire builders, Guelph, Ont.	Commenced April 12. For increased wages on piece work. Un-terminated.	3	75
<b>Strikes commencing during May, 1920</b>			
LUMBERING— Loggers, Union Bay, B.C.	Commenced May 8. For improved camp conditions. Unterminated.	70	1,330
MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.— Miners and shippers, Mountain Park, Alta.	Commenced May 14. Against discharge of employees. Settled by negotiations; work resumed May 16.	200	400
Silver and lead miners, Slocan Mining District, B.C.	Commenced May 1. For increased wages and other changes. Settled by negotiations; work resumed May 18.	410	5,740
BUILDING AND CONSTRUCTION— Bricklayers, Vancouver and New Westminster, B.C.	Commenced May 1. For increased wages. Settled by negotiations; work resumed May 10.	200	1,400
Bricklayers and stonemasons, Hamilton, Ont.	Commenced May 3. For increased wages. Settled by negotiations; work resumed May 25.	260	4,680
Building trades, Moncton, N.B.	Commenced May 1. For increased wages and shorter hours. Settled by negotiations; work resumed May 10.	450	3,600
Building trades, Ottawa, Ont.	Commenced May 1. For increased wages. Settled by Board of Conciliation; work resumed May 17.	648	8,424
Carpenters, Campbellton, N.B.	Commenced May 1. For increased wages. Unterminated.	100	2,500
Electrical workers, Hamilton, Ont.	Commenced May 6. For increased wages and closed shop. Settled by negotiations; work resumed May 18.	100	1,100
Electrical workers, Windsor, Ont.	Commenced May 11. For increased wages. Settled by negotiations; work resumed May 31.	10	170
Plumbers and steamfitters, Sudbury, Ont.	Commenced May 18. For increased wages, shorter hours and union recognition. Settled by negotiations; work resumed May 31.	6	66
Labourers, Kingston, Ont.	Commenced May 21. For increased wages. Strikers' places were filled	15	45

STRIKES AND LOCKOUTS DURING MAY, 1920—*Continued.*

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>BUILDING AND CONSTRUCTION—<i>Con.</i></b>			
Plumbers and steamfitters, Hamilton, Ont....	Commenced May 4. For increased wages. Settled by negotiations; work resumed May 13.	100	750
Plumbers and steamfitters, Moncton, N.B. ....	Commenced May 1. For increased wages and shorter hours. Settled by negotiations; work resumed May 13.	35	350
Plumbers and steamfitters, Stratford, Ont....	Commenced May 1. For increased wages. Unterminated.....	18	450
Plumbers and steamfitters, Welland, Ont....	Commenced May 1. For increased wages. Settled by negotiations; work resumed May 6.	8	28
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Labourers, Toronto, Ont.....	Commenced May 5. For increased wages. Settled by negotiations; work resumed May 8.	38	152
Electric workers, Peterborough, Ont.....	Commenced May 18. For increased wages and better conditions. Unterminated.	130	1,560
Engineers, Hamilton, Ont.....	Commenced May 1. For increased wages and better working conditions. Settled by mediation of Minister of Labour; work resumed May 25.	117	2,223
Labourers and helpers, Montreal, Que.....	Commenced May 5. For increased wages and shorter hours. Unterminated.	150	3,300
Machinists, Owen Sound, Ont.....	Commenced May 17. For increased wages. Unterminated.....	24	288
Machinists, toolmakers and electric workers, Peterborough, Ont.	Commenced May 6. For increased wages and shorter hours.....	675	14,850
Metal workers, Welland, Ont.....	Commenced May 6. For increased wages and adjustment of piece work rates. Settled by negotiations; work resumed May 25.	125	1,875
Moulders, Dundas, Ont.....	Commenced May 21. For increased wages and shorter hours, Unterminated	27	162
Moulders, Montreal, Que.....	Commenced May 5. For increased wages and shorter hours. Unterminated.	27	162
Sheet metal workers, Hamilton, Ont.....	Commenced May 1. For increased wages and recognition of the union. Settled by negotiations; work resumed May 29.	310	6,820
Sheet metal workers, Toronto, Ont.....	Commenced May 1. For increased wages. Settled by negotiations; work resumed May 14.	86	1,892
Shipbuilders, Port Arthur, Ont.....	Commenced May 15. For increased wages and shorter hours. Unterminated.	140	1,540
		1,000	12,000
<b>WOODWORKING—</b>			
Cabinet makers, Montreal, Que.....	Commenced May 10. For increased wages. Settled by negotiations; work resumed May 14.	250	1,000
Machine hands, bench and yard men. St. Williams, Ont.	Commenced May 1. For increased wages. Settled by negotiations; work resumed May 11.	12	96
<b>PULP AND PAPER—</b>			
Pulp workers, Bathurst, N.B.....	Commenced May 6. For increased wages. Men returned to work May 17.	46	460
Pulp workers, Three Rivers, Que.....	Commenced May 17. Lockout because of company's alleged refusal to recognize union. Settled by mediation of Department of Labour; work resumed May 25.	735	4,410

STRIKES AND LOCKOUTS DURING MAY, 1920—*Continued.*

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>CLOTHING—</b>			
Garment workers, Montreal, Que.....	Commenced May 15. Alleged broken contract. Underminated....	35	420
Shoe workers, Chambly Canton, Que.....	Commenced May 3. For increased wages. Settled by mediation; work resumed May 10.	95	523
<b>TEXTILES—</b>			
Corders, Magog, Que.....	Commenced May 3. Against employment of particular persons. Settled by negotiations; work resumed May 11.	71	497
<b>FOODS, LIQUORS AND TOBACCO—</b>			
Bakers, Montreal, Que.....	Commenced May 4. For increased wages. Settled by negotiations; work resumed May 11.	40	240
Bakers, New Westminster, B.C.....	Commenced May 8. For increased wages. Underminated.....	7	133
Bakers, Ottawa, Ont.....	Commenced May 2. Alleged refusal on part of master bakers to sign a closed shop agreement. Underminated.	45	1,125
Bakers, Vancouver, B.C.....	Commenced May 1. For increased wages and a demand that an agreement be signed. Underminated.	110	2,860
Bakers, Victoria, B.C.....	Commenced May 1. For increased wages and a new agreement. Underminated.	28	728
Bakers and cake helpers, Hamilton, Ont....	Commenced May 3. For increased wages. Settled by negotiations; work resumed May 11.	92	736
Bakers and helpers, Halifax, N.S.....	Commenced May 3. For increased wages. Settled by negotiations; work resumed May 25.	90	1,620
Cigar makers, Toronto, Ont.....	Commenced May 12. For increased wages. Underminated.....	100	1,500
General provision store workers, Quebec, Que.	Commenced May 1. Alleged discrimination against union officials. Settled by negotiations; work resumed May 10.	34	255
Meat packers and butcher workmen, Peterborough, Ont.	Commenced May 1. For increased wages. Settled by negotiations; work resumed May 10.	140	980
Sugar refinery workers, Montreal, Que.....	Commenced May 17. For increased wages and shorter hours. Underminated.	1,300	15,600
<b>TRANSPORTATION—</b>			
Street railway employees, London, Ont.....	Commenced May 1. For increased wages. Settled through intervention of Ontario Railway Board; work resumed May 6.	240	1,200
Street railway employees, London, Ont.....	Commenced May 14. For increased wages. Strikers accepted the award of a Board of Conciliation; work resumed May 24.	92	920
Coastal seamen, Vancouver and Victoria, B.C.	Commenced May 7. For increased wages, improved working conditions and recognition of the union. Settled by mediation of Department of Labour; work resumed May 31.		
<b>MUNICIPAL EMPLOYMENT—</b>			
Carters, St. Hyacinthe, Que.....	Commenced May 1. Against a reduction in wages. Settled by negotiations; work resumed May 6.	10	40
Labourers, Quebec, Que.....	Commenced May 1. For increased wages. Settled by negotiations; work resumed May 5.	70	210
<b>MISCELLANEOUS—</b>			
Glass workers, (Bevel), Toronto, Ont.....	Commenced May 1. For increased wages. Underminated.....	52	1,300
Photo engravers, Winnipeg, Man.....	Commenced May 27. For increased wages. Settled by negotiations; work resumed May 31.	50	150



alleged broken contract and in the latter for increased wages.

**TEXTILES.**—A strike of 71 carders in a textile plant at Magog, Que., commenced on May 3 because of the company's refusal to re-employ a discharged foreman. After being a week on strike the employees resumed work under the new foreman. Latest information indicated that the strike of 150 weavers at Amherst which commenced on April 14, was terminated.

**FOODS, LIQUORS AND TOBACCO.**—This group during the month showed a total of 11 strikes, involving 1,986 employees with an approximate time loss of 25,777 working days. The strike involving the greatest time loss was that of 1,300 sugar refinery workers at Montreal. This strike commenced on May 17 and was untermiated at the end of the month. The employees' demands are for a fifty-hour week at a rate of 50 cents per hour. The rate had been 34 cents per hour with a 72-hour week. Seven strikes in the bakery industry commenced during the month at Montreal, New Westminster, Ottawa, Vancouver, Victoria, Hamilton and Halifax. These strikes were for increased wages with the exception of that in Ottawa where the cause was the alleged refusal of the master bakers to sign a closed shop agreement.

**TRANSPORTATION.**—There were during the month at London, two strikes in the street railway industry. Both the London Street railway and the London and Port Stanley street railway employees were involved. On May 1, 290 London street railway employees struck for an increased wage rate of 21 cents per hour. The men resumed work a few days later pending the conciliation award of the Ontario Railway Board. On May 13, 92 employees of the London and Port Stanley road went on strike for a 25 cents per hour increase. Work was resumed on May 24, the employees accepting the award of a Conciliation Board appointed by the Department. Coastal seamen at Victoria and Vancouver were on strike during the month. The strike was settled by Departmental intervention on May 31.

**MUNICIPAL EMPLOYMENT.**—Carters in St. Hyacinthe and labourers in Quebec were on strike, the former against a reduction in wages and the latter for an increase. Both were settled by direct negotiations.

**MISCELLANEOUS.**—A strike of 52 glass workers at Toronto and of 50 photo engravers in Winnipeg, both for increased wages, commenced on May 1 and May 27 respectively. The former was untermiated, but the latter was settled at the close of the month.

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING APRIL, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during April, 1920, based on returns from employers and workpeople are taken from the May issue of the *British Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION**—The number of trade disputes reported to the Department as beginning in April was 134, as compared with 184 in the previous month, and 85 in April, 1919. In these new disputes nearly

88,000 workpeople were directly and over 4,000 workpeople indirectly involved (*i.e.*, thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition over 47,000 workpeople were involved, either directly or indirectly, in 84 disputes which began before April, and were still in progress at the beginning of that month. The total number of disputes in progress in April was thus

218, involving about 140,000 workpeople as compared with about 134,000 workpeople involved in disputes in progress in March, 1920, and about 106,000 in April, 1919. Stoppages of work in Ireland and at Liverpool not caused by trade disputes are excluded from these statistics.

The following table classifies the disputes by groups of trades, and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time lost during April in all the disputes in progress:—

Groups of trades	Number of Disputes.			Number of workpeople involved in all disputes in April.	Aggregate loss of working days during April.
	Started before 1st April.	Started in April.	Total.		
Building.....	9	13	22	3,000	40,000
Mining and Quarrying....	10	11	21	74,000	293,000
Metal, Engineering and Shipbuilding.....	14	31	45	15,000	97,000
Textile and Clothing.....	8	19	27	9,000	102,000
Transport.....	8	15	23	21,000	127,000
Woodworking and Furnishing.....	13	8	21	10,000	152,000
Other Trades...	22	37	59	8,000	69,000
Total, April, 1920.....	84	134	218	140,000	880,000
Total March, 1920.....	58	184	242	134,000	788,000
Total, April, 1919.....	43	85	128	106,000	473,000

Of the 870,000 working days lost in April by all disputes in progress, nearly 399,000 were lost by disputes which began before April, and were still in progress at the beginning of that month, and nearly 482,000 by disputes which began in the month.

CAUSES.—Of the 134 new disputes, 74, directly involving nearly 32,000 workpeople, arose on demands for advances in wages; 15, directly involving over 13,000 workpeople, on other wages questions, 19, directly involving nearly 5,000 workpeople, on questions respecting the employment of particular classes or persons; 15, directly involving about 3,000 workpeople, on questions of Trade Union principle; 3, directly involving about 31,000 workpeople, in sympathy with other disputes; and 8, directly involving about 4,000 workpeople, on other questions.

RESULTS.—During the month settlements were effected in the case of 61 new disputes, directly involving about 64,000 workpeople, and 35 old disputes, directly involving 5,000 workpeople. Of these new and old disputes, 19, directly involving over 32,000 workpeople, were settled in favour of the workpeople; 22, directly involving about 16,000 workpeople, in favour of the employers; and 55, directly involving over 20,000 workpeople, were compromised. In the case of 29 other disputes directly involving over 7,000 workpeople, work was resumed pending negotiations.

## FRENCH GOVERNMENT OPPOSES DIRECT POLITICAL ACTION BY TRADE UNIONS

**A** GENERAL strike of French labour unions was called on April 29 by the General Federation of Labour, to begin on May 1 with a walk-out of railwaymen, transport workers and seamen, and later to be continued in "waves" as the executive council of the Federation should call out the workers in other trades. The general strike order was issued in support of the Railway Federation, which had in any event decided on a strike of its own workers to begin on May 1, in order to enforce their demand for the nationalization of public utilities, and labour representation on all public commissions and commissions dealing with transportation and other public services. Opinion in the General Federation was divided as to the wisdom of declaring a general strike in support of the railwaymen, but finally the "moderates," including Leon Jouhaux, secretary general of the Federation, were over-ruled by those who held the occasion opportune for a decisive fight for the realization of the general political aims of French labour. From the first the government, which had a new plan in preparation for the control of public utilities, regarded the strike as having political rather than industrial motives and held that the General Federation in ordering a strike for political objects exceeded the limits of the purpose for which it was organized in 1884, namely "to study the economic interests of the unions and syndicates and their defence," and that there could therefore be no compromise between the government of the French people and the General Federation which sought to dictate to the government. "This power [the General Federation]," declared Premier Millerand, "professes to put itself against the public powers and to obtain its objects by stopping the life of the country and by profoundly disturbing

its habits, needs and interests." The Premier, however, stated that "the government does not intend to restrict any of the rights of unionism; moreover, I am convinced of the necessity for labour organization."

Some colour was lent to the "political" theory of the strike by the fact that the General Federation of Labour, as the result of the activities of its more radical members, had established an Economic Labour Council, earlier founded with the avowed purpose of "taking over ultimate control of the whole of French industry and social administration." In the words of M. Jouhaux, secretary of the Federation, this new movement resulted from "the economic crisis let loose upon the world by the war, the impotence and unwillingness of the Government to attempt any remedy, and above all the firm resolution of the workers to approach the problem for themselves and find out the solution despite vicious traditions and selfish interests." He further described the movement as "the replacement of the Government by the workshops." But whatever the underlying motive of the strikers may have been, whether merely to emphasize the failure of the Government to reorganize the country, to secure proper distribution of foodstuffs and raw materials and re-establish industries, or actually to subvert the existing form of government, the contest was generally regarded as a trial of strength between constitutional government and the extreme radical socialists.

The general strike began on May 1, but by May 20 virtually all the men had returned to work and the national council of the General Federation was discussing whether the strike should be called off. Marseilles and other seaports were paralyzed for a time, but railways were kept running and the people were furnished with the necessities of life, partly by voluntary help. The dockers,



coal miners, and street car, electrical, gas, metal and other workers were called on to join the movement, but most of the men appeared unwilling to obey their leaders' instructions to any extent especially after a definite avowal by the socialist journals of political aims. Over 80 per cent of the railwaymen, it was claimed, were still on duty at the end of the first week of the strike. Large railway repair shops at Paris, however, were definitely closed, because they were "hotbeds of radicalism," and their output was low.

The outstanding incident, leading to the virtual termination of the strike, apart from the arrest of several of the radical leaders, was the decision of the Government to institute proceedings against the General Federation of Labour with a view to the complete dissolution of the central labour body because it had departed from its prescribed sphere in the field of economics, and had used the force of its organization to interfere with national life and production by poorly defined demands for radical and revolutionary changes. Before this decision was reached by the council of ministers Premier Millerand declined to receive a delegation of Socialist deputies bearing a message from the General Federation to the effect that it was ready to call off the strike providing the Premier would give an undertaking to appoint a Governmental Commission to meet the Federation's delegates and discuss nationalization of public utilities. The Premier opposed any negotiations with the Federation, and the Cabinet ordered the issuance of judicial information against members of the administrative Council of the General Federation for alleged violation of the articles of the law of 1884, under which the Federation held its charter. In the third week of the strike the police claimed they had evidence that seven "soviets" had been established and were waiting the success of the general strike to become effective as local governments at Orleans, Tours, Brest, Bordeaux, Marseilles, Strasbourg and Paris. Charles

Rappoport, one of the radical leaders, who was a candidate at the elections for the Chamber of Deputies last November, was reported to have declared on May 18 that the aim of the May Day strike was the overthrow of the existing rule in France. He further accused M. Jouhaux, "of having sold us into the hands of the Government. Jouhaux is a reactionary bourgeois. We are revolutionary Socialists." He charged that M. Jouhaux had called strikes which were doomed to failure in order to serve the Government. "We have avowedly espoused Bolshevik opinions. I do not seek to hide them, but rather wish to proclaim them. Revolution must come, but we picked out the wrong time." On May 21 the Chamber of Deputies gave a vote of 526 to 90 in favour of the Government in connection with its handling of the strike. It is of interest in this connection to note that the bill for the reorganization of the French railways, promised during the strike as an alternative to the railwaymen's demand for nationalization, was introduced on May 18 in the Chamber of Deputies. The Government had invited the leaders of the Federation to a conference on the measure, but meeting no response from the labour representatives they announced that owing to this refusal the Federation "would have to defend its ideas through its representatives in Parliament, which is the sole judge of the question." The bill would create a railway directorate composed of delegates representing the technical and administrative personnel of the railways, the employees, the Chamber of Commerce, the Parliament and the Government. This directorate would control railway operation, unification and standardization, and would have power to order improvements carried out at the expense of the respective companies. The bill would further pool the dividends of the railway companies, create a sinking fund to make good any losses sustained by the several companies, and provide for uniform rates on a basis of the profits and losses of all lines.

## A REPORT ON PROFIT-SHARING AND LABOUR CO-PARTNERSHIP IN THE UNITED KINGDOM

THE British Ministry of Labour has recently published a report on "Profit-Sharing and Labour Co-partnership in the United Kingdom.\*" The report, which is not yet to hand, is summarized in the April issue of the *British Labour Gazette*, from which the following is derived.

The terms "Profit-sharing" and "Labour Co-partnership," particularly the former, are often used in a very loose sense; and, accordingly, a section of the Report is devoted to the definition and interpretation of these terms. "Profit-sharing" is explained to involve an agreement between an employer and his employees whereby the latter receive, in addition to their wages or salaries, a share, fixed beforehand, in the profits of the undertaking.

For the term "Labour Co-partnership" the definition adopted by the Labour Co-partnership Association is quoted. Briefly, the definition involves, in addition to ordinary Profit-sharing, (a) the possession of shares in the undertaking by which the workman is employed, and (b) the establishment of a Co-partnership Committee of workers, having a voice in the internal management of the undertaking.

Attention should be called to the prominent position which has come to be occupied by the Co-partnership Committee in many schemes. Detailed particulars are given of the Co-partnership Committee of the South Metropolitan Gas Company, which was established 30 years ago, and is, in the words of its chairman, "a small-scale Parliament of Labour, with business-like habits."

The report states that 380 schemes had been started at some time or other since the year 1865, with an isolated example in 1829. Of the original 380 schemes, 182 had survived and were in existence at the end of October, 1919.

The Report contains an analysis of the causes which have led to the abandonment of the various schemes which have ceased to exist. In a large number of cases, the abandonment is stated to have been due to the inability of the firm to earn sufficient profits to make Profit-sharing a success, or to some other cause independent of the Profit-sharing scheme, rather than to any defects inherent in the system itself.

The longest section of the Report consists of a detailed account of a large number of existing schemes, some long-established and some recent, and of very various types.

The gas industry is the only one that has adopted Profit-sharing (or Co-partnership) on anything approaching a national scale. In all other groups of industries it is only a very small minority of firms that have adopted the system.

The pecuniary results of Profit-sharing, as tested by the amount of bonus paid, are, in many cases, not inconsiderable. Putting together the results of all the schemes it would appear that, while in every year a certain number of firms are unable to pay any bonus at all, the average bonus over a long series of years may be put at about 5 or 6 per cent, the equivalent of two or three weeks' wages. During 1918, the total amount of bonus paid to some 52,000 participants in 105 schemes of which particulars were available, was nearly £300,000.

The Report contains a section dealing with profit-sharing and co-partnership in co-operative societies. In an introductory section an attempt is made to trace, in outline, the inter-action of the two branches, with somewhat divergent ideals, which have been at work in the co-operative movement, viz.: (a) the "consumers'" societies, exemplified in the familiar co-operative stores, and in



the great wholesale societies, which are carried on primarily in the interests of the consumers, as such; and (b) the "productive associations of workers," which held out as their ideal the co-operative ownership of the instruments of production by the producers, who were to divide the profits among themselves. In the co-operative movement, as it has in fact developed in the United Kingdom the first-named influence—"consumers' co-operation"—has become greatly predominant; and on this side of the co-operative movement profit-sharing shows a marked decline in recent years. In the "productive associations of workers," on the other hand,

profit-sharing may be said to be holding its own; and in these associations there is often also, as one would expect, a strong element of co-partnership—that is to say, the employees often have a substantial share in the management of the business, such as they rarely have in the "store" societies.

The Report contains an Appendix giving the rules of a number of schemes of profit-sharing or co-partnership. The rules reproduced in the Report have been chosen so as to present a variety of different types, in order that employers who may be thinking of introducing a scheme may have a wide choice.

### GROUP INSURANCE IN RELATION TO LABOUR TURNOVER

THE January and March, 1920, issues—of the LABOUR GAZETTE contained, at pages 2 and 210 respectively, articles describing various group insurance plans that have been put into effect by Canadian employers, with the names of many employers known to have adopted them. In a recent address before the Manufacturers' Association of British Columbia, Mr. W. H. Leach, of Vancouver, claimed that the introduction of group insurance would necessarily do much to reduce the high percentage of labour turnover in industry. The following notes on this point are taken from Mr. Leach's address.

Group insurance means the protection of a group of employees of one concern by life insurance policies, payable upon the death of the insured in each case to such beneficiary or beneficiaries as he himself has indicated. As a rule the premiums are paid by the employing concern, the insurance remaining in force as long as the employee remains in its employ. At a recent annual meeting in Toronto of the Canadian Fraternal Association, where group insurance was discussed, it was stated that many employees on receiving such insurance did not investigate it sufficiently, often thinking they are fully insured when in

reality the policy only continues in force so long as the insured remains in the service of his employer, and for one month thereafter. But in some, if not all, of the group insurance schemes adopted in Canada, an insured employee on leaving his employment is at liberty to take up the policy. As group policies are only issued in cases in which considerable numbers of individuals are concerned, the average death rate will usually apply, and consequently medical examination is unnecessary.

What will be the effect where such group insurance is put in force? Looking at it in theory first of all, we shall have a list of employees who see that their employers take a human interest in them beyond the immediate result of their exertions in office or factory; that, in case of death, this interest will express itself in a very considerable cash contribution in the shape of the insurance money towards the support of their dependents to enable them to get on their feet again after the death of the breadwinner. By stimulating a sense of loyalty towards such employers, and by removing from their minds the haunting and energy-sapping spectre of a family left in want, this cold cash protection will increase the efficiency of the staff



in general, and, in addition, will tend strongly to check the costly ebb and flow of labour turnover.

So much for the theory of it: let us look at the verdict of actual experience. Group insurance, while still only on the threshold of its development, has already been in operation long enough to enable us to observe the results of its operation in actual practice. As it works out, the general experience of those who have tried it is as follows: At first the employees are prone to look upon the scheme with some degree of doubt, sometimes even suspicion that there must be a catch in it somewhere. Then, one after another, deaths begin to occur—and in every instance the money is paid over as arranged. Then the remaining employees begin to see what the scheme really does, and their jobs look better to them than they did before. Loyalty is enhanced, the serious-minded workers remain with the firm, labour turnover is notably reduced and efficiency is increased.

The proof of the pudding is the eating of it, and it is noteworthy that in every case in which the group insurance idea has been given a real try-out it has been enthusiastically continued.

Thus far we have discussed the matter only on the most general terms. It may be interesting to consider it in figures. In late years heads of large concerns have made rigorous analyses of the actual cost of labour turnover. The per capita cost varies over a wide range, according to size of business concerned, nature of operations and other incidental factors. In some cases the cost of hiring a new employee and "breaking him in" until his efficiency reaches the normal level, figures at \$75 and even higher. The minimum thus far recorded for large concerns is \$40. The proportion of change taking place in a given staff during the year also varies very greatly in accordance with size and nature of business and other factors affecting the labour situation. In a plant of any considerable size a 50 per cent turnover is by no means unusual, and in the larger class of organizations

the proportion frequently reaches a very much larger figure.

Assuming, therefore, for purposes of example, the conservative averages of \$50 per capita cost for "breaking in" a new employee and a 50 per cent turnover of staff, we have an annual overhead of \$25 for each person employed.

If we can reduce the labour turnover from 50 per cent to 25 per cent (an accomplishment quite possible by means of group insurance) we shall have a consequent reduction of overhead from \$25 to \$12.50 per capita.

Against this saving, however, must be charged the group insurance premium, which, in normal cases, on the basis of \$1,000 insurance per employee, will be about 75 cents per capita per month, or \$9 per capita a year. The difference between this and the saving on labour turnover represents a very handsome addition to the credit side of the profit and loss account.

In estimating this cash saving a further factor to be taken into account is that when an employer pays for group insurance on the lives of employees, in favour of beneficiaries named by the latter, all disbursements for premiums on such insurance are exempt from the excess profits tax. Therefore, in striking the balance of profit and loss, credit is to be taken for the sum that would otherwise be payable as tax on the amount expended for premiums.

But this is only part of the story after all. Great as is the direct saving from decrease in labour turnover, there are other advantages quite as important. It takes no philosopher to tell us that the worried man is not up to par as a producer. As you relieve a man of worry, you increase his efficiency, and every employee who receives a life insurance policy is by that fact freed from a very considerable mental strain. The good effect of that relief, multiplied by the number of employees in a whole organization, represents a tremendous increase in efficiency. Besides the relief from worry, every employee becomes more productive also as he becomes more loyal to his organization.

## THE EFFECT OF SHORTER WORKING HOURS ON PRODUCTION

THE effect of shorter working hours on production is the subject of a special study by the United States National Industrial Conference Board (Research Report No. 27: Hours of Work Problem in Five Major Industries.) The investigators reach the conclusion that allowing for variations in managerial efficiency a shorter working day increases the efficiency of workers who are called upon to use intelligence at their occupation; but, in factories where the product results automatically from mechanical processes production is reduced in the same ratio as the working day. From this point of view no uniform schedule of hours, equally adapted to all industries, is recommended; shorter hours are conceded to skilled workers to enable them to concentrate their minds with greater efficiency while at work, but efficiency requires no such consideration for "automatic" workers. For example, in the boot and shoe industry, which calls for the exercise of skill, it was found that maximum production could be maintained on a schedule substantially less than 54 hours per week. In the metal-working group it was found that a 50-hour week could be introduced in some trades with no loss to production, but that no such rule could be applied throughout the entire group. Similarly, output in the silk industry was maintained after a substantial reduction of hours. On the other hand, the cotton textile industry of the northern states showed that reductions of the working week to 56 hours involved a proportional reduction of output; while in the woollen manufacturing industry reduction to a 54-hour week resulted in a similar but less marked decline. No definite relation could be traced in any of the five industries un-

der review between changes in wages and rate of production, but the investigators found some evidence of improved efficiency as the result of payment of a bonus, and in the piece-rate as compared with the day-rate system of wage payment. The information secured by the inquiry was not found sufficient to base upon it general conclusions as to the effect of shorter hours on the health of the workers. As to the frequency of accidents the report states that only 13 per cent of the employers questioned had observed any noticeable decline, while 85 per cent had found none and the remainder had even reported a slight increase, which they attributed to the hiring of new men to make up for reduced production due to shorter hours. In fixing the hours of work, however, the investigators point out that there are many other factors besides output and health to take into account and that their present inquiry does not cover the wider social field.

An inquiry lately made by the United States Health Service resulted in the finding that the output of industry was more steadily maintained under the 8-hour than under the 10-hour shift, the pace of work tending in the latter to be set by the less efficient workers, while under the 8-hour day the output varies more nearly according to the industrial capacity of the worker. In regard to the frequency of accidents, a direct relation was traced between fatigue and risk, as a large number of accidents occur in the last hours of the 10-hour or 12-hour day. If for any reason production was speeded up in the last hours, when the workers were fatigued, the rise in the number of accidents was so rapid as to leave no doubt that the increased rate could only be explained by the decline of working capacity in the employees.



## ANNUAL REPORT OF THE FACTORIES INSPECTOR FOR NOVA SCOTIA

ACCORDING to the twelfth annual report of the factories inspector for Nova Scotia, covering the year ending September 30, 1919, the number of accidents reported during the year was 989, of which 13 were fatal, 396 severe, and 580 slight. This is a decrease of 182 in the total number of accidents reported and of 3 in the number of fatal accidents, as compared with the previous year. This decrease is stated to be partly due to the industrial depression which prevailed in a large number of establishments during a portion of the year. The report states that as usual a large majority of the accidents occurred to hand workers, only 97 of the total number reported having happened through machinery, belts or shafting. Interesting information is given with respect to the cause and nature of each accident and the occupation of the injured workman.

In the matter of reducing accident hazards to a minimum, the factory inspector, in common with the Nova Scotia Workmen's Compensation Board (see later page in this issue), attaches considerable importance to the recent formation of the Nova Scotia Accident Prevention Association, and expresses regret that hitherto very little has been done in the province along the lines of modern safety. "A few years ago," states the report, "what looked like a very promising beginning was noticed in four of the largest establishments. In each of these, safety engineers were appointed, who were to give their whole time to the matter of safety, every dangerous place was to be guarded, and there was reason to anticipate that this great humanitarian movement was going to develop in those establishments. The fact is that after some years, with the exception of one establishment, there is very little evidence of any progress. In the case of the exception, the safety engineer has an assistant; he also is provided with an office where he can keep his records and literature. In this plant

considerable guarding and fencing have been erected, warning signs, and notices have been posted, and the safety engineer is actively engaged to the limit of his capacity. The safety engineer is only the first step in modern safety; there must be progressive development of the movement, if success is to be attained. Unfortunately, the attempt at safety in the industries spoken of has not advanced beyond the first step, and the result has been disappointing. The men appointed as safety engineers were in each case good reliable men, thoroughly in earnest, and at the outset determined to make good on the job. One of the engineers was an expert who had previous experience in the United States, but finding that he did not have the proper support or encouragement from those higher up, he resigned, saying that he could not afford to waste his time. The position of these men was not given sufficient prominence, they had no influence with the heads of departments and even ordinary foremen could ignore their suggestions."

The report contains much interesting information with respect to ventilation, exhaust ventilation, drinking water, heating, closets, lunch rooms, and wash and rest rooms. At present the Factory Act contains regulations concerning these matters, but they apply only to foundries. The inspector, therefore, recommends that the law should be amended so as to make the foundry regulations apply to the other occupations, to which, in his opinion, its application is equally necessary.

With respect to child labour, the inspector states that there is no child labour problem in the factories of Nova Scotia. "After watching this requirement of the Act very particularly, I am satisfied the employers are carefully observing the law. There may be a few small boys working in some isolated mills in the country districts, but in the large industrial centres the menace of child labour does not exist."



## ANNUAL CONVENTION OF THE ONTARIO LABOUR EDUCATIONAL ASSOCIATION

**T**HE eighteenth annual convention of the Ontario Labour Educational Association was held at Brantford, Ontario, on May 21. There were 155 delegates present, among whom were a number of women. J. F. Marsh, of Niagara Falls, president of the association, presided. After the reading of the minutes of the last session, the executive committee reported a successful year's work, noting particularly the work of the Labour Group in the Ontario Legislature. There had been an active propaganda to popularize the use of union-made goods. On the strong recommendation of the executive it was decided to appoint a permanent secretary-treasurer, who should be paid a salary, as by this means the work of the association could be carried on more effectively. The reading of the financial report showed a balance on hand of \$1,873, exclusive of funds to the amount of about \$1,000, which were still outstanding.

A resolution on public ownership was adopted by the association. The resolution stated that as the principle of government ownership is being increasingly applied to public utilities as a means of more equitable administration in the interests of both producer and consumer, there is therefore great need for a clear declaration from the workers as to the fundamental difference between private or corporate ownership and public ownership in principles of administration. It was therefore resolved that the association go on record as favouring the administration of all publicly owned and operated utilities in such a manner as (1) to allow the best of living conditions to the workers involved in their construction, operation, and administration, and (2) to produce the maximum of efficiency of service at a cost based upon these principles and proper provision for reserve necessary to cover depreciations and renewals. It was further resolved that the workers

exert every effort by constitutional means within their power to obtain the appointment of labour men on public service commissions and all public bodies having the power to appoint such commissions. Considerable discussion took place on the subject of prohibition, a resolution finally being passed in favour of stronger beer for the workingman. The matter of the nationalization of the medical profession was next taken up. Dr. Hett, of Toronto, presented a report on this subject and expressed himself as strongly in favour of such a step. After some discussion the report was handed to the executive for consideration. A resolution proposing that all factories provide first-aid classes or attendants for their employees was passed, and the motion ordered to be sent to the Minister of Labour, the Department of Health, and the Ontario Safety League. A resolution declaring the imprisonment of men participating in the Winnipeg strike as unjust was referred to the Trades and Labour Congress of Canada, it being explained by Mr. Draper that such a resolution called for investigation. His advice that no expression of opinion in this matter be given at the conference was complied with. Miss McNab, of Hamilton, was sponsor for a resolution calling for the extension of mothers' pensions to mothers having but one child, and providing that they be not required to appear before any local body to substantiate their applications, as that proposal gave opportunity for the grant being made as a charity. This resolution was passed unanimously. Other resolutions that were carried dealt with the following subjects: The enactment of such legislation as would relieve the distress and inequalities that obtained under the present profit system; the raising of the age of consent from 14 to 18 years; provision for the backward child and mental defective; and the sending out by the executive

of information as to where union-made goods were to be obtained. Other matters brought forward at a late hour and referred to the executive were the unification of education in the schools of the Dominion, with the exception of Quebec, and the exertion of a greater effort to get women workers organized. It was also resolved that the executive evolve a plan for the teaching of industrial economics in the public schools.

The election of officers resulted in the re-election of J. F. Marsh as president; Dr. Hett was elected as vice-president, and Joseph T. Marks as permanent salaried secretary-treasurer. The executive committee were the elected delegates from the various centres sending representatives to the convention, and special instructions were given to the executive to see that women from the various labour organizations were added to their numbers.

It was decided to hold the next convention at Preston.

At the close of the convention, a meeting of the women delegates was held, and a new organization, known as the United Women's Educational Federation of Ontario, was formed, its objects being as follows: The education of women on all social and political questions affecting their interests; investigation and redress of all trade grievances relative to women; free and compulsory education, and free text books; equal pay for equal work; the establishment of a uniform method of teaching in the public schools throughout the Dominion. Membership in this organization is open to all women's organizations willing to uphold the above principles, upon payment of a nominal per capita tax of 50 cents per year. The officers of the new organization were elected, as follows: President, Mrs. W. F. Singer, Toronto; Vice-President, Mrs. J. Inman, Hamilton; Secretary, Mrs. H. G. Foster, Hamilton. The two organizations will work in close co-operation.

## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE PERIOD OF APRIL 25 TO MAY 22, 1920

**R**EPORTS from employment offices to the Dominion Headquarters of the Employment Service of Canada show a slight decrease in the number of placements during the four weeks' period covered by the present report as compared with the period ending April 24, the number of regular placements during the four weeks from April 25 to May 22 being 31,139, while the number of such placements during the period ending April 24 was 31,949. The decrease is due chiefly to the closing of the offices operated by the Dominion Department of Labour in the Maritime Provinces, which have not yet been reopened by the Provincial Governments concerned in conformity with the arrangement prevailing in all other provinces.

During the period under review (April 25 to May 22) regular and casual placements were distributed as follows:

	Regular place- ments.	Casual place- ments.
Week ending May 1..	7,967	1,964
Week ending May 8..	8,130	1,851
Week ending May 15..	7,717	1,937
Week ending May 22..	7,325	1,935

As has been indicated in previous issues of the LABOUR GAZETTE, regular placements refer only to those applicants for whom employment found was likely to be of more than one week's duration, while casual placements refer to those applicants for whom employment found was likely to be of less than one week's duration.

The following table presents in detail the work of the offices for the four weeks ending May 22. At the beginning of the period 8,494 men and 1,014 women, a total of 9,508 persons, who had registered during the previous weeks remain-

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED MAY 22, 1920.

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies reported during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Amherst.....	†(20)	Nil.	(2)	.....	.....	.....	.....	.....	(2)	.....	(3)	.....
Halifax.....	(594)	Nil.	(89)	.....	.....	.....	.....	.....	(77)	.....	(80)	.....
Sydney.....	(52)	Nil.	(7)	.....	.....	.....	.....	.....	(9)	.....	(9)	.....
	672	Nil.	98	Nil.	Nil.	Nil.	.....	.....	88	Nil.	92	Nil.
<b>Nova Scotia.....</b>	<b>672</b>		<b>98</b>		<b>Nil.</b>		<b>.....</b>		<b>88</b>		<b>92</b>	
Moncton.....	59	8	427	18	5	32	476	27	373	17	336	10
St. John.....	(90)	0	(168)	.....	.....	0	.....	.....	(175)	.....	(98)	.....
	149	8	595	18	5	32	476	27	548	17	434	10
<b>New Brunswick..</b>	<b>157</b>		<b>613</b>		<b>37</b>		<b>503</b>		<b>565</b>		<b>444</b>	
Hull.....	109	0	207	2	161	0	146	0	142	0	140	0
Lachine.....	0	0	66	0	.....	0	.....	0	65	0	65	0
Montreal St. James St.	188	26	531	41	126	118	779	99	462	32	368	30
Montreal P. & B.*	124	0	68	0	9	0	25	0	45	0	26	0
Montreal Windsor St.	819	0	815	0	.....	0	.....	0	1,108	0	700	0
Quebec.....	143	0	295	0	15	0	235	0	250	0	231	0
Quebec Merger Bldg...	256	0	244	0	.....	0	.....	0	279	0	230	0
Rivière du Loup.....	58	0	5	0	.....	0	.....	0	25	0	26	0
Sherbrooke.....	11	0	133	13	48	0	142	13	136	13	134	13
Three Rivers.....	84	13	151	8	78	15	183	16	133	7	63	2
	1,792	39	2,515	64	437	133	1,510	128	2,645	52	1,983	45
<b>Quebec.....</b>	<b>1,831</b>		<b>2,579</b>		<b>570</b>		<b>1,638</b>		<b>2,697</b>		<b>2,028</b>	
Belleville.....	0	0	132	2	0	0	132	2	132	2	122	2
Brantford.....	10	1	104	9	10	3	110	16	115	10	105	10
Brockville.....	10	0	54	1	12	0	55	2	59	1	54	1
Chatham.....	0	0	259	0	0	0	259	0	259	0	259	0
Cobalt.....	0	0	191	3	45	0	208	3	179	3	168	2
Cornwall.....	5	0	70	0	0	0	67	0	67	0	67	0
Fort William.....	27	0	578	2	110	3	757	4	573	1	412	0
Galt.....	0	0	34	0	46	0	25	60	34	0	34	0
Guelph.....	123	6	231	11	197	20	227	19	224	11	177	11
Hamilton.....	91	50	515	137	78	188	571	184	552	110	514	65
Kingston.....	29	0	221	3	34	0	236	3	227	3	227	3
Kitchener.....	0	0	154	3	30	0	194	3	154	3	154	3
Lindsay.....	16	0	49	3	53	0	68	3	59	3	58	3
London.....	21	12	179	66	52	225	199	81	174	53	166	46
Niagara Falls.....	0	0	252	2	9	40	291	1	252	2	24	2
North Bay.....	0	0	265	2	7	0	265	0	265	2	248	2
N.E. Ontario, P. & B.*	46	0	52	0	0	0	.....	0	61	0	56	0
Orillia.....	8	1	75	1	0	0	76	0	76	0	76	0
Oshawa.....	0	0	119	0	90	0	170	0	119	0	112	0
Ottawa, Dalhousie St.	46	0	6	0	128	0	.....	0	6	0	6	0
Ottawa, Queen St.	315	66	562	72	142	212	410	121	552	49	498	31
Owen Sound.....	20	1	53	7	20	0	47	13	57	7	54	7
Pembroke.....	7	0	125	0	8	0	53	0	126	0	126	0
Peterborough.....	26	6	205	14	48	7	142	24	207	13	175	10
Port Arthur.....	7	0	1,053	2	42	0	987	9	629	2	541	2
St. Catharines.....	61	0	272	17	68	0	437	631	210	17	169	12
St. Thomas.....	8	0	115	0	79	0	120	0	117	0	117	0
Sarnia.....	2	0	98	0	49	0	105	0	100	0	92	0
Sault Ste. Marie.....	0	0	1,143	3	103	0	1,244	3	1,022	3	1,022	3
Stratford.....	4	0	49	0	40	52	53	0	56	0	48	0
Sudbury.....	1	0	1,005	1	28	0	898	3	895	1	764	1
Timmins.....	0	0	530	2	0	0	489	2	530	2	304	2
<b>Toronto—</b>												
45 King St. W.....	776	208	2,220	813	937	2,320	2,552	1,715	1,315	551	888	461
P. & B.*	77	0	137	0	25	0	74	0	140	0	80	0
Bloor St. W.....	17	0	173	0	4	0	175	0	180	0	145	0
Unskilled section...	37	0	849	0	76	0	1,006	0	742	0	809	0
Handicap section...	56	0	89	0	0	0	74	0	74	0	72	0
Welland.....	11	1	64	0	85	8	164	0	67	0	45	0
Windsor.....	7	0	411	16	47	8	455	17	406	16	389	16
	1,864	352	12,693	1,192	2,702	3,086	13,395	2,919	11,012	865	9,377	695
<b>Ontario.....</b>	<b>2,216</b>		<b>13,885</b>		<b>15,788</b>		<b>16,314</b>		<b>11,877</b>		<b>10,072</b>	

\*Professional and business.

†Brackets indicate figures supplied by Department of Soldiers' Civil Re-Establishment.



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED MAY 22, 1920—Con.

Office.	Applicants unplaced at beginning of period.		Applicants registered during period.		Vacancies unfilled at beginning of period.		Vacancies notified during period.		Applicants referred to vacancies during period.		Placements reported during period.	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Brandon.....	63	4	332	39	179	39	336	54	304	42	272	36
Dauphin.....	16	0	87	1	13	0	112	0	79	0	75	1
Portage la Prairie.....	106	2	436	32	79	27	517	67	613	43	477	26
The Pas.....	3	0	58	1	2	2	49	2	44	1	42	1
Transcona.....	4	0	129	0	0	0	127	0	130	0	125	0
Winnipeg—												
P. & B. Section*	120		133		20		56		87		35	
Handicap Section.....	108		65		0		57		55		38	
220 Bannatyne.....	470		1,073		277		1,731		1,291		1,087	
179 Henry (unskilled)	0		1,789		295		2,880		1,789		1,789	
439 Main (Farm).....	37	33	877	74	229	13	1,153	82	871	66	871	66
210 Montreal Trust.	71		153			446	178		130		86	
189 Pacific (Do- mestic Section).....		322		339		325		607		360		247
	927	432	4,979	639	1,094	852	7,018	990	5,263	642	4,811	463
Manitoba.....	1,359		5,618		1,946		8,008		5,905		5,274	
Estevan.....	24	1	203	23	26	3	380	28	246	24	202	23
Moose Jaw.....	83	12	322	28	96	33	696	61	280	17	264	15
North Battleford.....	28	0	41	6	31	9	121	7	28	6	26	6
Prince Albert.....	25	4	207	1	144	2	198	0	204	2	142	1
Regina.....	159	30	1,231	114	173	277	1,220	178	1,126	102	846	102
Saskatoon.....	202	1	1,581	89	228	84	1,768	157	1,634	84	1,348	84
Swift Current.....	12	11	155	30	54	23	224	33	158	31	117	21
Weyburn.....	12	0	89	0	13	6	129	2	90	0	87	0
Yorkton.....	1	0	165	3	37	1	192	7	157	3	157	3
	546	59	3,994	294	802	438	4,928	473	3,923	289	3,189	255
Saskatchewan...	605		4,288		1,240		5,401		4,192		3,444	
Calgary.....	248	39	1,627	253	40	242	1,630	324	1,524	238	1,395	164
Drumhellen.....	0	0	55	4	26	0	62	5	55	4	53	4
Edmonton.....	219	5	2,480	258	253	20	2,652	321	2,236	252	2,121	234
Lethbridge.....	25	2	308	19	82	6	312	23	269	17	269	17
Medicine Hat.....	12	0	162	26	65	11	173	40	163	26	164	26
Red Deer.....	0	0	60	0	34	0	56	0	60	0	40	0
	504	46	4,692	560	500	279	4,885	713	4,307	537	4,042	445
Alberta.....	550		5,252		779		5,598		4,844		4,487	
Cranbrook.....	14	0	129	3	176	3	252	3	96	2	95	2
Fernie.....	5	0	60	0	134	0	166	0	64	0	65	0
Grand Forks.....	0	0	53	0	51	0	51	0	54	0	14	0
Kamloops.....	55	0	297	0	95	0	272	0	316	0	245	0
Kelowna.....	0	0	21	0	0	0	26	0	20	0	20	0
Nanaimo.....	34	0	64	1	7	0	62	1	45	1	44	1
Nelson.....	18	2	228	4	80	6	330	17	198	6	195	6
New Westminster.....	19	0	179	0	35	0	121	0	142	0	142	0
Penticton.....	0	0	93	0	0	0	124	0	93	0	93	0
Prince Rupert.....	32	0	198	0	11	0	330	0	168	0	166	0
Revelstoke.....	0	0	35	0	23	0	67	0	34	0	34	0
Vancouver—												
Dunsmuir.....	285	50	1,183	399	1	16	807	232	958	282	866	202
Dunsmuir P. & B.*.....	414	0	189	0	8	0	77	0	80	0	74	0
Dunsmuir Handicap.....	129	0	133	0	2	0	71	0	74	0	61	0
Powell Ave.....	130	0	2,576	0	389	0	2,978	0	2,741	0	2,506	0
Vernon.....	19	0	200	0	98	0	297	0	172	0	155	0
Victoria.....	886	26	773	100	44	25	195	137	244	86	232	64
Victoria P. & B.*.....	0	0	199	0	0	0	16	9	16	0	15	0
	2,040	78	6,610	507	1,154	50	6,232	390	5,515	377	5,023	275
British Columbia	2,118		7,117		1,204		6,622		5,892		5,298	
Totals for Canada	8,494	1,014	35,178	3,274	6,994	4,870	38,444	5,640	33,301	2,759	28,951	2,188
	9,508		39,450		11,564		44,084		36,060		31,139	

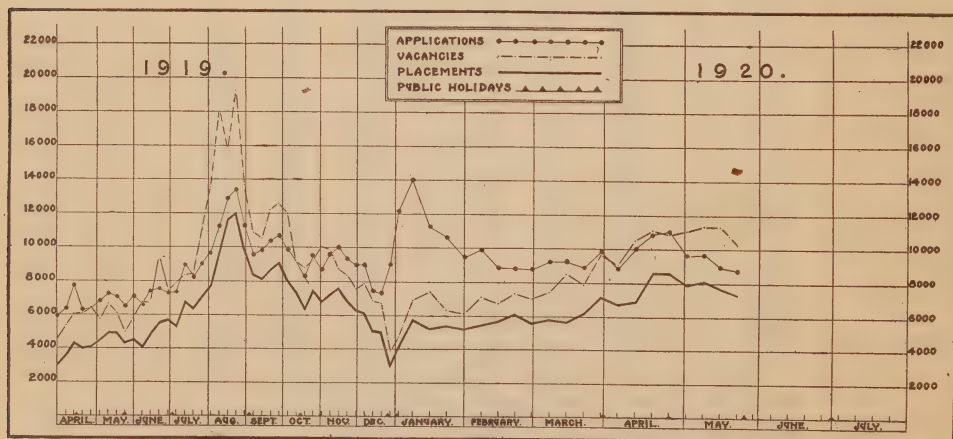
\*Professional and Business.

ed unplaced at the various offices. This was a decrease of 14,383 persons as compared with the beginning of the preceding period. This sharp decline in the number of unplaced applicants is accounted for to some extent by the decreased registration of soldier applicants with the cessation of the Federal Emergency Appropriation Fund. On the same date 11,564 vacancies notified by employers still remained unfilled. Of these 6,694 were for men and 4,870 for women. This represents a decrease of 278 as compared with the beginning of the preceding period. During the period, 36,176 men and 3,774 women applied for employment (or renewed previous applications) while 38,444 new vacancies for men and 5,640 for women were notified by employers. Thus while there was a decrease in the supply of labour (applications) amounting to 3,330 persons as compared with the preceding period, the increase in demand for labour (vacancies) was very much greater than the corresponding increase during the previous period, the total increase amounting to 2,421 vacancies.

Regular placements reported were 28,951 men and 2,188 women as compared with 29,706 men and 2,243 women during the previous period, a total decrease of 810.

In addition to the regular placements noted above, the employment offices made 7,687 casual placements during the period, representing an increase of 499 as compared with the preceding period. This is the largest number of casual placements yet reported during any period and is due no doubt to demand incident upon the annual municipal clean-up campaigns and to the usual spring house-cleaning and moving.

The accompanying chart shows graphically the number of applications and vacancies registered as well as the number of placements made for the period of the record. The chart indicates that for the period under review there was a decrease in the number of applications registered taking the period as a whole. On the other hand the number of vacancies as previously noted show an increase during the period. There was a slight decrease in the number of placements made.



## UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF APRIL, 1920

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of April, 1920, and is based on returns received from 1,442 labour organizations with a total membership of 182,436. For all occupations reporting, 2.83 per cent of the members were unemployed as compared with 3.44 per cent in March, 1920, and with 4.38 per cent in April, 1919. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades or who are idle because of sickness, or as the direct result of strikes or lockouts, are not considered as unemployed.

That the percentage out of work at the end of April was smaller than in both March, 1920, and in April, 1919, was due to there having been greater activity for workers in practically all groups of industries. The improvement in building and construction was particularly marked.

Table 1 on this page summarizes the returns by provinces. Decreases in the percentage of unemployment are reported by all provinces as compared with the returns for March, 1920. As compared with April, 1919, Manitoba, only, reported a larger percentage of unemployment, declines being recorded by all other provinces.

The percentages reported idle in the different groups of industries are indicated on Table 2 on page 704.

Unemployment in the manufacturing and mechanical industries as reported by 374 unions having a combined membership of 50,775, was somewhat more pronounced at the end of April than in March, 2.28 of the members having been unemployed as compared with 1.93 per cent in the preceding month. This

TABLE 1.—PERCENTAGE OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES.

Month	New Scotia & Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Canada
Dec. 1915.....	.36	.7	9.9	8.1	3.2	7.0	4.3	14.3	8.01
June 1916.....	.49	.8	1.8	1.7	1.2	2.6	3.03	.53	2.1
Dec. 1916.....	.74	1.66	3.62	1.55	1.01	1.63	1.70	3.86	2.17
June 1917.....	.25	.20	2.23	.94	.58	.25	.84	2.50	1.25
Dec. 1917.....	2.64	3.07	2.96	2.44	1.07	2.41	1.55	3.05	2.42
June 1918.....	.16	.27	.44	.37	.29	.18	.39	1.70	.50
Dec. 1918.....	2.01	.42	3.46	2.95	1.31	2.15	2.07	3.81	2.76
Jan. 1919.....	1.25	.84	4.07	4.64	3.62	5.73	1.97	5.20	3.94
Feb. 1919.....	5.68	2.58	6.70	5.48	2.82	4.47	4.16	7.97	5.61
Mar. 1919.....	2.41	2.93	6.93	5.65	1.20	5.31	3.56	8.05	5.62
Apr. 1919.....	2.41	2.40	4.21	4.25	1.65	3.96	2.26	6.65	4.38
May 1919.....	4.66	3.38	5.15	2.60	1.47	2.86	1.43	6.52	3.33
June 1919.....	2.68	2.43	3.79	1.87	1.19	2.51	1.68	3.32	2.57
July 1919.....	4.11	1.15	2.51	1.52	.92	2.77	1.90	5.82	2.40
Aug. 1919.....	5.44	1.69	2.52	1.25	.81	1.93	1.09	5.81	2.33
Sept. 1919.....	1.53	1.22	2.12	1.41	.73	1.29	.94	8.03	2.19
Oct. 1919.....	3.19	11.06	2.39	.81	1.28	.59	.93	11.58	2.71
Nov. 1919.....	1.21	1.53	2.93	2.02	2.07	1.20	.52	16.18	3.58
Dec. 1919.....	1.47	5.80	5.39	1.99	4.97	6.01	2.79	18.62	4.98
Jan. 1920.....	2.72	3.97	4.38	2.66	4.50	4.92	4.01	12.17	4.28
Feb. 1920.....	5.08	2.31	1.93	3.04	4.62	5.24	5.12	14.58	4.43
Mar. 1920.....	1.88	3.06	3.18	2.53	3.18	4.03	2.06	9.50	3.44
Apr. 1920.....	.61	1.32	2.50	2.42	2.71	3.19	1.71	8.09	2.83

increase in unemployment is largely due to a shortage of material in the metals, machinery, and conveyances group. As compared with the returns for April of last year a considerable improvement was shown, the percentage out of work in that month having been 3.17. Workers in food, tobacco and liquors, and printing, publishing and paper goods were more fully employed than in March, but the percentages were somewhat larger than those reported in the corresponding month of last year. Metals, machinery and conveyances, textiles, carpets and cordage, pulp, paper and fibre, and leather, boots, shoes and rubber goods showed slightly larger percentages of unemployment than at the end of March, but the percentages were considerably smaller than in April of last year. Workers in the clothing and laundering and jewelry groups reported slightly more unemployment than in both March, 1920, and April, 1919. In the woodworking and furniture, and



TABLE II.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES

Month.	Manufacturing and Mechanical Industries.	Metals, Machinery and Conveyances.	Food, Tobacco and Liquors.	Textiles, carpets and Cordage.	Clothing.	Pulp, Paper and Fibre.	Printing, Publishing and Paper Goods.	Woodworking and Furniture.	Leather, Boots, Shoes and Rubbers.	Glass Bottle Blowing.	Jewelry Working.	Oil Refining.	Transportation.	Steam Railways.	Street and Electric Railways.	Navigation.	Teaming and Driving.	Mining, Quarrying and Refining of Ores.	Building and Construction.	Public Employment.	Fishing.	Miscellaneous.	All Occupations.
Dec. 1915	3.1	0	.8	0	3.3	0	3.7	3.7	0	0	0	0	3.0	2.4	2.3	12.3	0	5.9	28.3	0	23.3	8.4	8.01
June 1916	1.1	0	4.9	0	.6	0	.8	5.9	0	0	0	0	5	.5	.3	2.3	0	1.2	8.6	0	0	0.3	2.1
Dec. 1916	2.3	.71	1.2	0	6.48	0	.34	6.4	3.3	0	0	0	1.62	.62	.20	10.57	0	.65	5.24	11	0	0.13	2.17
Dec. 1917	1.79	.11	1.50	0	4.95	0	.79	.62	6.28	3.56	0	0	.51	.35	.18	1.79	0	.32	3.21	.04	0	.99	1.25
Dec. 1917	2.77	.76	3.29	0	11.21	.34	.67	3.00	2.92	4.48	0	0	.70	.76	.17	.74	0	2.08	9.58	.17	0	1.58	2.42
Dec. 1918	.42	.14	1.78	.05	.18	0	.72	2.20	0	0	0	0	.42	.21	0	2.12	.05	.18	1.57	.02	0	.49	.49
Dec. 1918	2.89	3.53	8.63	1.41	3.42	.43	.83	0	1.33	.32	0	0	1.48	.35	.06	7.80	2.57	1.24	8.68	.47	0	2.29	2.76
Jan. 1919	3.32	3.21	8.24	11.50	3.22	.23	.83	10.57	1.19	0	27.5	8.88	2.02	1.78	.33	6.73	2.98	1.42	16.29	.33	60.50	2.84	3.94
Feb. 1919	4.29	5.54	9.90	12.29	.25	.96	.70	2.78	4.00	9.44	.74	4.61	4.56	2.74	3.42	18.17	3.69	3.79	16.46	.48	17.54	4.07	5.61
Mar. 1919	4.18	5.51	6.79	3.99	2.27	3.29	.59	2.21	4.22	10.03	.48	0	4.75	.87	.38	17.73	2.63	1.87	16.45	.07	0	4.74	5.62
Apr. 1919	3.77	4.80	4.06	2.04	.76	.69	1.07	8.63	7.93	0	0	0	3.48	2.40	.80	9.60	4.26	2.69	12.05	.01	0	4.50	4.38
May 1919	4.05	4.27	3.82	.32	.73	1.17	.46	0	.13	5.96	0	0	2.21	1.62	.15	10.29	.82	2.84	8.68	0	4.10	7.26	3.33
June 1919	3.16	4.69	1.90	1.54	.32	1.61	1.64	4.08	.19	9.89	0	0	1.84	1.98	.53	2.93	2.28	.58	4.71	0	0	3.99	2.57
July 1919	2.95	4.84	1.83	.60	0	.34	1.86	0	.06	0	0	0	2.05	1.83	.14	3.99	1.25	.47	3.88	0	0	2.79	2.40
Aug. 1919	3.33	5.39	5.42	.87	.55	1.07	1.45	.59	.37	64.33	0	0	2.02	1.42	1.39	5.05	2.26	.45	2.86	.17	0	1.58	2.33
Sept. 1919	2.57	4.60	.80	1.08	.05	.30	1.71	.13	.15	1.18	0	0	2.06	.99	.13	8.62	.36	1.11	2.91	.11	0	2.07	2.19
Oct. 1919	2.27	4.60	1.29	.05	.85	.21	1.13	.14	.20	1.61	0	0	2.61	.76	.21	10.88	1.36	.91	5.42	.06	0	2.95	2.71
Nov. 1919	3.16	7.33	1.58	.05	.44	2.23	1.05	.50	.47	2.71	0	0	3.87	1.17	.24	17.49	3.43	1.14	5.82	.47	20.75	3.24	3.68
Dec. 1919	2.79	3.72	11.32	.36	.12	.62	1.08	.15	.44	6.22	0	5.60	5.03	1.59	.62	29.37	2.89	2.10	12.06	.91	72.16	4.23	4.98
Jan. 1920	2.96	4.11	7.90	.18	1.34	.54	1.31	.44	.39	8.92	.44	2.29	2.73	1.90	.18	13.13	.75	8.14	11.77	.68	24.21	5.45	4.28
Feb. 1920	2.49	3.38	10.20	0	.15	.05	1.31	.26	.77	1.93	0	2.22	2.77	1.78	.20	9.74	.12	4.78	12.14	1.63	3.57	4.84	3.33
Mar. 1920	1.93	2.29	6.04	.03	.16	0	1.88	.88	1.58	14.42	0	....	2.61	1.80	.10	18.44	3.29	.65	9.88	1.66	3.45	3.66	3.44
Apr. 1920	2.28	3.54	4.70	.05	.40	.02	1.24	.23	3.25	1.92	.11	....	2.57	1.95	.09	9.75	2.43	1.10	5.92	.43	0	2.49	2.83

glass bottle blowing industries, there were declines in the number unemployed in both comparisons. Considerable short time was reported by unions of boiler-makers and iron shipbuilders (who were very largely affected by the shortage of steel), machinists, garment workers, bakers and confectioners, boot and shoe workers, cigar makers, glass bottle workers, and typographers. The unemployment among leather workers is due to between-season dullness in the trades.

Reports from 593 organizations of transportation workers having a total membership of 73,405, indicated that 2.57 per cent of the members were unemployed as compared with 2.61 per cent at the end of March and with 3.48 per cent at the end of April of last year. The slight improvement in employment for workers in this group as compared with the preceding month is due to increased activity in the navigation sub-group, while the decrease in the percentage of unemployment as compared with April, 1919, is due to greater activity of workers on steam railways and of teamsters and chauffeurs. Steam

railway employees (whose returns constitute nearly 77 per cent of the entire group membership reporting) reported a slightly increased percentage of unemployment as compared with the returns for March, due to decreased traffic largely caused by the railroad strike in the United States. Considerable improvement in unemployment, however, was reported by employees in this subgroup over April of last year. Street and electric railway employees reported a nominal decrease in the percentage out of work as compared with both March, 1919, and April, 1920. Workers in the navigation sub-group registered an improvement in employment as compared with the preceding month. There was, however, a slight increase in the percentage of idleness as compared with the returns for April of last year. Teamsters and chauffeurs reported a decline in the number unemployed in both comparisons. Some short time was recorded by unions of engineers and firemen, trainmen and conductors. The decrease in the percentage out of work and also in the number on short time re-

ported by maintenance of way employees is noticeable.

In the mining, quarrying, and refining of ores group, returns were received from 35 organizations with an aggregate membership of 10,644, and show that 1.10 per cent of the members were out of work as compared with .65 per cent in March and with 2.69 per cent in April of last year. Mine workers were not as fully employed as in the preceding month, but the percentage out of work was smaller than in April, 1919. Mill and smeltermen and quarry workers, as reported by one union in each trade, registered no unemployment.

The percentage out of work in the building and construction group as reported by 230 unions with a total membership of 28,253 was 5.92 as compared with unemployed percentages of 9.88 in March, 1920, and 12.05 in April, 1919. Bricklayers, masons, and plasterers, carpenters and joiners, painters, decorators and paperhangers, plumbers and steamfitters, tile layers, lathers and roofers, and steam shovel and dredgemen, reported smaller percentages of unemployment than in the preceding month and also than in April, 1919. On the other hand, electrical workers, granite and stone cutters, and hod carriers and building labourers showed less activity than in either comparison. The percentage out of work among the bridge and structural iron workers was considerably larger than in March, but it was substantially smaller than in the corresponding month of last year. While the short time registered during the month under review was considerably less than during the preceding month, some unions of carpenters, electrical workers, plumbers and steamfitters, painters, decor-

ators, and paperhangers, and hod carriers and building labourers reported that not all their members were working on full time.

In the public employment group as reported by 76 organizations having a combined membership of 7,007, the percentage out of work was .43 as compared with 1.66 per cent in March, 1920, and with .01 per cent in April, 1919. Civic employees were much more fully engaged than in the preceding month. In April of last year, however, no members of these unions were reported as unemployed.

Unemployment in the group of miscellaneous trades as indicated by returns received from 132 unions with 12,062 members was 2.49 per cent as compared with 3.66 per cent in March and with 4.80 per cent in April, 1919. Retail clerks, hotel and restaurant employees, musicians and theatre employees and unclassified workers were better employed than in either March, 1920, or April, 1919. With reference to retail clerks, however, it should be noted that statements were tabulated from five unions only. The unemployment reported among barbers was the same as in the preceding month and was slightly less than in April of last year. Stationary engineers and firemen reported a decline in the number out of work as compared with the returns for March, but the percentage was a little larger than in the corresponding month of last year. Some short time was registered by unions of hotel and restaurant employees, barbers, musicians and theatre employees.

The tabular statement on pages 706-7 presents the returns in some detail.



TABLE III.—UNEMPLOYMENT ON APRIL 30TH, 1920.

OCCUPATIONS	Nova Scotia & Prince Ed. Island.				New Brunswick				Quebec				Ontario			
	No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed	
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.</b>	14	1178	2	17	15	1290	7	54	71	17314	173	1.00	186	22645	658	2.91
2-(a) METALS, MACHINERY & CONVEYANCES	9	836	2	24	8	555	1	18	25	5758	35	.63	89	8258	378	4.58
3- Moulders.	3	145	2		2	97	0		4	1067	0		16	1171	84	
4- Blacksmiths.					1	150	0		4	371	0		11	572		
5- Boilermakers and iron shipbuilders.	1	41	0		2	186	0		4	2473	25		12	2132	230	
6- Patternmakers.									1	197	0		7	281	11	
7- Metal polishers, buffers and platers.					1	96	1		10	1405	11		9	301	2	
8- Machinists.	3	168	0		1	26	0		2	245	0		28	2891	47	
9- Sheet metal workers and tinsmiths.	2	482	0		2	58	3	5.36	4	735	21	2.86	6	860	4	
<b>10-(b) FOOD, TOBACCO AND LIQUORS.</b>													16	2178	125	5.74
11- Flour and cereal mill employees.									1	125	0		2	126	0	
12- Meat cutters and butchers.					1	41	3		2	559	21		8	1135	5	
13- Bakers and confectioners.					1	15	0		1	51	0		3	649	120	
14- Cigar and tobacco makers.													3	268	0	
15- Brewery workers.									3	3161	0	0	3	756	2	.26
<b>16-(c) TEXTILES, CARPETS AND CORDAGE.</b>	1	177	0	0					1	48	0	0	16	1206	2	.17
<b>17-(d) CLOTHING AND LAUNDERING.</b>													6	252	0	
18- Tailors.									1	48	0		4	629	2	
19- Garment workers.									9	1674	0	0	7	1856	1	.05
20- Hat, glove and fur workers.					3	133	3	2.26	11	1980	8	.40	33	4935	98	1.99
<b>21-(e) PULP, PAPER AND FIBRE.</b>	4	165	0	0	2	546	0	0	4	1002	6		15	2254	78	
<b>22-(f) PRINTING, PUBLISHING &amp; PAPER GOODS.</b>	3	145	0		2	102	2		3	502	0		5	1122	15	
23- Compositors.	1	20	0		1	31	1		1	291	1		3	817	5	
24- Pressmen and assistants.									1	47	0		2	96	0	
25- Bookbinders.									2	138	1		7	579	0	
26- Stereotypers and electrotypers.									4	433	1	.23	8	1326	4	.30
27- Engravers and lithographers.									10	2978	105	3.53	9	1388	40	2.88
28- Others.									3	187	1	.53	4	307	8	2.61
<b>29-(g) WOODWORK AND FURNITURE.</b>									1	360	1	.28	1	435	0	0
<b>30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.</b>																
<b>31-(i) GLASS BOTTLE BLOWING.</b>																
<b>32-(j) JEWELRY WORKERS.</b>																
<b>33-(k) OIL REFINING.</b>																
<b>34-Transportation.</b>	39	2808	17	.61	31	3558	37	1.04	88	1632	703	4.31	239	27188	440	1.62
<b>35-(a) STEAM RAILWAYS.</b>	36	2693	17	.63	27	2752	18	.65	77	12551	607	4.84	210	21008	311	1.48
36- Conductors.	1	45	0		1	78	0		6	278	3		25	1101	0	
37- Locomotive engineers.	7	237	0		4	314	0		14	895	10		31	2197	0	
38- Locomotive firemen.	4	347	0		2	288	0		9	788	80		29	2849	139	
39- Carmen.	3	168	0		2	578	0		8	4708	160		29	3504		
40- Trainmen.	4	549	10		5	619	15		8	1690	119		20	3785	137	
41- Telegraphers (local unions).	3	163	0						1	20	0		2	113	0	
42- *Telegraphers.																
43- Road maintenance men.	6	604	5		9	625	2		13	1356	16		36	4649	17	
44- Shop employees.																
45- Railway employees (N.E.S.).	8	578	2		4	250	1		19	2816	269		38	2810	1	
<b>46-(b) STREET &amp; ELECTRIC RY. EMPLOYEES.</b>					1	218	0		1	141	0	0	13	4437	0	0
<b>47-(c) NAVIGATION.</b>	2	89	0	0	2	213	19	8.92	7	2502	53	2.12	11	1273	129	10.13
48- Marine engineers.	2	89	0		1	81	1		3	246	10		6	253	4	
49- Longshoremen.					1	132	18		2	960	0		4	465	125	
50- Others.									2	1296	43		1	555	0	
<b>51-(d) TEAMSTERS AND CHAUFFEURS.</b>	1	26	0	0	1	375	0	0	3	1129	43	3.81	5	420	0	0
<b>52-Mining, Quarrying and Refining of Ores.</b>	14	6249	20	.32					4	665	0	0	2	214	15	7.01
53- Miners.	14	6249	20						3	636	0		2	214	15	
54- Quarry workers.									1	29	0					
55- Mill smeltermen.																
<b>56-Building and Construction.</b>	9	705	6	.85	9	583	30	5.15	29	4535	113	2.5	133	19071	715	3.75
57- Bricklayers, masons and plasterers.	3	282	0		1	13	0		2	685	0		32	2792	158	
58- Carpenters and joiners.	1	146	0		2	427	30		17	2565	41		43	6785	85	
59- Electrical workers.	1	40	2		1	18	0		2	627	38		9	2150	71	
60- Granite and stone cutters.	1	7	4						2	159	25		7	360	122	
61- Painters, decorators and paper hangers.	1	175	0		2	65	0		1	40	0		13	1231	1	
62- Plumbers and steamfitters.	2	55	0		3	60	0		1	260	0		18	1188	61	
63- Tile layers, lathers and roofers.									1	47	0		4	160	0	
64- Bridge and structural iron workers.									1	60	0		3	351	10	
65- Steam shovel and dredgemen.													1	300	7	
66- Hod carriers and building labourers.									2	92	9		3	3754	200	
<b>67-Public Employment.</b>	3	84	0	0	4	147	0	0	10	1906	0	0	28	2814	0	0
68- Civic employees.					2	92	0		6	1156	0		7	2239	0	
69- Letter carriers and postal employees.	3	84	0		2	55	0		4	450	0		21	575	0	
<b>70-Fishing.</b>																
<b>71-Miscellaneous.</b>	1	500	25	5.0	1	12	0	0	13	2103	76	3.61	74	5761	50	.87
72- Retail clerks.									3	520	0		1	144	0	
73- Hotel and restaurant employees.									1	48	0		3	278	0	
74- Barbers.									1	250	0		20	736	1	
75- Musicians and theatre employees.									2	729	76		24	2920	24	
76- Stationary engineers and firemen.					1	12	0		3	309	0		17	1127	22	
77- Others.	1	500	25						3	247	0		9	556	3	
<b>All occupations.</b>	80	11524	70	.61	60	5590	74	1.32	215	42546	1065	2.50	663	77733	1678	2.42

\*Commercial and railway—organized in interprovincial divisions.



## AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada					
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed			
Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent		
																			Mar. 1920	April, 1920	April, 1919
14	2024	0	0	13	675	9	1.33	23	1341	5	.37	38	4308	302	7.01	374	50775	1155	1.93	2.28	3.17
3	213	0	0	4	201	8	3.98	7	632	1	.16	12	2437	243	9.97	157	18890	669	2.29	3.54	4.26
1	70	0	0									1	120	2		27	2670	88	.70	3.30	12.07
1	103	0	0	2	125	6		1	130	0		3	1599	195		18	1099	0	.44	0	.86
												1	44	1		9	522	12	2.35	2.30	4.83
1	40	0	0	2	76	2		4	444	0		5	646	33		9	301	2	1.44	.66	3.83
2	372	0	0	1	193	0	0	4	149	0	0	7	530	49	9.25	53	5726	94	1.51	1.64	3.31
																15	1733	17	1.95	.98	1.59
																36	4213	198	6.04	4.70	4.06
1	350	0	0	1	193	0		1	37	0		1	151	31		6	945	31	8.19	3.28	13.20
1	22	0	0					1	186	18		14	1980	47		14	1980	47	1.29	2.37	2.26
								1	12	0		2	103	0		8	830	120	19.91	14.46	2.81
								2	100	0		3	90	0		8	458	0	.40	0	.25
1	300	0	0					1	116	0	0	5	316	6	1.90	7	4094	2	.03	.05	2.04
1	300	0	0					1	116	0		2	175	0		24	1986	8	.15	.40	0
												3	141	6		8	427	0	0	0	0
												1	88	0	0	5	677	2	0	.30	0
6	764	0	0	8	281	1	.36	9	418	3	.72	10	671	3	.45	19	4164	1	0	.02	.76
2	521	0	0	5	215	0		4	274	2		5	422	0		84	9347	116	1.28	1.24	.59
2	168	0	0	2	54	1		2	104	0		5	422	0		40	4935	88	1.93	1.78	.40
1	30	0	0	1	12	0		1	27	1		2	143	2		18	2144	19	.64	.89	1.59
1	45	0	0					2	13	0		1	16	0		7	1225	8	.69	.65	.13
																8	214	0	1.04	0	0
																10	762	1	.14	.13	.85
2	375	0	0									1	35	0	0	1	67	0	0	0	1.15
												1	126	1	.79	15	2169	5	.38	.23	1.07
								2	26	1	3.85					20	4492	146	1.38	3.25	8.63
																9	520	10	14.42	1.92	7.93
																3	900	1	0	.11	0
48	8271	30	.36	50	3584	103	2.87	45	4468	10	.22	53	7205	548	7.58	593	73405	1886	2.61	2.57	3.48
45	6794	30	.44	46	3292	103	3.13	43	4118	10	.24	39	3229	3	.09	523	56437	1099	1.80	1.95	2.40
4	200	0	0	4	244	5		5	368	0		5	293	0		50	2607	8	.24	.31	.09
4	257	0	0	8	416	1		5	369	0		6	308	2		79	4993	13	.26	.26	1.18
4	555	7		9	554	21		6	551	10		4	306	1		69	6338	208	2.82	3.28	4.65
4	160	0	0	5	119	0		5	334	0		4	370	0		60	9941	177	.84	1.78	2.94
4	703	10		7	860	72		6	1086	0		4	464	0		58	9756	363	2.39	3.72	4.88
												1	253	0		7	556	0	0	0	0
16	2266	1		7	637	0		8	925	0		11	828	0		5	7132	6	.08	.08	.03
7	2653	12		6	362	4		8	485	0		4	402	0		106	11890	41	2.09	.34	.61
1	1250	0	0	2	200	0	0	1	220	0	0	4	402	0		94	10356	289	2.74	2.76	.66
												6	248	6	2.42	20	6764	6	10	.09	0
												8	3203	509	15.89	30	7280	710	12.44	9.75	9.60
												2	650	32		14	1319	47	5.45	3.56	2.17
												4	1603	457		11	3160	600	20.73	18.99	3.13
												2	950	20		5	2801	63	2.96	2.25	24.23
2	227	0	0	2	92	0	0	1	130	0	0	5	525	28	5.33	20	2924	71	3.29	2.43	4.66
								11	2410	47	1.95	4	1106	35	3.16	35	10644	117	.65	1.10	2.69
								11	2410	47		3	546	35		33	10055	117	.55	1.16	2.18
												1	560	0		1	29	0	0	0	0
6	493	283	57.40	13	416	52	12.5	17	761	72	9.46	14	1689	401	23.74	230	28253	1672	9.88	5.92	12.05
2	259	200		3	101	19		5	141	57		4	195	14		52	4468	448	12.16	10.03	26.82
1	43	32		4	153	31		2	61	2		4	964	280		74	11144	501	12.60	4.50	12.25
				1	75	0		4	209	2						18	3119	113	1.96	3.62	3.38
1	75	51		1	10	0		1	90	0		1	46	1		13	657	203	27.44	30.90	14.71
				2	42	0		1	102	8		20	1643	1		20	1643	1	2.03	.06	.13
1	96	0	0	2	35	2		3	102	8		2	350	48		32	2146	119	6.76	5.54	9.63
1	20	0	0									1	15	7		7	242	7	4.97	2.89	36.54
								1	10	0		1	69	47		6	490	57	6.03	11.63	32.30
								1	48	3		1	50	4		3	498	14	8.76	2.81	19.78
																5	3846	209	3.47	5.44	2.24
2	121	0	0	8	370	0	0	11	800	20	.25	10	1065	10	.94	76	7007	30	1.66	.43	.01
				2	93	0		6	608	20		7	779	10		30	4967	30	2.24	.60	0
2	121	0	0	6	277	0		5	192	0		3	286	0		46	2040	0	0	0	.05
												1	250	0	0	2	290	0	3.54	0	0
7	733	3	.41	12	411	10	2.43	11	840	28	3.33	13	1702	108	6.35	132	12062	300	3.66	2.49	4.80
												1	30	0		5	694	0	.29	0	2.24
1	40	0	0					2	322	17		3	631	60		10	1319	77	7.38	5.84	7.35
1	13	0	0	2	69	0		4	190	3		4	101	0		32	1359	4	.29	.29	.38
3	590	2		7	243	4		4	300	8		2	84	0		42	4866	114	2.43	2.34	2.37
1	30	1		2	74	6		1	131	47		1	131	47		25	1683	76	6.92	4.52	3.94
1	60	0	0	1	25	0		1	28	0		2	725	1		18	2141	29	4.55	1.35	10.12
77	11642	316	2.71	96	5456	174	3.19	118	10620	182	1.71	133	17325	1402	8.09	1442	182436	5161	3.44	2.83	4.38

# EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD APRIL 4 TO MAY 1, AS REPORTED BY EMPLOYERS

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from April 4 to May 1 show a continued improvement in the employment situation, the increase in the volume of employment being particularly marked during the last two weeks of the period.

The following chart shows weekly the percentage increase or decrease in the volume of employment for the full period of the record of March 31, 1919 until May 1, 1920. As formerly, the chart presents a series of percentages, each percentage recording the increase or decrease in the volume of employment during the week as compared with the previous week. As the number of firms reporting varies from week to

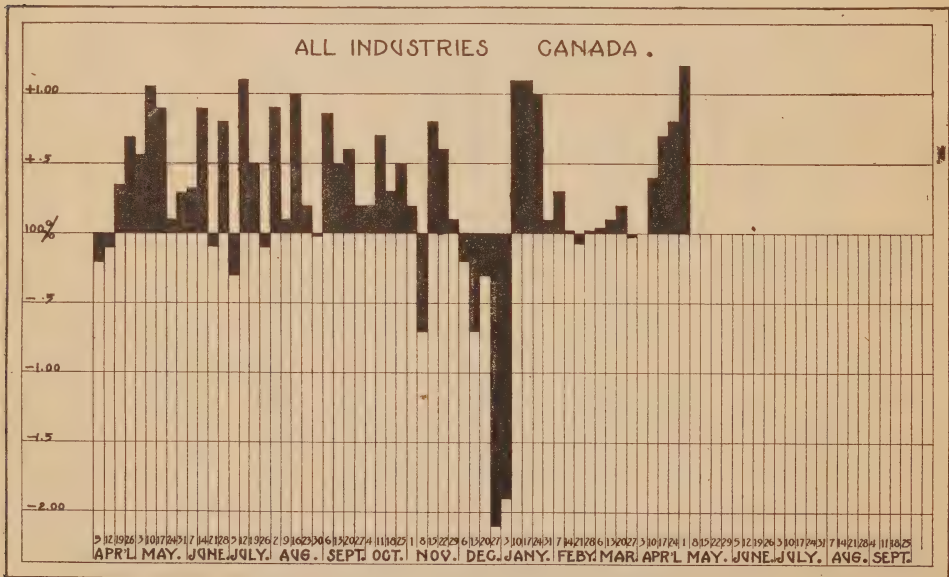
week, no attempt should be made to read the chart as a cumulative record.

The returns for the week ending January 17, which it is to be noted, practically coincides with the close of the inventory period, have been taken as base figures. It is interesting to note that at the end of the period under review, over 5,000 employers representing more than 715,000 employees registered an increase of approximately 31,500 persons or 4.6 per cent in their staffs as compared with the base week.

The changes recorded for each week under review as compared with the preceding week are as follows:

Week ending April 10—an increase of 3,014 persons, or .4 per cent.

Week ending April 17—an increase of 4,781 persons, or .7 per cent.



Week ending April 24—an increase of 5,660 persons, or .8 per cent.

Week ending May 1—an increase of 8,309 persons, or 1.2 per cent.

Reports for the various districts indicate that conditions during the current period under review were very much the same throughout Canada. Substantial increases were reported in all weeks in the Maritime Provinces, Quebec and Ontario, the Western Provinces and British Columbia. In the provinces within the districts, however, slight fluctuations occurred. Prince Edward Island, Quebec, and Manitoba recorded small reductions during the week of April 10, and New Brunswick registered a nominal decline during the week of April 17. In all other provinces increases were shown in each week of the period.

A summary of the returns by industrial groups show that Logging, Building Construction, Railway Construction, Lumber and its Products, Clay, Glass and Stone Products, Mineral Products, N.E.S., Pulp and Paper Products, Rubber Goods, Coal Mining, and Wholesale Trade registered increases during all four weeks of the period. Edible Animal Products, Iron and Steel Products, Wood Distillates, Miscellaneous Manufacturing Industries (chiefly Tobacco and Chemicals), Non-Metallic Minerals other than Coal (Quarrying), Hotels and Restaurants, Miscellaneous Services (largely laundries), Telegraph and Telephone Operation, Local, Railway and Water Transportation registered increases taking the period as a whole, with declines during individual weeks. On the other hand, Edible

Plant Products, Fur and Fur Goods, Non-Ferrous Metal Products, Textiles, Metallic Ores, and Retail Trade reported decreases, taking the period as a whole, with increases during one or more of the weeks under review. In Leather and Leather Goods decreases of a seasonal character were recorded during all four weeks of the period. Curtailment in staffs in Edible Plant Products was largely confined to the sugar industry and may be largely attributed to the shortage of raw sugar. In Iron and Steel Products, where employment for many months has been maintained at a high level, the reduction which occurred during the last two weeks of the period under review was chiefly due to shortage of fuel and material, caused partly by the recent railway strike in the United States. In the Textile group also employment has been well maintained and the declines which were registered during the weeks ending April 10 and May 1 represent, in the first case, curtailment of activity incident to holiday taking at the Easter season and, in the second instance, the commencement of the seasonal slackness in the group, added to the enforced shut-down of one large factory on account of abnormal water conditions, caused the reductions in pay-rolls. The increases in Logging and Lumber and its Products would indicate the enlarged staffs necessary to carry on river driving and sawmilling operations among firms engaged in these industries. As would be expected, pronounced increases during the period under review were registered in the Railway Construction group, where the increases from week to week amounted to 7,337 persons.



## REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES, APRIL, 1920

**R**EPORTS from 15 cities showing the number of workers temporarily engaged and the wages paid these employees during the month of April, showed a reduction of slightly over 13 per cent both in the number of employees and the wages paid as compared with the preceding month. In April, 1920, 10,294 persons were temporarily employed and the payrolls amounted to \$844,868.10, as compared with 11,873 employees and an aggregate payroll of \$971,909.64 in March. Reductions in snow-shovelling and street cleaning staffs during the month largely caused the declines in both cases. In comparison with the same period in 1919, increases of nearly two per cent in the number of employees and of over 26 per cent of the wages paid are indicated, there having been 10,187 employees with an aggregate payroll of \$669,461.73 in April, 1919.

Toronto, Hamilton, London, Winnipeg, Brandon, Regina, Edmonton and Vancouver recorded increases in the number of employees both as compared with the preceding month and also with April,

1919. Ottawa and Victoria registered reductions as compared with the returns for March, but in comparison with the figures for April, 1919, they both reported increases in the number of temporary employees. On the other hand, Moose Jaw recorded an increase over March, 1920, and a slight decline as compared with April, 1919. St. John, Montreal, Saskatoon and Calgary showed reductions in both comparisons.

As to wages, Toronto, Hamilton, London, Winnipeg, Brandon, Moose Jaw and Saskatoon showed increases both as compared with March, 1920, and with April, 1919. Ottawa, Regina and Vancouver registered declines as compared with the figures for the preceding month, but all three cities reported increases in comparison with the returns for the corresponding month in 1919. On the contrary, Edmonton showed an increase in the amount of wages paid to temporary employees in comparison with its payrolls for the preceding month, but as compared with April, 1919, there was a decline. St. John, Montreal, Calgary and Victoria reported decreases in both comparisons.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, APRIL, 1920, COMPARED WITH MARCH, 1920, AND WITH APRIL, 1919.

City	Number of employees temporarily employed during the month of:			Amount of wages paid employees temporarily employed during the month of:		
	March, 1920	April, 1920	April, 1919	March, 1920	April, 1920	April, 1919
St. John.....	321	209	253	\$15,623.78	\$14,857.22	\$16,386.07
Montreal.....	5,756	3,713	4,451	453,171.18	229,585.20	231,454.67
Ottawa.....	918	739	624	65,400.76	60,414.45	35,789.02
Toronto.....	1,533	1,696	1,265	127,407.78	181,568.79	100,005.79
Hamilton.....	402	558	531	34,863.87	57,944.71	39,258.33
London.....	347	476	286	27,389.74	51,185.85	22,139.35
Winnipeg.....	853	1,005	947	75,838.23	81,737.68	69,145.73
Brandon.....	45	61	50	3,072.73	4,565.51	3,616.15
Regina.....	206	208	156	14,565.18	14,363.64	11,913.38
Moose Jaw.....	105	116	121	11,663.55	12,208.83	10,076.60
Saskatoon.....	130	121	150	13,041.26	13,201.48	12,181.28
Calgary.....	373	339	472	43,519.81	36,761.60	37,345.00
Edmonton.....	60	213	156	3,628.79	9,318.09	11,274.24
Vancouver.....	591	619	520	59,771.13	55,948.00	51,022.50
Victoria.....	233	230	205	22,951.85	21,207.05	17,853.62
Total.....	11,873	10,294	10,187	\$971,909.64	\$844,868.10	\$669,461.73

# **EMPLOYMENT IN THE BUILDING TRADES DURING APRIL, 1920, AS INDICATED BY BUILDING PERMITS**

**E**MPLOYMENT in the building trades as indicated by the value of building permits issued in 55 cities showed an increase during April as compared with the preceding month, the total value of building permits rising from \$8,258,150 in March to \$16,382,543 in April, an increase of \$8,124,393, or 98.4 per cent. With the exception of Alberta, all provinces showed large increases in this comparison, that of \$3,194,175 registered in Quebec being particularly substantial.

As compared with the corresponding month in 1919, there was an increase of \$9,322,902, or 132.1 per cent, the value for April, 1919, having been \$7,059,641. In this comparison New Brunswick, only, reported a reduction, and in all other provinces the increases were large.

The returns from 35 cities originally used in this report (which are distinguished by asterisks) are tabulated separately, and show that the total value of building permits issued by these cities amounted to \$15,333,183, an increase of \$7,937,444, or 107.3 per cent over March, 1920. In comparison with the figures for April of last year, the substantial increase of \$8,855,627, or 136.8 per cent, was recorded.

Of the larger cities, Montreal, Toronto and Winnipeg reported substantial increases both as compared with the figures for March, 1920, and for April, 1919. Edmonton and Vancouver registered declines as compared with the preceding month, but increases over the corresponding month of last year are reported by both cities.

Of the smaller centres, Halifax, St. John, Sherbrooke, Three Rivers, Westmount, Chatham, Fort William, Hamilton, Oshawa, Ottawa, St. Catharines, Windsor, Moose Jaw, Regina and Point Grey showed large increases as compared with both March, 1920, and April, 1919.

## **ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS.**

City.	March, 1920	April, 1920	April, 1919
	\$	\$ 000	\$
<b>Prince Edward Island..</b>		<b>9,000</b>	
Charlottetown.....	Nil	9,000	Nil.
<b>Nova Scotia.....</b>	<b>255,750</b>	<b>522,585</b>	<b>431,310</b>
*Halifax.....	226,435	438,385	363,735
New Glasgow.....	Nil	300	7,200
*Sydney.....	29,315	83,900	60,375
<b>New Brunswick.....</b>	<b>48,250</b>	<b>403,990</b>	<b>750,150</b>
Fredericton.....	1,500	2,000	9,700
*Moncton.....	42,250	144,400	740,450
*St. John.....	4,500	257,950	Nil.
<b>Quebec.....</b>	<b>1,531,145</b>	<b>4,725,320</b>	<b>985,304</b>
*Montreal-Maisonneuve.....	945,496	2,858,165	446,470
*Quebec.....	392,524	253,480	270,125
Shawinigan Falls.....	Nil	29,000	38,500
*Sherbrooke.....	95,650	1,242,350	131,300
*Three Rivers.....	47,675	186,910	40,680
*Westmount.....	49,800	155,415	58,229
<b>Ontario.....</b>	<b>3,881,069</b>	<b>5,785,131</b>	<b>3,426,778</b>
Belleville.....	4,700	13,000	25,400
*Brantford.....	73,955	117,365	131,205
Chatham.....	24,450	124,819	7,185
*Fort William.....	33,850	74,035	7,450
Galt.....	14,650	66,625	21,745
*Guelph.....	18,145	31,940	50,605
*Hamilton.....	311,325	779,500	483,310
*Kingston.....	28,330	196,315	204,595
*Kitchener.....	319,690	160,770	58,405
*London.....	172,570	211,510	137,000
Niagara Falls.....	30,300	35,575	34,650
Oshawa.....	64,950	162,485	42,250
*Ottawa.....	102,775	334,610	109,920
Owen Sound.....	6,500	32,000	500
*Peterborough.....	65,060	54,850	17,790
*Port Arthur.....	9,346	9,850	35,271
*Stratford.....	49,625	83,590	9,223
*St. Catharines.....	63,250	123,000	89,282
*St. Thomas.....	19,085	18,670	69,725
Sarnia.....	61,505	62,027	52,875
Sault Ste. Marie.....	36,275	60,200	32,800
*Toronto.....	2,058,747	2,137,908	1,620,996
Welland.....	13,350	31,915	61,925
*Windsor.....	288,395	833,605	119,440
Woodstock.....	10,241	24,157	10,231
<b>Manitoba.....</b>	<b>592,575</b>	<b>2,938,640</b>	<b>270,975</b>
*Brandon.....	2,425	3,050	4,375
St. Boniface.....	30,250	34,290	27,000
*Winnipeg.....	559,900	2,901,300	239,600
<b>Saskatchewan.....</b>	<b>294,125</b>	<b>734,830</b>	<b>343,060</b>
*Moose Jaw.....	23,675	227,480	44,215
*Regina.....	263,750	438,275	187,480
*Saskatoon.....	6,700	69,075	111,365
<b>Alberta.....</b>	<b>950,325</b>	<b>543,490</b>	<b>451,159</b>
*Calgary.....	333,400	317,800	343,000
*Edmonton.....	600,650	218,200	64,825
Lethbridge.....	11,220	7,260	15,920
Medicine Hat.....	5,055	130	27,414
<b>British Columbia.....</b>	<b>704,911</b>	<b>719,557</b>	<b>400,905</b>
*New Westminster.....	21,250	33,900	14,200
Point Grey.....	151,699	256,880	69,500
Prince Rupert.....	26,458	60,517	69,200
South Vancouver.....	129,233	37,180	23,090
*Vancouver.....	308,477	253,585	206,840
*Victoria.....	67,794	47,495	13,075
<b>Total—55 Cities.....</b>	<b>\$8,258,150</b>	<b>\$16,382,543</b>	<b>\$7,059,641</b>
<b>Total—35 Cities.....</b>	<b>\$7,395,739</b>	<b>\$15,333,183</b>	<b>\$8,477,556</b>

WAGES AND HOURS IN BRITISH COLUMBIA IN 1919

THE annual report of the British Columbia Department of Labour for 1919 furnishes a very complete record of the trades and industries of the province for the twelve months' period from August 1, 1918, to July 31, 1919. The year was one of stress, marked by great industrial unrest and a cleavage in the ranks of labour, and these difficulties were increased by the fact that British Columbia, as compared with the other provinces, was called upon to absorb many thousands more than her due proportion of demobilized soldiers, the excess being estimated at 17,000 men. While the present statistics are not in every detail comparable with those of the preceding year, three facts plainly emerge from the records for 1919, namely, the rise in the general level of industrial wages; the reduction in the number of hours worked; and the marked increase in the number of Canadian and British, as compared with alien employees. The first of these points is shown in the following table; percentage being worked out on a total of 45,110 adult male wage-earners for 1918, and on a total of 56,241 for 1919:

	1918	1919
Class 1 (under \$20 a week).....	16.77	12.68
Class 2 (between \$20 and \$30 a week)....	45.07	45.32
Class 3 (over \$30 a week).....	38.18	41.98

The wages of female workers also showed an upward tendency over and above the operation of the Minimum Wage Act, which almost automatically raised the wages of many of the lowest paid women and girls; the largest group in 1919 being those receiving from \$13 to \$14 a week, as compared with \$10 and

\$11, the wages earned by the largest group in 1918.

CLASSIFIED WEEKLY WAGE RATES (WAGE EARNERS ONLY.)

For week of employment of greatest number.	Males.		Females.		Apprentices.
	18 years and over.	Under 18 years.	18 years and over.	Under 18 years.	
..					
Under \$6.....	11	24	4	4	20
\$ 6 to \$ 6.99.....	21	31	8	27	18
7 to 7.99.....	15	41	7	38	26
8 to 8.99.....	20	107	44	100	23
9 to 9.99.....	31	101	85	102	22
10 to 10.99.....	71	73	122	59	35
11 to 11.99.....	87	98	94	39	42
12 to 12.99.....	151	111	349	36	42
13 to 13.99.....	304	49	488	56	53
14 to 14.99.....	693	43	179	15	13
15 to 15.99.....	1036	53	146	7	16
16 to 16.99.....	809	72	90	4	38
17 to 17.99.....	1120	52	71	5	11
18 to 18.99.....	1813	66	158	2	29
19 to 19.99.....	954	7	72		11
20 to 20.99.....	1308	25	38		1
21 to 21.99.....	1953	27	15	1	9
22 to 22.99.....	2937	8	30		10
23 to 23.99.....	3105	5	10		3
24 to 24.99.....	4018	8	38	11	14
25 to 25.99.....	2568	9	18		3
26 to 26.99.....	2139	4	4		2
27 to 27.99.....	2988	5	13		1
28 to 28.99.....	1991	1	35		3
29 to 29.99.....	2483	1			1
30 to 34.99.....	9417	6	5		
35 to 39.99.....	8507		5		
40 to 44.99.....	2941		1		
45 to 49.99.....	1461				
50 and over.....	1289				

The largest payroll in any individual industry was in shipbuilding, amounting to \$10,223,844, but the payroll of the mineral group, comprising coal and metal mining and smelting, reached the aggregate total of \$14,818,930, while the "forest" group (comprising logging, lumbering, planing, saw and shingle milling, and dealing) paid out in wages \$12,945,501 during the year. These figures are not, however, based on complete returns.



During the year there was a further reduction in the average hours of labour. The total number of employees working 48 hours per week or less increased from 44.03 per cent in 1918 to 49.78 per cent in 1919, while the number of those working over 60 hours per week dropped from 678 in 1918 to 145 in 1919.

The following table shows the numbers of workers as on July 31, 1919, grouped according to the length of the working week:

	Men.
44 hours per week and under.....	11,999
44 to 48 hours per week.....	11,268
48 to 54 hours per week.....	10,037
54 to 60 hours per week.....	13,056
Over 60 hours per week.....	145
Working hours not given.....	143

The change observable in the nationality of workers in the province is attributed to the absorption of returned soldiers into industry, workers from Canada and Newfoundland increasing from 10,990 to 14,225; those from Great Britain and Ireland increasing from 12,517 to 13,537, and from India from 567 to 685; all the other nationalities show a slight decrease. Chinese employees in the province averaged 5,437, and Japanese 2,449.

A marked feature of the year was the free employment service, first established in Vancouver in June, 1918, and extended early in 1919 to offices in all the larger towns of the province. During the army demobilization period 30 per cent of the applicants for employment were shown to belong to other provinces. The industries which absorbed most of the newcomers were lumbering, railroad construction and farming, while large numbers secured employment at building and construction, steel working and shipbuilding.

#### MINIMUM WAGE BOARD.

The various awards of the British Columbia Minimum Wage Board have been noted from time to time in the LABOUR GAZETTE. These are sum-

marized in the second annual report of the Board, appended to the present report. In the mercantile industry 121 firms reported to the Board in 1919 as compared with 91 in 1918. These reports showed that the total number of female employees over and under 18 years of age was 1,428 and 323 respectively, after the minimum wage order became effective, and 1,129 and 207 respectively prior to the order. Replying to the assertion that many girls had lost their positions owing to the Minimum Wage orders, the Board says: "If this be true their places would appear to have been taken by other workers, since there does not seem to be any great number of employers going out of business." In 1918 the average weekly wage in this group was \$12.77, and the average number of hours per week was 49.6. The legal minimum wage of \$12.75 became effective on February 24, 1919. "Despite the fears expressed at the time it was set" states the report, that not only would the working hours be longer, but the minimum would become the maximum, the tabulation of the payrolls made in December, 1919, shows that the present average weekly wage is \$14.67, and the average hours 46.1 per week, or about \$1.92 more than the legal wage for 3.5 hours less." Similar results followed in the laundry industry, though here a decrease was noted in the number of girls under 18 years of age. The public housekeeping group showed a like tendency to rise above the prescribed minimum. In office occupation, for which the minimum was set at the comparatively high figure of \$15, the average actual wage rose to \$18.24; there was, however, a slight decrease in the number of employees. In the Manufacturing group the minimum wage of \$14 appeared to result in a decrease in the employment of young girls, but an increase in the total of female employees, the average wage being well ahead of the legal minimum, namely \$15.13.

## EMPLOYMENT AND WAGES IN THE FISH INDUSTRY OF CANADA IN 1918

THE fisheries statistics of Canada for the year 1918, prepared by the Dominion Bureau of Statistics in collaboration with the Dominion and Provincial Fisheries Departments, have lately been issued as part of the Canadian Census of Industry. A preliminary note points out that Canada possesses perhaps the most extensive fishing waters in the world, their fertility being indicated by the fact that the entire catch of salmon, lobsters, herring, mackerel and sardines, nearly all the haddock and many of the cod, hake and pollock landed are taken within ten or twelve miles from shore. The total number of persons employed in the fisheries industry in 1918 was 87,070, compared with 95,122 in 1917.

The persons employed in the primary occupations of catching and landing fish in the two years under comparison are as follows:—

	1917	1918
Sea fisheries.....	66,029	58,807
Inland fisheries.....	11,111	9,709
	77,140	68,516

The numbers employed in fish canning and curing establishments for the two years are shown by classes in the following table:—

	1917			1918		
	Male	Female	Total	Male	Female	Total
	No.	No.	No.	No.	No.	No.
Persons employed in:						
Lobster canneries....	4,685	3,529	8,214	3,483	3,133	6,616
Sardine canneries....				182	343	525
Clam and other canneries.....	248	205	453	110	144	254
Salmon canneries....				5,251	2,644	7,895
Whale oil and fish oil factories.....	5,395	1,596	6,991	211	1	212
Fish-curing establishments.....	2,079	245	2,324	2,658	394	3,052
	12,407	5,575	17,982	11,895	6,659	18,554*

\*Includes 615 employees on salaries.

Employment during 1918 in all branches of the fisheries industry, by provinces, was as follows:—

Province.	Persons employed.	
	In catching and landing.	In canneries and fish and smoke houses.
Nova Scotia.....	21,598	3,770
Prince Edward Island.....	3,684	2,000
New Brunswick (sea).....	12,315	2,500
New Brunswick (inland).....	897	
Quebec (sea).....	9,971	1,304
Quebec (inland).....	905	
Ontario.....	3,918	62
Manitoba.....	1,425	
Saskatchewan.....	152	
Alberta.....	566	8,918
British Columbia.....	11,841	
Yukon.....	175	
Not located.....	1,069	
	68,516	18,554*

\*Includes 615 employees on salaries.

The report points out that in British Columbia the majority of the workers in the canning factories are employed under the contract system, the contractor engaging and paying his own help and being himself paid by the factory according to the quantity of fish packed; for contract and piece workers no details of employment are available other than the numbers so employed and the sums paid to them. These workers are excluded from the figures given below as to employment of wage earners by month and in the classifications of weekly wage earners, etc. An increase in the average weekly wage is evident from the fact that the largest group in 1918 was that receiving from \$15 to \$20 per week, while in 1917 the largest group was that receiving between \$9 and \$10 a week. Employees (exclusive of contract and piece workers) in fish canning and curing plants in

1917 and 1918 are classified in the following table by weekly wages:—

	1917			1918		
	Male	Female	Total	Male	Female	Total
	No.	No.	No.	No.	No.	No.
Under \$3 per week...	53	83	136	42	80	122
\$3 but under \$4...	381	699	1,080	152	492	644
\$4 but under \$5...	247	720	967	117	579	696
\$5 but under \$6...	272	505	777	280	815	1,095
\$6 but under \$7...	375	487	862	513	887	1,400
\$7 but under \$8...	414	320	734	579	397	976
\$8 but under \$9...	546	265	811	743	297	1,040
\$9 but under \$10...	681	518	1,199	656	88	744
\$10 but under \$12...	1,160	300	1,460	1,033	166	1,199
\$12 but under \$15...	1,539	201	1,740	1,193	216	1,409
\$15 but under \$20...	1,362	84	1,446	1,489	172	1,661
\$20 but under \$25...	773	48	821	989	21	1,010
\$25 and over.....	444	17	461	546	15	562
Total.....	8,247	4,247	12,494	8,332	4,226	12,558

The average day in the canning and curing establishments in 1918 was of nine hours and the week was of 55 hours.

On an average each establishment worked full time 100 days, part time 16 days and was idle 188 days. May and June were the months of largest employment, both in 1917 and 1918, as shown in the following tables of employment by months:—

	1917			1918		
	Male	Female	Total	Male	Female	Total
Month.						
January.....	1,607	338	1,945	1,640	258	1,898
February.....	1,494	212	1,706	1,535	219	1,754
March.....	1,972	286	2,258	1,920	257	2,177
April.....	4,473	1,282	5,755	3,377	648	4,025
May.....	7,283	4,482	11,765	6,875	3,332	10,207
June.....	8,489	4,511	13,000	7,426	3,394	10,820
July.....	6,465	2,315	8,780	5,703	1,769	7,472
August.....	5,812	1,877	7,689	5,108	1,084	6,192
September.....	3,936	1,456	5,422	4,671	879	5,550
October.....	3,903	699	4,609	4,009	765	4,774
November.....	2,814	417	3,231	3,279	694	3,973
December.....	2,073	282	2,355	1,992	306	2,298

### FAIR WAGE CONTRACTS, MAY, 1920

**D**URING May the Department of Labour received for insertion in the LABOUR GAZETTE, the following information relative to six fair wage contracts, of which five were awarded by the Department of Public Works, and one by the Department of Railways and Canals. All the contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

### DEPARTMENT OF PUBLIC WORKS.

Construction of wharf, Stewart, B.C. Name of contractor, William T. Muse, Prince Rupert, B.C. Date of contract, April 22, 1920. Amount of contract: schedule of prices.

Supply and installation of electric passenger elevator car and machinery at Printing Bureau, Ottawa, Ont. Name of contractor, Otis-Fensom Elevator Company, Toronto, Ont. Date of contract, May 7, 1920. Amount of contract, \$6,571.

Repairs to Dredge No. 1, (Quinlan and Robertson). Name of contractor, Montreal Dry Docks & Ship Repairing Company, Limited. Date of contract, May 11, 1920. Amount of contract, \$13,625.

Construction of grain conveyor equipment to Berth 15, St. John Harbour, N.B. Name of contractor, The Fegles Construction Company, Limited, Fort William, Ont. Date of contract, May



12, 1920. Amount of contract: schedule of prices.

Construction of rubble mound stone breakwater off southern shore of Toronto, Island, Ont. Name of contractor, The Randolph Macdonald Company, Limited, Toronto, Ont. Date of contract, May 26, 1920. Amount of contract: schedule of prices.

#### DEPARTMENT OF RAILWAYS AND CANALS.

Construction of ten standard No. 1 section houses at Frederick, Hunta, Moonbeam, Green, Jacobs, Fowler, Superior Junction, Quibell, Dugald and Oscar, Canadian National Railways. Name of contractor, J. H. Simmons, Winnipeg, Man. Date of contract, May 28, 1920. Amount of contracts: schedule rates.

#### POST OFFICE DEPARTMENT.

The following is a statement of payments made in May for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of Orders	Amount of Orders
Making metal dating stamps and type, and other hand stamps and brass crown seals .....	\$ 758.27
Making rubber stamps, etc. ....	247.26
Supplying stamping material, pads and ink. ....	682.48
Supplying mail bag fittings.....	8,668.89
Mail clerks' boxes and letter boxes new and repaired....	2.50
Scales repaired .....	241.00
Motors repaired.....	22.55

#### FAIR WAGES ON PROVINCIAL PUBLIC WORKS IN MANITOBA

THE Minister of Public Works of Manitoba, acting under authority of the Manitoba Fair Wages Act, 1916, has approved the following rates of wages and working hours which are to be effective from May 1, 1920, to April 30, 1921, or until another order may be made.\*

##### FAIR WAGE SCHEDULE FOR WINNIPEG.

The following schedule shall apply to the City of Winnipeg, and a radius of thirty miles therefrom:

	Rate per hour	Hours per week.
1. Labourers, engaged on building construction.....	\$ .60	50
2. Teamsters.....	.60	60
3. Bricklayers.....	1.25	44
4. Stonemasons.....	1.25	44
5. Marble Setters.....	1.20	44
6. Mosaic and Tile Setters.....	1.00	44
7. Terrazo Workers:		
(a) Layers.....	.85	44
(b) Helpers.....	.65	50
8. Stone Cutters:		
(a) Carvers.....	1.12½	44
(b) Journeymen.....	1.00	44
(c) Planermen and Lathemen.....	.90	44

	Rate per hour.	Hour per week.
9. Plasterers.....	1.12½	44
10. Wood, Wire and Metal Lathers.....	1.00	44
11. Plumbers.....	1.00	44
12. Steamfitters.....	1.00	44
13. Operating Engineers on Construction:		
(a) Engineers in charge of machines with three or more drums.....	1.25	50
(b) Engineers in charge of double drum machines.....	1.12½	50
(c) Engineers in charge of single drum machines.....	1.00	50
(d) Firemen.....	.75	50
14. Sheet Metal Workers.....	.90	44
15. Painters, Decorators, Paperhangers and Glaziers.....	.87½	44
16. Blacksmiths.....	.85	44
17. Electrical Workers (Journeymen inside Wiremen).....	.92½	44
18. Bridge and Structural Steel and Iron-workers.....	1.25	44
19. Asbestos Workers:		
(a) Journeymen.....	.90	44
(b) First Class Improvers.....	.80	44
(c) Second Class Improvers.....	.70	44
20. Asphalters:		
(a) Finishers.....	.75	44
(b) Men engaged preparing, mixing and heating materials.....	.60	50
21. Carpenters.....	1.00	44

\*Schedules covering the period September 1, 1919 to April 30, 1920 were printed in the LABOUR GAZETTE, October, 1919, pp. 1236-7.

# FAIR WAGE SCHEDULE FOR PROVINCE OF MANITOBA.

(Exclusive of Winnipeg).

The following schedule shall apply to any portion of the Province of Manitoba other than the City of Winnipeg and a radius of thirty miles therefrom:

	Rate per hour.	Hours per week.
1. Labourers engaged on building construction .....	\$ .55	50
2. Teamsters .....	.55	60
3. Bricklayers .....	1.25	44
4. Stonemasons .....	1.25	44
5. Marble Setters .....	1.20	44
6. Mosaic and Tile Setters .....	1.00	44
7. Terrazo Workers:		
(a) Layers .....	.85	44
(b) Helpers .....	.65	50
8. Stone Cutters:		
(a) Carvers .....	1.12½	44
(b) Journeymen .....	1.00	44
(c) Planermen and Lathemen .....	.90	44
9. Plasterers .....	1.12½	44
10. Wood, Wire and Metal Lathers .....	1.00	44
11. Plumbers .....	1.00	44
12. Steamfitters .....	1.00	44
13. Operating Engineers on Construction:		
(a) Engineers in charge of machines with three or more drums .....	1.25	50
(b) Engineers in charge of double drum machines .....	1.12½	50
(c) Engineers in charge of single drum machines .....	1.00	50
(d) Firemen .....	.75	50
14. Sheet Metal Workers .....	.90	44
15. Painters, Decorators, Paperhangers and Glaziers .....	.87½	44
16. Blacksmiths .....	.85	44
17. Electrical Workers (Journeymen inside Wiremen) .....	.92½	44
18. Bridge and Structural Steel and Iron workers .....	1.25	44
19. Asbestos Workers:		
(a) Journeymen .....	.90	44
(b) First Class Improvers .....	.80	44
(c) Second Class Improvers .....	.70	44
20. Asphalters:		
(a) Finishers .....	.75	44
(b) Men engaged preparing, mixing and heating materials .....	.60	50
21. Carpenters .....	1.00	44

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Pulp and Paper

SAULT STE. MARIE, ONT.—SPANISH RIVER PULP AND PAPER MILLS, LTD., AND THE INTERNATIONAL BROTHERHOOD OF PAPER MAKERS AND THE INTERNATIONAL BROTHERHOOD OF PULP SULPHITE AND PAPER MILL WORKERS. Agreement covering year from May, 1919 to May, 1920 is renewed for one year from May 11, 1920 to May 11, 1921, subject to the following conditions. A 20 per cent increase over the schedule of hourly rates shall be granted

except in cases where increases have been made.

In employing outside common labour where the new schedule is in excess of 50 cents per hour the rate shall be 50 cents per hour for the first 30 days of continuous employment and the schedule rate thereafter. Fractions of hourly rates below one-half cent are to be dropped and one-half a cent or more is to be counted as 1 cent.

### Food Products

VANCOUVER AND NEW WESTMINSTER B.C.—INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS, LOCAL 371 BAKERY SALESMEN, AND LOCAL EMPLOYERS. Agreement effective from May 1, 1920 to May 1, 1921.

Scale of wages. Per week—Bakery salesmen \$30; stablemen (seven days) \$30. Men without previous experience \$25 for the first four weeks.

Six days shall constitute a week's work. A salesman repairing his machine or wagon on Sunday shall receive time and one-half.

Good Friday, May 24, July 1, Labour Day, Thanksgiving, Christmas and New Year's Day shall be observed as holidays. If a salesman is required to work on any of these holidays, he shall receive an extra full day's pay or a day off in the same week following the holiday. A week's work shall consist of fifty hours; week preceding holidays shall be fifty-five hours and week following holidays shall be forty-five hours. All overtime to be paid for at the rate of time and one-half. Every Wednesday shall be considered a half holiday unless preceding or following a public holiday.

In the event of any disputes arising, the drivers of the shop concerned, with the assistance of Union officials, shall endeavor to effect a settlement with the firm. If an agreement is not reached, the dispute shall be referred to an arbitration committee, consisting of two members of the Union and two members of the Association none of whom shall be actual parties to the dispute, nor members nor employees of the firm involved, and this committee shall appoint an independent chairman, not a member of the trade, and the decision reached by this committee shall be accepted as binding on both sides.

EDMONTON, ALTA.—EDMONTON MASTER BAKERS' ASSOCIATION AND INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS, LOCAL 514. Agreement effective from April 5, 1920 to April 5, 1921.

Wages for salesmen in all shops \$28 per week, men without previous experience \$25 for the first four weeks, then to be paid same rate as experienced salesmen. Hours of a working day for bread salesmen shall be from 7 a.m. to 5.30 p.m. Any delivery made after 6 p.m. to be paid at the rate of time and a half, double time for all work done on Sundays and all general holidays. Stablemen in charge to be paid \$28 per week, and when required to reside in barn by employer, comfortable quarters must be provided. Any disputes that cannot be settled with the firm with the assistance of Union officials, shall be referred to an arbitration committee.

### Construction (other than railway)

WELLAND, ONT.—GENERAL CONTRACTORS' SECTION OF BUILDERS' EXCHANGE AND LOCAL UNION, 969 UNITED BROTHERHOOD OF CARPENTERS AND JOINERS. Agreement effective from May 1, 1920 to April 31, 1921.

Eight hours shall constitute a day's work from 8 a.m. to 5 p.m., except Saturdays, when work ceases at 12 noon. No overtime shall be worked except to preserve life or property or other extreme emergency, and double time shall be paid for this work, including Sundays and Holidays.

New Year's Day, Good Friday, Empire Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day shall be observed as holidays.

The minimum scale of wages: Per hour—Journeyman carpenter, 85 cents; carpenter foreman, 90 cents. Carpenters working in planing mills or contractor's shops, regularly on supply work, or in factories on maintenance work, (not construction work) may work nine hours a day, except Saturday, when work ceases at 12 noon. The minimum rate of wages shall be 80 cents per hour.

Any grievance of either party shall be submitted to a committee composed of three members of each party to be called immediately upon receiving notice.

OTTAWA, ONT.—DISTRICT COUNCIL OF UNITED BROTHERHOOD OF CARPENTERS AND JOINERS AND LOCAL CONTRACTORS. Agreement effective from May 1, 1920 to April 30, 1921 and thereafter from year to year unless three months' notice of cancellation or change is given by either party.

Eight hours shall constitute a day's work, to be worked between the hours of 8 a.m. and 5 p.m. except Saturday, when four hours shall be worked from 8 a.m. to 12 noon.

Minimum rate of wages shall be 85 cents per hour, foremen 95 cents; but any man incapacitated by old age, accident or other causes, may work for such rate as mutually agreed upon between



himself and his employer, provided same is approved by the District Council.

Overtime shall be worked only where absolutely necessary and shall be paid for at the rate of time and one-half from 5 p.m. to 10 p.m. and double time from 10 p.m. to 8 a.m. starting time; double time on Saturday afternoon, also on the following holidays, New Year's Day, Good Friday, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day including Sundays.

CALGARY, ALTA.—MASTER PAINTER'S ASSOCIATION AND BROTHERHOOD OF PAINTERS, DECORATORS AND PAPER-HANGERS, LOCAL 583. Agreement effective from March 1, 1920 to March 1, 1921.

A day's work shall consist of nine hours the first six months, from 7.30 a.m. to 5.30 p.m. and eight hours the last six months from 8 a.m. to 5 p.m. Four hours on Saturday, ending 12 o'clock noon.

The minimum rate of wage shall be 80 cents per hour. Workmen shall be paid time and one-half from regular quitting time until midnight; after that time, double time. Saturday overtime to commence at noon. Double time is paid after midnight except where a job lasts three nights or more, when time and one-half is paid. Double time to be paid for work on Sundays and Dominion holidays, the latter being New Year's Day, Good Friday, Victoria Day, Dominion Day and Christmas Day. No work is to be performed on Labour Day.

KITCHENER AND WATERLOO, ONT.—UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS, LOCAL 527 AND LOCAL MASTER PLUMBERS. Agreement effective from May 1, 1920 to April 30, 1921 and from year to year unless one month's notice in writing is given by either party desiring a change.

Hours of labour shall be from 7 a.m. to 5 p.m. with one hour for lunch for five days. Saturdays from 7 a.m. to 12 noon.

The minimum rate of wages for all journeymen shall be 75 cents per hour.

Overtime shall be paid for at the following rates: to midnight time and one-half and from midnight to 7 a.m. double time, except Sunday and the following holidays, which shall be paid for at the rate of double time: New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day and Christmas Day. Saturday afternoons shall be time and one-half.

Any grievance arising, which cannot be adjusted by the representatives of both organizations shall be referred to a Joint Arbitration Board. In the event of this Board not being able to settle a dispute the matter must be referred to the General Office of the United Association.

HAMILTON, ONT.—OPERATIVE PLASTERERS AND CEMENT FINISHERS' INTERNATIONAL ASSOCIATION, LOCAL NO. 298 AND LOCAL EMPLOYERS. Agreement effective from May 1, 1920 to April 31, 1921.

The rate of wages per hour were 80 cents from May 1 to May 31 and shall be \$1.00 from June 1.

Eight hours shall constitute a day's work from 8 a.m. until 5 p.m. excepting Saturday when four hours from 8 a.m. shall be worked. Forty-eight hours shall constitute a week's work. The agreement states that no work shall be done on Saturday between 12 noon and 6 p.m.

The following shall be observed as legal holidays. New Year's Day, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day and Christmas Day. All work done on these days shall be paid for at the rate of double time. All overtime from 6 p.m. to 10 p.m. shall be paid at time and one-half rate. After 10 p.m. double time shall be paid. Under no circumstances shall any work be done on Labour Day.

All violations of this agreement shall be referred to an arbitration board, composed of three members of the Master Plasterers and three members of the local.

NIAGARA FALLS AND ST. CATHARINES, ONT.—INTERNATIONAL ASSOCIATION OF RIGGERS, MACHINERY MOVERS AND PILE DRIVERS, LOCAL NOS. 182 AND 182-A, AND LOCAL EMPLOYERS. Agreement effective from May 1, 1920 to April 30, 1921.

The rate of wages shall be 75 cents per hour.

Eight a.m. to 5 p.m. shall constitute a day's work, except four hours on Saturday from 8 to 12 noon. All work performed on Saturday after 12 noon shall be paid for at double time, also for work on Sundays, Good Friday, Dominion Day, Thanksgiving, Christmas and New Year's Day and Riggers' Picnic Day. No work shall be performed on Labour Day, except in cases of absolute necessity. Disputes or misunderstandings shall be referred to an arbitration committee composed of three members of the employers and three members of the Union.

NIAGARA FALLS, ONT. — INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL AND ORNAMENTAL IRON WORKERS, LOCAL NO. 315, AND LOCAL EMPLOYERS. Agreement effective from May 1, 1920 to May 31, 1921.

The rate of wages shall be \$1.00 per hour. Foremen shall receive 15 cents an hour more than the men.

Eight hours shall constitute a day's work except four hours on Saturday from 8 a.m. to 12 noon. All work performed after 12 noon on Saturday shall be paid for at the rate of double time. All other overtime to be paid for at double time rate, such as work performed on Sundays, Good Friday, Thanksgiving and Christmas and New Year's Day. No work shall be performed on Labour Day, except in case of dire necessity.

In case of dispute arising it shall be referred to an arbitration committee composed of three members of the employers and three members of the Union.

BRANTFORD, ONT.—INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL 559, AND LOCAL CONTRACTORS. Agreement effective from May 1, 1920 to May 1, 1921.

The minimum wage for journeymen electricians shall be 75 cents per hour.

Eight hours shall constitute a day's work, but four hours only on Saturday.

The rates for overtime shall be as follows: Saturday afternoon, time and a half; nights until midnight, time and a half. After midnight, double time. Sundays and Ontario legal holidays as follows, New Year's Day, Good Friday, Victoria Day, July 1, Labour Day, Thanksgiving and Christmas Days, will be also double time.

The rates of pay for apprentices shall be: Per hour—first year, 25 cents; second year, 35 cents; third year, 45 cents; fourth year, 55 cents; after which they shall be considered full fledged journeymen.

#### Transportation—Water

AMERICAN STEAMSHIP OWNERS' ASSOCIATION, UNITED STATES SHIPPING BOARD AND EASTERN AND GULF SAILORS' ASSOCIATION. Agreement effective until May 1, 1920.

Working hours on week days in port, shall be from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m. All work performed before and after these hours and on Sundays and holidays shall be paid at overtime rate of 60 cents per hour. New Year's Day, Labour Day, Thanksgiving Day and Christmas Day shall be observed as holidays.

If the crew is not boarded on the vessel each member shall receive \$1.50 per day for meals, and when compelled to sleep ashore, each man shall receive 50 cents for room.

Scale of wages: Per month—Able seamen, \$85, quartermasters, \$87.50; boatswains, \$95; boatswains' mates, \$90; carpenters, \$100; carpenters' mates, \$95; ordinary seamen, \$65; deck boys, \$40.

#### Transportation—Electric Railways

CALGARY, ALTA.—STREET RAILWAY DEPARTMENT AND FEDERATION OF CIVIC EMPLOYEES. Agreement in effect from January 1, 1920.

Rate of wages: Per hour—conductors and motormen, first six months,  $57\frac{1}{2}$  cents; second six months,  $62\frac{1}{2}$  cents; third six months and thereafter,  $67\frac{1}{2}$  cents; motor conductors, first six months,  $62\frac{1}{2}$  cents; second six months,  $67\frac{1}{2}$  cents; third six months and thereafter,  $72\frac{1}{2}$  cents. Motormen and conductors required to work on Good Friday, May 24, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day and New Year's Day shall be paid double time.

Eight hours constitutes a day's work, six days or 48 hours per week.

Time and one-half for overtime first four hours and double time thereafter.

Wages for trackmen and repairmen shall be  $62\frac{1}{2}$  cents per hour and for greasers, switch cleaners and labourers, 60 cents, eight hours per day, six days per week; time and one-half for overtime first four hours, and double time thereafter, and all holidays herein specified double time; one hour extra allowed for Sunday work.

Rate of wages for tackmen and greasers: Per month—shop foreman, \$190; day foreman, \$185; night foreman, \$180. Per hour—blacksmiths, 85 cents; foreman carpenter, 85 cents; carpenters (January 1 to June 30),  $77\frac{1}{2}$  cents; (July 1 to December 31), 80 cents; armature winder,  $87\frac{1}{2}$  cents; motor and controller men,  $82\frac{1}{2}$  cents; airbrake and wheel lathe operator,  $82\frac{1}{2}$  cents; foreman painter, 85 cents; painters, 75 cents; cleaners, washers and yardmen, 60 cents; motor mechanic and cash box repairer,  $72\frac{1}{2}$  cents; brake and truckman, first six months, 65 cents; second six months, 70 cents; third six months,  $72\frac{1}{2}$  cents.

Salaries for office staff: Per month—chief inspector, \$185; assistant inspector, \$175; claims and complaints, \$160; cash box collector, \$170; accountant, \$165; night cashier and advertising, \$150; time keeper and cashier, \$120; work order and time keeper, \$120; stenographer, \$100..

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY LINE AND AMALGAM-

ATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA. Agreement effective April 1, 1920.

Scale of wages: Per hour—Motormen and conductors on city and suburban lines, first six months, 49 cents; second six months, 54 cents; third six months, 57 cents; thereafter, 60 cents.

Motormen and conductors in work train service shall receive 2 cents per hour in addition to above rates.

Passenger motormen and conductors on interurban lines, being District 1, District 4, 16th Street Yard and Carrall Street Yard: first six months, 49 cents per hour; second six months, 55 cents per hour; third six months, 59 cents per hour; thereafter, 62 cents per hour. Freight motormen and conductors, Per hour—first six months, 51 cents; second six months 57 cents; third six months, 61 cents; thereafter, 64 cents. Passenger brakemen, first six months, 49 cents; second six months, 53 cents; third six months, 56 cents; thereafter, 59 cents; freight brakemen, 59 cents; trolleyman,  $56\frac{1}{2}$  cents.

All work done on Sundays and holidays to paid time and one-half.

Extra men to be guaranteed six hours' work per day.

Shop and barn wages: Per hour—Motor car repairers, armature winders, helpers, blacksmiths' helpers, carpenters' helpers, machinists' helpers, sawyers, freight car repairers: first six months, 51 cents; second six months, 56 cents; third six months, 59 cents; thereafter, 62 cents. Barn janitors and car cleaners; first six months, 51 cents; thereafter, 58 cents. Freight car inspectors, 64 cents; freight car repairers, helpers, 54 cents; painters, 69 cents; freight car painters, 54 cents; brush hands, 54 cents; carpenters, 69 cents; freight car carpenters,  $61\frac{1}{2}$  cents; machinists,  $71\frac{1}{2}$  cents; babbiter,  $63\frac{1}{2}$  cents; trolley retriever repairer, 64 cents; blacksmiths,  $71\frac{1}{2}$  cents; car wire men,  $66\frac{1}{2}$  cents; air brake fitters,  $66\frac{1}{2}$  cents; armature winders, first class,  $71\frac{1}{2}$  cents; second class, 67 cents.



third class, 64 cents. Leading hands while so acting to receive 3 cents per hour extra. Apprentices: first year, 27 cents; second year, 32 cents; third year, 39 cents; fourth year, 44 cents.

Freight shed department: Per hour—checkers, 57 cents; truckers, 54 cents; Per month—auto drivers, \$118.50; rate and chief clerk, \$143.50; cashier, \$138.50; accountant, \$133.50; switching clerk, \$118.50; first abstract clerk, \$118.50; second abstract clerk, \$113.50; billing clerk, \$108.50; demurrage clerk, \$108.50; shedman (Chilliwack), \$113.50.

Track maintenance men: Interurban—Includes all men employed on interurban lines: first three months, 49 cents per hour; thereafter, 54 cents per hour; City—Includes all men employed on city and suburban lines: first three months, 54 cents per hour; thereafter, 59 cents per hour. Foremen: Regular gang foremen, \$123.50 per month; extra gang foremen, \$133.50 per month.

Where section houses are not provided free by the Company, \$5.00 per month extra will be paid in lieu of same.

Track welders, 64 cents per hour; track welders' helpers, 59 cents per hour.

Monthly employees: Baggage-room men (Vancouver), \$118.50 per month, baggage-room men (New Westminster), \$113.50 per month; auto drivers, \$118.50 per month; interlocking tower men, \$108.50 per month; depot master, Carrall Street, \$118.50 per month; ticket clerks, terminal office, \$118.50 per month; train despatchers, \$178.50 per month.

Bridge and Building Master's Maintenance Gang: carpenters, painters and pipe fitters, regularly employed, 69 cents per hour.

Station agents: per month—Cloverdale, \$118.50; Milner, \$118.50; Langley Prairie, \$118.50; Sardis, \$123.50; Clayburn, \$123.50; Abbotsford, \$138.50; Huntingdon, \$123.50; Chilliwack, \$138.50; Steveston, \$123.50; Marpole, \$143.50;

Assistant agents, \$113.50; Steveston assistant agent, \$73.50.

### Transportation-Forwarding and Storage

VANCOUVER, B.C.—GENERAL CART-AGE ASSOCIATION AND INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS, LOCAL 655. Agreement effective from March 27, 1920 to March 27, 1921.

Nine hours shall constitute a day's work from 7 a.m. to 6 p.m. Overtime to be all work performed in excess of the maximum number of hours provided for. Time and one-half for all time in excess of the above, including Sunday, and the following holidays, New Year's Day, Good Friday, May 24, July 1, Labour Day, Thanksgiving Day, Christmas Day.

Minimum scale of wages: Draymen, 6,000 pounds and over, \$5.00; under 6,000 pounds, \$4.75. Furniture drivers, three horses, \$5.25; two horses, \$5.00; autos, 1½ to 3 tons, \$5.00; autos, over 3 tons, \$5.50; piano crew, \$5.50. Baggage wagon drivers, single horses, \$4.00; teams, \$4.50; autos, \$5.00; coal wagon drivers, \$5.25. Autos: Ford parcel delivery, \$4.25; one ton and under 2½ tons, \$4.75; two and one-half tons and under 4 tons, \$5.00; four tons and over, \$5.50. Helpers: coal, \$5.00; furniture, \$5.00; general, \$4.75; casual less than one-half day, per hour, 75 cents; dump wagon drivers, \$5.00; mail drivers (day shift), \$4.50; mail drivers (night shift), \$4.75.

Men without previous experience, 25 cents per day less than above rates for a period of not more than one month. Overtime to be computed as follows: 15 minutes or over, one-half hour shall be allowed; 45 minutes or over, one hour shall be allowed.

Disputes shall be referred to a committee of three and consultation must be had with a like committee of the other party before action is taken.

## PRICES RETAIL AND WHOLESALE IN CANADA, MAY, 1920

THE prices movement continued upward, increases appearing in the wholesale prices index number as well as in the weekly family budget. The feature of the movement, both in wholesale and retail prices, was the steep advance in potatoes and also in onions. Butter recovered slightly from the decrease usual in the spring, but had been fluctuating for some weeks. The same condition appeared in the egg market. Beef advanced appreciably toward the end of the month. There were considerable decreases in hides, textiles and in raw furs, but important increases in lumber and many other lines of building material.

In retail prices the average cost of a weekly budget of staple foods in some sixty cities was \$16.65 at the middle of May as compared with \$15.99 at the middle of April, \$13.53 in May, 1919, and \$7.42 in May, 1914. The chief changes were steep increases in sugar and in potatoes, but there were increases in several of the other lines and decreases in eggs and milk.

In wholesale prices the Departmental index number rose to 356.6 for May as compared with 353.1 for April, 284.1 in May, 1919 and 136.3 in May, 1914. The chief increases for the month were in the groups:—Fruits and Vegetables, Miscellaneous Foods, Lumber, Grains and Fodder, Animals and Meats, Fish, Fuel, Paints, Oils and Glass, with the chief decreases in Dairy Products, Textiles, Hides and in Raw Furs.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workmen. All prices are for delivered goods. The exact quality

for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central, without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood, coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For instance the only fruits are evaporated apples and prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained. In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft

coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and averaged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

In meats, sirloin steak averaged slightly higher, having risen in several of the cities. In shoulder roast the average increase was less. Mutton and fresh pork averaged slightly higher.

Salt pork and lard were slightly lower but breakfast bacon was slightly up.

Eggs averaged slightly lower, there being increases in some of the cities and decreases in some of the others. Milk was lower at Sherbrooke, St. John's, Thetford Mines, Montreal, Hull, Ottawa, Toronto, Sault Ste. Marie and Nelson. In butter, there were increases in some cities and decreases in others, the averages being practically unchanged. Cheese also showed little change.

Bread advanced at St. Thomas, Owen Sound, Sault Ste. Marie, Port Arthur, Fort William and Winnipeg. Flour was higher at St. John, Fredericton, St. John's, Orillia, Toronto, Guelph, Woodstock, London, Owen Sound, Sault Ste. Marie, Fort William, Winnipeg, Brandon, New Westminster, Vancouver, Victoria and Nanaimo. Canned vegetables were little changed. Onions advanced considerably, rising to 15, 18 or 20 cents per pound in some of the cities. Potatoes again advanced considerably in all the provinces, averaging \$6.15 per bag as compared with \$4.78 in April and \$1.97 in May, 1919. Fresh apples showed considerable increases, but evaporated apples were almost unchanged. Prunes, raisins and currants were steady. Jam and canned fruits were little changed. Marmalade and corn syrup showed a number of increases. Honey was quite steady. Sugar advanced in many of the cities, granulated averaging 21.7 cents per pound as compared with 19.5 in April and 11.9 in May, 1919. Tea and coffee were steady.

Anthracite coal was higher in many of the cities and bituminous coal also advanced in several of the cities east of Winnipeg. Wood was higher in some localities.

Rent advanced considerably in many cities, chiefly in Quebec and Ontario, the greatest increases being at Montreal and Toronto.

### Wholesale Prices

GRAINS AND FODDER.—Wheat was unchanged at the prices fixed early in



**COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS  
OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA**

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	May, 1914	May, 1915	May, 1916	May, 1917	May, 1918	May, 1919	April, 1920	May, 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	48.2	47.6	50.2	61.2	73.4	79.4	76.4	78.6
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	32.4	32.8	34.0	43.0	52.6	55.6	49.8	50.4
Veal, roast, forequarter.....	1 "	10.0	11.3	12.8	14.0	14.4	15.7	17.1	17.1	16.4	22.5	27.4	27.6	26.5	26.4
Mutton, roast, hindq'r.....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	20.8	21.4	23.3	28.2	34.9	36.7	35.8	36.2
Pork, fresh, roast, ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	19.9	18.9	21.8	29.3	37.1	38.6	38.8	39.1
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	37.0	35.2	36.8	55.6	68.4	71.0	72.2	71.6
Bacon, breakfast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	25.7	24.9	28.4	37.3	50.0	52.6	53.7	54.4
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	37.2	35.2	39.0	60.2	72.0	75.2	78.2	77.0
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	25.8	23.7	26.2	40.8	43.9	51.4	55.8	55.0
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	23.1	25.1	22.6	24.4	34.5	34.8	42.7	48.6	48.3
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	53.4	54.6	51.0	60.0	72.0	81.0	90.6	90.0
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.0	53.4	58.0	55.2	64.8	64.2	85.6	96.2	113.0	131.2	131.0
Butter, creamery prints.....	1 "	25.5	27.7	31.9	31.5	31.7	33.9	32.7	37.3	36.8	47.7	53.4	63.6	72.3	72.5
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	21.4	23.9	25.1	34.1	33.1	36.9	40.2	40.2
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	19.8	22.3	23.8	31.7	30.3	34.0	37.7	37.8
Bread, plain, white.....	15 "	55.5	53.5	66.0	64.5	60.0	61.5	64.5	73.5	70.5	111.0	117.0	117.0	136.5	138.0
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	32.0	44.0	37.0	77.0	68.0	67.0	77.0	80.0
Roll'd oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	21.5	26.5	23.5	30.5	40.0	37.0	42.0	41.5
Rice, good medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	11.6	11.8	13.0	14.6	22.0	24.2	33.4	34.2
Beans, handpck'd.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	12.0	14.2	19.2	29.0	34.2	23.8	23.8	23.8
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.9	12.9	11.6	14.3	15.3	22.4	22.9	27.9	29.2
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	12.2	13.1	12.9	14.8	17.7	20.3	27.5	27.6
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	22.0	32.0	37.2	40.0	43.2	46.7	78.0	86.8
Sugar, yellow.....	2 "	10.0	9.8	10.8	11.0	12.0	11.0	10.2	14.6	17.0	18.6	20.2	22.2	36.8	40.8
Tea, black, medium.....	½ "	8.2	8.3	8.7	8.9	8.8	8.9	9.1	9.3	9.8	11.4	14.2	15.7	16.4	16.5
Tea, green, medium.....	½ "	8.7	8.7	9.1	9.4	9.5	9.3	9.4	9.8	10.3	11.1	13.6	15.9	17.0	17.0
Coffee, medium.....	½ "	8.6	8.8	8.9	9.2	9.3	9.4	9.4	9.8	9.9	10.1	10.7	12.5	14.8	15.1
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	43.5	31.0	60.5	126.0	62.0	65.7	159.5	204.9
Vinegar, white wine.....	1/8 pt.	.7	.7	.7	.7	.8	.8	.8	.8	.8	.8	.9	.9	.9	1.0
<b>All foods.....</b>		<b>\$5.48</b>	<b>\$5.98</b>	<b>\$6.96</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.42</b>	<b>\$7.84</b>	<b>\$8.37</b>	<b>\$11.82</b>	<b>\$12.66</b>	<b>\$13.53</b>	<b>\$16.99</b>	<b>\$16.95</b>
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Starch, laundry.....	1/8 lb.	2.9	3.0	3.1	3.1	3.2	3.2	3.2	3.2	3.3	3.8	4.7	4.7	4.8	4.8
Coal, anthracite.....	1 1/2 ton	39.5	45.2	48.1	48.8	51.9	55.0	53.2	52.5	53.9	64.8	71.5	78.8	94.4	99.5
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	38.4	37.1	37.9	50.8	57.7	61.6	67.7	70.0
Wood, hard.....	" cord	32.5	35.3	38.6	41.4	41.3	42.5	40.9	34.1	41.6	51.7	67.3	76.9	79.7	79.5
Wood, soft.....	" "	22.6	25.5	29.4	30.6	30.0	30.6	31.7	31.0	30.0	37.6	49.7	56.3	61.4	60.7
Coal oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	22.4	23.6	23.0	25.3	27.1	28.1	34.1	35.6
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.87</b>	<b>\$1.78</b>	<b>\$1.86</b>	<b>\$2.30</b>	<b>\$2.73</b>	<b>\$3.02</b>	<b>\$3.37</b>	<b>\$3.45</b>
<b>Rent.....</b>	<b>1/4 mo'th</b>	<b>\$2.37</b>	<b>\$2.89</b>	<b>\$4.05</b>	<b>\$4.05</b>	<b>\$4.60</b>	<b>\$4.75</b>	<b>\$4.88</b>	<b>\$4.17</b>	<b>\$4.03</b>	<b>\$4.34</b>	<b>\$4.65</b>	<b>\$5.08</b>	<b>\$5.93</b>	<b>\$6.29</b>
<b>Grand total.....</b>		<b>\$9.37</b>	<b>\$10.60</b>	<b>\$12.79</b>	<b>\$13.00</b>	<b>\$13.79</b>	<b>\$14.02</b>	<b>\$14.19</b>	<b>\$13.83</b>	<b>\$14.30</b>	<b>\$18.50</b>	<b>\$20.67</b>	<b>\$21.92</b>	<b>\$25.34</b>	<b>\$26.44</b>

**AVERAGE COST OF STAPLE FOODS BY PROVINCES**

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$5.78	\$7.17	\$7.29	\$7.28	\$7.80	\$8.48	\$11.50	\$12.46	\$14.01	\$16.16	\$16.59
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.90	6.58	7.51	9.88	.....	12.56	14.47	15.41
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.26	7.58	8.20	11.49	12.30	13.09	15.97	15.96
Quebec.....	5.15	5.64	6.33	6.46	6.97	6.87	6.59	7.17	8.04	11.46	12.28	12.91	15.22	15.70
Ontario.....	5.01	5.63	6.50	6.67	7.25	7.20	7.28	7.60	8.37	12.16	12.69	13.40	16.07	16.90
Manitoba.....	5.85	6.19	7.46	7.41	7.88	7.87	7.74	8.16	8.47	10.82	12.39	13.68	16.14	16.46
Saskatchewan.....	6.86	6.92	7.86	8.03	8.16	8.25	7.16	8.41	8.38	11.18	12.66	13.74	15.77	16.21
Alberta.....	6.02	6.50	8.80	8.03	8.15	8.33	7.76	8.30	8.26	12.03	12.91	14.04	15.99	17.03
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	8.89	9.06	8.95	12.21	13.34	14.46	17.07	17.55

\*December only.

RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		
	Sirloin steak, per lb.	Round Steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Steering, per lb.				Fresh, leg roast, per lb.	Fresh chops, loin, per lb.	Salt meat, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	Ham, boiled, sliced, per lb.
<b>Dominion Average.....</b>	cents 39.3	cents 38.8	cents 31.2	cents 25.2	cents 21.1	cents 26.4	cents 36.2	cents 39.6	cents 39.1	cents 42.3	cents 35.8	cents 54.4	cents 58.4	cents 71.6
<b>Nova Scotia (Average).....</b>	40.5	36.3	33.6	28.5	23.0	22.5	40.0	38.3	34.9	36.4	37.0	48.8	53.8	68.8
1-Sydney.....	42	38	35	28-32	25-28	20-30	40	40	40	40	40	55	60	80
2-New Glasgow (a).....	35	30-33	25-28	22	18-20	25	30	30-33	30-33	33-38	30-40	50	55	65
3-Amherst.....	45	37-40	38	30	15-28	18	40	45	35	35	35	45	50	70
4-Halifax.....	40	37	35	32	25	22	33	35	35	35	35	45	50	60
5-Truro.....	35	32	28-32	30	25	14-18	35	35	35	35	35	52	54	60
<b>6-P.E.I.—Charlottetown.....</b>	35	32	28-32	30	25	14-18	35	35	35	35	35	52	54	60
<b>New Brunswick (Average).....</b>	38.8	33.1	28.4	22.5	19.8	20.0	34.0	36.5	35.0	35.0	35.3	48.3	51.3	77.5
7-Moncton.....	35-40	30-35	28	24	18	20	38	38	35	35	35	48	50	75
8-St. John.....	50	40	35	25	24	18	38	38	40	40	35	50	55	75
9-Fredericton.....	35	30	28	23	20	18	30	35	35	35	35	40	45	60
10-Bathurst (b).....	30-35	30	20-25	18	17	17	30	30	30	30	35	55	55	75
<b>Quebec (Average).....</b>	33.4	32.8	28.8	22.8	18.6	21.3	31.4	32.6	35.7	36.4	34.3	54.3	55.4	72.0
11-Quebec.....	29-30	28-30	23-24	16-19	14	20-25	25-28	25-28	30-32	28-30	30-32	48	48	70
12-Three Rivers.....	38	35	30	25	22	20	30	35	35	35	35	60	65	75
13-Sherbrooke.....	25	25	25	20	18	18	30	35	35	35	35	55	60	80
14-Sorel.....	32	32	25	20	15	25	30	25	32	35	32	55	55	65
15-St. Hyacinthe.....	33	33	22	22	20	25	28	35	35	35	35	55	55	80
16-St. John's.....	35	35	35	30	20-25	20	30	25	38	35	35	55	55	80
17-Theftord Mines.....	32-40	28-40	25-32	16.5-18	16-16.5	12.5-15	40	40-44	42-44	44-47	35-38	48-55	50-60	68-70
18-Montreal.....	40	40	35	30	20-22	25	40	40-44	42-44	44-47	35-38	50	50-60	68-70
19-Hull.....	40	40	35	30	20-22	25	40	40-44	42-44	44-47	35-38	50	50-60	68-70
<b>Ontario (Average).....</b>	41.0	33.6	31.9	26.7	22.1	29.7	35.7	40.7	39.6	44.0	37.2	52.1	56.6	70.4
20-Ottawa.....	38-40	38-40	28-32	25	18-20	20-22	40	40	40	40	35	52	55	75
21-Brockville.....	35	30	25	20	18	20-22	33	35	35-36	35-37	35	60	60-65	68-70
22-Kingston.....	38-40	33-38	30-35	25-28	20-22	22	35	38	35-40	40-45	35	50	55	60-75
23-Belleville.....	45	40	35	25	20	30	35	40	40	45	35	50	55	65
24-Peterborough.....	40-45	35	33-35	25-28	20-25	32-33	35-38	50	35	38-45	35	50	55	60
25-Orillia.....	35-45	30-35	25-35	20-25	12.5-15	20-30	25-30	40-45	33-38	40-45	35-40	45-50	50-55	60-65
26-Toronto.....	45	40	32	25	25	30	40	45	40	45	35	50	52	65
27-Niagara Falls.....	35	32	30	25-28	18-22	27-32	35-37	38	38-40	44	35	45	50	70
28-St. Catharines.....	40-42	35	30-38	26	20-28	25-30	35-40	40	40	48	38-40	55	58	75
29-Hamilton.....	45	40	30	25	20	30	35	40	40	48	38-40	55	60	70
30-Brantford.....	45	40	30	25	20	30	35	40	40	48	38-40	55	60	75
31-Calt.....	45	40	35	30	28	28	35	45	40	45	40	48	50	70-75
32-Guelph.....	42	38	31-33	28-30	25-30	30-35	35	40	40	45	40	48	50	70
33-Kitchener.....	40	35	35	28	23-25	35	40	40	40	43	35	48	55	70
34-Woodstock.....	40-42	35-37	35	25	23	35	30	35-40	40-45	48	40	50	55	70
35-Stratford.....	36	34	32	30	28	28	35	38	44	44	32	62	62	72
36-London.....	38-40	37	32	28	22	30	35	37	42	45	40	52	55	70
37-St. Thomas.....	40	38	30	28	23	30	30	35	40	45	35	53	55	65
38-Chatham.....	42	38	29	25	20	32	34	40	38	45	35	55	60	65
39-Windsor.....	38	36	28-36	30	25-28	35	38	40	38-42	52	40	60	65	80
40-Owen Sound.....	38	35	30	25-28	20-25	28-30	35	35	35-38	38	32-35	50	50	70
41-Cobalt.....	45	35-40	35	22-30	15-30	40	45	40	40	40	40	50-58	60	70
42-Sault Ste. Marie.....	45	40	35	30	22	35	40	40	40	40	40	48	50	75
43-Port Arthur.....	45	35	30	25-28	18	25	42	45	45	50	45	60	65	85
44-Fort William.....	40-45	40	30	20-30	15-18	18-22	40	45	45	50-55	40	55-60	75	85
<b>Manitoba (Average).....</b>	41.5	34.0	31.5	26.0	22.0	28.8	40.0	42.5	43.5	47.5	40.0	57.5	62.5	75.0
45-Winnipeg.....	48	38	38	28	22	25	40	45	42	50	40	55	60	80
46-Brandon.....	35	30	25	22	22	30-35	40	40	45	45	40	60	65	70
<b>Saskatchewan (Average).....</b>	38.8	32.5	28.8	23.3	20.0	25.0	36.5	38.1	39.0	41.3	33.0	63.3	68.3	77.5
47-Regina.....	35	30	28	25	25	25	38	40	38	40	32	70	75	75
48-Prince Albert.....	35	30	30	25	20	28	35	35-40	38	40	35	60	65	75
49-Saskatoon.....	45	35	30	18	12	20	38	40	40	40	45	60	65	80
50-Moose Jaw.....	40	35	27	25	23	27	35	35	40	40	32	60	65	80
<b>Alberta (Average).....</b>	37.5	32.5	32.5	23.5	17.8	22.0	36.5	38.8	43.8	48.3	37.5	62.5	66.8	71.3
51-Medicine Hat.....	35	30	30	22	15	20	38	40	40	40	35	65	70	70
52-Edmonton.....	35	30	35	22	18	18	30	35	45	50	35	60	65	70
53-Calgary.....	40	35	35	25	20	25	40	42	50	55	40	60	62	75
54-Lethbridge.....	40	35	30	25	18	25	38	38	40	48	40	65	70	70
<b>British Columbia (Average).....</b>	42.3	36.3	32.9	24.1	21.6	30.4	42.2	47.0	43.1	48.2	36.7	60.3	65.3	73.1
55-Fernie.....	42	38	35	25	20	25	38	40	40	45	35	60	62	85
56-Nelson.....	40	35	25	20	15	25	38	40	40	45	22	65	70	80
57-Trail.....	40	35	35	18-20	14-16	35	40	40	45	50	40	72	75	70
58-New Westminster.....	40	30	25	25	18-22	30	45	45	40	45	40	60	65	80
59-Vancouver.....	45	40	45	22	25	35	45	50	42-45	40-55	45	55	65	70
60-Victoria.....	44	36	30	28	28	28	40	55	38	50	40	50	55	65
61-Nanaimo.....	45	40	35	30	28	35	45	45	45	45	35	60	65	75

(a) Including Westville, Stellarton and Trenton.

(b) Representing the former Newcastle district.

AND RENTALS IN CANADA AT MIDDLE OF MAY, 1920

[illegible]



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY.	EGGS.					Milk per quart.	BUTTER			Oleomargarine, best, per lb.	CHEESE	
	Fresh, specials, per doz.	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage, per dozen.		Dairy, solid, per lb	Creamery, prints, per lb.	Old, per lb.		New, per lb.	
Dominion Average . . . . .	cents. 55.0	cents. 51.2	cents. 49.8	cents. 46.7	cents. 48.3	cents. 15.0	cents. 65.5	cents. 72.5	cents. 43.9	cents. 40.2	cents. 37.8	
Nova Scotia (Average) . . . . .	55.0	50.0			50.0	14.5	70.0	79.1	45.8	40.0	39.0	
1-Sydney . . . . .						14-16		85	48			
2-New Glasgow (a) . . . . .	50					14	65-69	70-75		40		
3-Amherst . . . . .		50			50		68	78	45	40	38	
4-Halifax . . . . .	60					15	70	80	45	40		
5-Tiuro . . . . .	55					14	75	80	45		40	
6-P.E.I.—Charlottetown . . . . .	49	44	42			12-13	62	68		35	35	
New Brunswick (Average) . . . . .	50.0	46.8			45.0	14.1	61.0	70.0	44.5	38.3	36.5	
7-Moncton . . . . .	55	50				14-15	65	70	45	38		
8-St. John . . . . .		52				15	68-70		43	35	35	
9-Fredericton . . . . .	50	45			45	15	55	65	45	40	38	
10-Bathurst (b) . . . . .	45	40				12	55	75	45	40		
Quebec (Average) . . . . .	57.6	52.8	54.5	50.0	50.0	13.9	59.9	65.1	41.7	40.0	36.4	
11-Quebec . . . . .	60	55				16	57-60	63-65	40	38-40	34-36	
12-Three Rivers . . . . .	60				50	16	63	65	40	45	40	
13-Sherbrooke . . . . .	60					c12.5		75	45	40		
14-Sorel . . . . .	50	45				14	60	65	40	35	35	
15-St. Hyacinthe . . . . .		50				14		60			35	
16-St. John's . . . . .	60	60	55	50	50	13	65	68	38	45		
17-Thetford Mines . . . . .	50	50				13	55	60	45	40		
18-Montreal . . . . .	63-69	57	54			14-16	56-60	65	42	38	35-38	
19-Hull . . . . .	55					12	60	64	38-49	38		
Ontario (Average) . . . . .	56.3	52.7	51.3		46.7	14.8	66.5	70.5	42.7	40.9	32.6	
20-Ottawa . . . . .	70	60				12	60	65	38-40	40	35	
21-Brockville . . . . .		55				14	70	73	40-42	40		
22-Kingston . . . . .			45-50			12	60-65	65-68	37-40	42	38	
23-Belleville . . . . .	50	48			42	c13	65	68	42	38		
24-Peterborough . . . . .	50	48				c13.6	68	70	45	44	40	
25-Orillia . . . . .	48					14	65	70	42	40	35	
26-Toronto . . . . .	60					c14.3		70	42	40		
27-Niagara Falls . . . . .	58					16		73	43	38	37	
28-St. Catharines . . . . .	52-55					15	68-70	69-71	42-45		38	
29-Hamilton . . . . .	55					15	60	63	40	40	35-38	
30-Brantford . . . . .	55	50			48	14-15	70	73	47	40	40	
31-Galt . . . . .	55	55				c12.5	68	70	40-47	40	30	
32-Guelph . . . . .	52	52				14	65	71	43	45	40	
33-Kitchener . . . . .		53				c14.3	d65	68	40	42		
34-Woodstock . . . . .	52					12	d65	72	42	40	40	
35-Stratford . . . . .	50					13	62	64	45	44	42	
36-London . . . . .	55	50				14	70	75	39-44	42	38	
37-St. Thomas . . . . .	53	50				13.3	70	70	45	40	38	
38-Chatham . . . . .		50			50	16	70	72	42	40	35	
39-Windsor . . . . .	60	55	55			16-20	74	76	48	48	45	
40-Owen Sound . . . . .		50				14.3	60	65	40	38		
41-Cobalt . . . . .	60	55				20		73	45	40	40	
42-Sault Ste. Marie . . . . .	65	60				15	70	75	45	40		
3-Port Arthur . . . . .	60					20		75	45	40		
4-Fort William . . . . .	65					20	65-70	75	40	40	40	
Manitoba* (Average) . . . . .	47.5		35.0			16.0	70.0	78.0	45.0	40.0		
45-Winnipeg . . . . .	55					15		81	47	40		
46-Brandon . . . . .	40		35			15	70	75	43	40		
Saskatchewan (Average) . . . . .	45.0	47.0		40.0		16.3	63.8	76.3	46.3	40.0		
47-Regina . . . . .	45					15	60	70	45	40		
48-Prince Albert . . . . .	50	47		40		16	45-65	75	45	35		
49-Saskatoon . . . . .	45					16	70	85	50	40		
50-Moose Jaw . . . . .	40					18	70	75	45	45		
Alberta (Average) . . . . .	52.5	50.0	45.0	50.0		16.1	72.5	79.4	45.5	37.5	38.3	
51-Medicine Hat . . . . .	45					17	70	80	45	40	40	
52-Edmonton . . . . .	50	50	45			c15.4		80	45	35	35	
53-Calgary . . . . .	60			50		15		70-75	47	40	38	
54-Lethbridge . . . . .	55	50				15	75	85	45	40	40	
British Columbia (Average) . . . . .	60.9	50.0	65.0		50.0	17.1	68.3	78.3	47.3	40.8	38.6	
55-Fernie . . . . .	70		65			c16.7		85	50	40	40	
56-Nelson . . . . .	55	50				c19		80	50	45		
57-Trail . . . . .	65					20		78		40		
58-New Westminster . . . . .	60				50	16.5	d72	75	50	40	40	
59-Vancouver . . . . .	63				50	15	60	75	44	38	35	
60-Victoria . . . . .	58					c15.4	73	80	45	42	38	
61-Nanaimo . . . . .	55					17		75	45	40	40	

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Price per single quart is higher.

(d) Dairy prints.

## AND RENTALS IN CANADA AT MIDDLE OF MAY, 1920—(Continued)

Bread, plain white, per lb.	Soda Biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLES		
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				Rangoon per lb.	Patna, per lb.	Japan, per lb.	Siam, per lb.		Tomatoes, 2½s, per can.	Peas, standard, 2s, per can.	Corn, 2s, per can.
cents. 9.2	cents. 21.6	cents. 8.3	cents. 8.0	cents. 8.3	cents. 8.9	cents. 11.5	cents. 17.1	cents. 19.7	cents. 20.0	cents. 17.6	cents. 18.8	cents. 21.6	cents. 21.2	cents. 21.5
9.7	22.0	8.4	8.1	8.4	8.8	9.3	17.0	19.3			22.1	24.5	23.4	22.7
10	24	9.2		9	9	9	18				22-25	25	25	25
10	20	8.3	8.3	8	8	8		18			20	25	25	25
10				8								23-25	25	25
9.3	20	8.1	7.7	9	9	10	18	22			25	23-25	22-25	22-25
9.3	24	7.9	8.3	8	9	10	15	18			20	25	20	20
9.3	20	7.5	6.9	8	8	8	18		15		20	18-20	18-20	18-20
10.2	21.0	8.8	8.3	8.6	8.5	9.3	17.0	22.0	18.0	16.3	21.0	20.3	19.5	20.0
9.3-10	22	8.3	8.1	8-9	9	9				16	20		18-20	20-22
10-10.7	22	9.8	9.4	9	5-9	10	15	18-20		15	24	20	20	20
10	20	8.8	8.5	9	8	10	18	25	18	18	22	18-20	18-20	18-20
10.7	20	8.1	7.4	8	10	8	18				18	22	20	20
8.5	21.1	8.2	8.1	8.5	9.5	12.1	15.8	18.9	18.5	16.0	19.9	20.1	19.9	20.8
8.5	20	8.5	8.5	8				16	18		16	20	18	20
8.5	22	8.3	8.3	8	12.5	12	15	20			20	20-25	19-20	23-25
9.3	20	8.3	8.3	10	10	15	18	20	25		23	20	20	20
8			7.7	10	10	12	15	18			20	17	25	20
7.3			8.3	8			15	18			18	20	20	20
8	22	7.5	7.5	8	8	13	15	20	20		20	20-22	20	20-22
8.5		7.7	7.3	9		12	16	17	15	14	25	20-22	20	25
9.3-9.7	22-23	7.7-8.8	8.5-8.8	8-8.3	8.3-10	12-13	15-18	22	18	18	18-20	18-20	18-20	16-18
8.7	20	9	8.3	7.5	7.5	8		15			18	20	18	20
9.1	21.4	8.5	8.1	8.3	8.9	11.8	18.2	20.3	21.8	19.4	18.4	20.5	20.2	20.6
9.3	20	8.5	7.9	8	8	12			25	20	20	20	20	25
8.3	25	8.3	8.3	8		10	18				20	20	20	22
8.7	18	7.5	7.5	7	6	13	15	20			18	18	20	18
8	20	7.3	8.3	9	9	12	15	18		25	20	20	20	20
8.7	22	9	7.9	8	10	10	15		20		18	19-20	17-20	20-22
8.7	20	7.7	8.8	7	7	15	20	25	25	20	20	25	25	25
8.7	22	9.4	8.8	7.5	10	13	20			20	18	20	20	18-20
8.7	24		7.3	8	10	10	18	25	25	23	20	19-20	19-20	19-20
8	18	9.2	7.3	8	10	10	18	25	20		20	19	19	27
8.7	20	8.8	7.3	8.3	6.3	10	18	20	20		20	17.5-18	17.5-18	17.5-18
8.7	22	9	8.3	10	10	10	22	22	22	17-19	12.5-15	18-20	18-20	29
8.7	23	6.9	7.7	8.3	8.3	10	15	20	15	18	20	20	20	30
8.7	22	9.4	7.9	8.3	8.3	15	18	25	18	22	18	20	20	31
8.7	22	7.5	7.4	8	10	15	18	25	18	22	20	20	20	32
8.7	22	8.3	8.3	8.3	8.3	8.3	20	25	25	20	20	20	23	33
8.7	20	7.5		10	10	10	20	25		20	20	20	20	34
8.7	22	9.4	9.4	9	9	10	18	22		15	15	25	20	35
9.3	22	8.8	8.8	7	10	15-25	15-25	15-25	15-25	20	20	20	20	36
8.7	25	7.7	7.7	8	8	17	23	22	15-25	15-25	18	20	15	37
8.7	22	10	8.8	8.5	15	15	20	15			18	23	22	38
8.7	22	8.3	7.3	8	8	9	17	20	18		18-20	20-25	18-22	18-20
12	20	8.1	8.1	10	10	10	20		15	15	15	18-20	18-20	20
10	20	9.4		8	9	13	25	25	25	20	20	24-25	24-25	24-25
11.3	22		8.3	10	8	12.5	12.5	20	13	20	22.5-23	22.5-23	22.5-23	42
11.3	18-20	8.3	8.3	7.5-8	8	12	15	15	12.5	15	20	16.7-20	19-20	24-25
8.8	22.0	7.8		7.7	11.5	12.5	13.0	18.5	17.0	13.0	18.0	24.0	22.0	24.0
8.8	22	8.3		8.3	13	15	22	17			18	25	25	25
8.8		7.8		7	10	10	13	15		13	18	23	18-20	23
8.9	22.3	8.1	7.6	7.8	8.5	11.9	15.0	20.0	12.5	15.2	19.4	24.4	23.7	24.7
8.9	20		7.3	8.5	10	15	12.5	20	12.5	15	20	25	23	25
8.3		8	8	6.6	5.8	10	20				20	22.5-25	22.5-25	22.5-25
8.3	22		7.7	8.1	8.3	12.5	15			18	17.5	22.5-25	23	25
10	25	8.1	7.5	8	10	10	12.5		12.5	12.5	20	25	25	25
9.2	21.8	7.2	7.7	8.3	7.1	11.3		12.0	19.4	17.7	17.3	23.1	24.5	24.5
7.7	20	7.1		7	7.5	8.3			17.5	17.5	18.5	20.5-25	21-25	21-25
9.6	22	7.3	7.3	7.5	7	12			20		17.5	22.5	25	25
9.6	25		8.3	8.8	8	12.5			20	18	15	22	25	25
10	20		7.5	10	6	12.5		12	20	17.5	18	25	25	25
9.9	23.1	7.8	7.8	8.7	9.0	12.6	17.5	20.0	19.9	15.8	16.2	23.4	22.6	21.7
10	22	7.7	7.7	9.5	9	15			22.5		17.5	22.5	22.5	22.5
10	25	8.1		9.4	9	12.5			20		15	25	22.5	25
9.8	20	8.1		8	10	12.5		20	20		15	23	23	24-25
9.8	22	7.9	7.7	9	9	12.5		20	20	15	20	25	22.5	20
9.8	30	7.7	7.7	8	8	12.5	15		17	15	14	20	20	20
9.8	21	7.5		8	8	11			20	18	15	25	23	20

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow, red, etc., per lb.	POTATOES		APPLES			Prunes, medium size, per lb.	Raisins, seeded, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (90 lb.)	Per peck, (15 lb.)	Fresh, best or eating, per gal.	Fresh, cooking, per gallon.	Evaporated, bright, per lb.			
<b>Dominion Average.</b>	cents. 11.9	cents. 14.5	\$ 6.148	\$ 1.069	cents. 54.6	cents. 46.4	cents. 28.0	cents. 27.6	cents. 26.0	cents. 31.0
<b>Nova Scotia (Average).</b>	12.8	15.3	5.190	1.017	35.0	35.5	28.0	25.2	26.9	30.0
1-Sydney	14	18	6.90	1.15	25	33	24	25-30	25-30	30
2-New Glasgow (a)	12		d4.50						25	
3-Amherst		10	3.75						30	30
4-Halifax	13	18	6.00	1.10	45	38	30	25	25	30
5-Truro	12	15	4.80	0.80			30	23		
6-P.E.I.—Charlottetown	12	10	5.85	0.95	c35	35		24	25	28
<b>New Brunswick (Average)</b>	11.8	12.8	5.563	1.013	37.5	25.0	27.8	25.8	25.8	33.3
7-Moncton	13	14	5.40	1.00			30	22	22	35
8-St. John	10	15	6.60	1.10	c37.5	c25	26	30	26	30
9-Fredericton	12	12	6.00	1.05			27	26	28	35
10-Bathurst (b)	12	10	4.25	0.90			28	25	27	33
<b>Quebec (Average)</b>	11.4	14.9	5.527	93.0	53.2	38.3	27.4	26.2	25.4	30.1
11-Quebec	9	12	4.50	0.80			20	30	20	
12-Three Rivers	12.5	15	d5.49	0.75	60	40	30	30	30	35
13-Sherbrooke	15	18	6.00	1.00	65	50		30	25	30
14-Sorel	13	10	3.60	0.80	54	30-35	30	25	20	30
15-St. Hyacinthe	10		5.50				30	18		
16-St. John's	9	15	d6.75	1.00	c45	c37.5	30	25	20	20
17-Theftord Mines	12	18	5.15	0.95				30	30	35
18-Montreal	11-12	15-18	5.50-6.00	.95-1.13	35-75	30	23-30	25-30	30	30-35
19-Hull	11	15	7.00	1.10	40	40	25	20	28	28
<b>Ontario (Average)</b>	12.5	15.6	6.688	1.114	62.3	57.8	30.2	28.0	27.3	30.0
20-Ottawa	15	15	6.50	1.30			30	30	30	30
21-Brockville			6.00					25	23	30-35
22-Kingston	10	12	7.50-8.00		c30-45	c30	28	27	22-25	28
23-Belleville	10	20	6.50	1.25	c62.5			30	27	30
24-Peterborough	12.5	15	6.40	1.10			30	28	25	25
25-Orillia	10	15	7.00	0.95			28	30	25	30
26-Toronto	13		7.00	1.20				25	30	30
27-Niagara Falls	13	15	7.50	1.25			30	28	28	30
28-St. Catharines	12.5	15	d7.50	1.15			30	28	25	28-30
29-Hamilton	10		9.00	1.50	75	75		25	28	25-27
30-Brantford	15	15	6.50	1.25	50	40	30	28	30	5
31-Galt	10.5	15		e			35	20-30	25-30	30
32-Guelph	12.5	15	6.75	1.20	70	60		30	28	30
33-Kitchener	12.5	18	6.50	1.10			35	35	28	35
34-Woodstock	12.5	20	6.75	1.15			30	25	30	30
35-Stratford	15	15	5.50-6.00	1.20			20	25	30	30
36-London	12.5	20	6.50	1.25				30	28	30
37-St. Thomas	10	12.5	7.20	1.20		70		30-35	30	30
38-Chatham	12.5		7.00		40-50		35	25-30	25	28
39-Windsor			7.20	1.20	65	65	40	35	25	32
40-Owen Sound	12.5	20	5.50	0.95			25	25	25	25
41-Cobalt	15	20	6.50	1.05	80	55	25	25	35	35
42-Sault Ste. Marie	15	20	6.50	1.15	50	45	30	30	30	35
43-Port Arthur	12.5	8.3	6.00	1.00			25	25	25-30	30
44-Fort William	10-15	6.3	6.00	1.00	80	70-90	30-35	20	20	35
<b>Manitoba (Average)</b>	13.0	18.0	5.00	0.85			25.0	30.0	20.5	30.0
45-Winnipeg	13	18						30	23	30
46-Brandon	13		5.00	0.85			25	30	18	30
<b>Saskatchewan (Average)</b>	11.9	15.8	5.283	0.825			30.0	28.8	20.0	36.3
47-Regina	12.5		5.75				25	35	15	35
48-Prince Albert	12.5	20	4.50	0.75			35	30		35
49-Saskatoon	12.5	17.5	c5.63				35	25	25	35
50-Moose Jaw	10	10	5.25	0.90			25	25	20	40
<b>Alberta (Average)</b>	10.9	13.6	6.45	1.025			31.3	27.5	23.1	33.8
51-Medicine Hat	12.5	8.3	6.75				30	30	20	35
52-Edmonton	10	12	6.00	1.00			30	25	17.5	30
53-Calgary	11	17	d6.75				35	30	30	35
54-Lethbridge	10	17	6.30	1.05			30	25	25	35
<b>British Columbia (Average)</b>	10.7	11.3	6.732	1.217			29.0	29.7	27.1	30.7
55-Fernie	10	8	d6.30				25	30	30	35
56-Nelson	11	10	d5.67					28	25	30
57-Trail	12.5	12.5		1.05				30	30	35
58-New Westminster	12.5	12.5	6.75				35	30	25	30
59-Vancouver	8	12.5	7.50	1.35			30	28	28	25
60-Victoria	10	12.5	d6.97	1.25			25	32	27	30
61-Nanaimo	11	11	d7.20				30	30	25	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated per gallon from price quoted. (d) Calculated per bag from price quoted. (e) Potatoes \$1.25 per basket.



## AND RENTALS IN CANADA AT MIDDLE OF MAY, 1920—(Continued)

JAM		CANNED FRUITS					Corn syrup, per 5-lb. tin.	Honey, clover, strained, per 5-lb. tin.	SUGAR		TEA				
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's, per can.	Pears, 2's, per can.	Plums, 2's, per can.	Marmalade, orange, per 4-lb. tin.				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packets), per lb.	Green, medium (in bulk), per lb.	Green, medium (packets), per lb.	
\$ 1.399	\$ 1.358	cents. 41.4	cents. 40.0	cents. 30.7	\$ 1.115	cents. 70.2	\$ 1.813		cents. 21.7	cents. 20.4	cents. 64.8	cents. 67.0	cents. 67.9	cents. 67.7	
1.20	1.167	39.3	40.0	30.0	1.000	65.0			21.4	20.5	65.0	65.5			1
1.00	1.00								22	21	60-75	70			2
		38							22	21	65-70	60-65			3
1.35	1.25	40	40	30	1.00				20		65	65			4
1.25	1.25	40			1.00	65			21	20	60	65			5
									22.2	20	65	65			
1.25	1.25	35	30	25	1.00	50	2.00		20	19	60	65			6
1.300	1.293	45.4	47.1	35.0	1.093	58.3			20.5	20.0	57.5	62.5	70.0	65.0	
	1.25	40	40	40	1.00	60			20	20	55	55			7
1.35	1.25	40	40	35	1.00	65			22	21	60	65	70	65	8
1.25	1.25	60	65		1.25	50			20	20	55	65	70		9
		38-45	40-47	30					20	19	60	65			10
1.38 5	1.382	42.6	40.4	30.0	1.267	65.5	1.875		21.7	19.9	67.8	63.6	66.6	62.2	
							2.50		22	21	70	65	70	65	11
1.50	1.40	40	40	30	1.25	60	1.50		22	20	60	50	70	50	12
1.50	1.50	40	40	30	1.15	65	2.25		20	19	70		55	70	13
1.25	1.25	40	40	25		65					70		70		14
									22.2	20		60		60	15
1.40	1.40	45	40	35	1.40	70	1.50		22.2	20	70	60	70	60	16
1.40	1.50	48	40	35			2.00		22	20	75	80	80	70	17
1.30-1.50	1.25-1.50	40	40-45	30		65-70	1.50		21	18-20	55-60	70	45-50	70-75	18
1.25	1.25	45	40	25					22	20	70	60	70	50	19
1.432	1.410	40.3	37.4	30.5	1.111	67.5	1.685		21.8	20.6	64.6	67.4	64.7	62.9	
1.65	1.65	40	40	35	1.10	65	1.75		25	24	70		70	70	20
1.50	1.50	40	40	35	1.00	60-65	1.50				70	70	70	70	21
1.40	1.40				1.25	50			20	19	65	50-55	65	50-55	22
1.45	1.35	65	60	25	1.00	60	1.75		22.2	20	70	60	70	60	23
1.35	1.25	40	40	35	1.25	70	1.60		22.2	20	70	70	75	70	24
1.50	1.50			20	1.10	70	1.50		20	16.7	50-60	70	50	70	25
1.40	1.40	40	30	30	1.25		1.65		22	21	60	70	60	70	26
1.45	1.35	40	40		1.00		1.75		20.5	20	60	70	60	70	27
1.50	1.50	30	28	22	1.00	65	1.75		20	20	60-70	70	55-65	70	28
1.45	1.35	32	25	23	1.00	65	2.00		22	25	60	70	60	70	29
1.45	1.50	35	35	30	1.30	65	1.50		22.2	20	70	70	80	70	30
1.35	1.35	25-40	35-40	25-30	1.15	70	1.75		22.2	20	60	70	60	70	31
1.40	1.30	40-50	40-50	30-40	1.25	65	1.85		22	22	60	65	60	65	32
1.45	1.45	40	40	30	.95	65	1.25		22.2	22.2	65	70	65	70	33
1.25	1.25	45	40	35	1.00	70	1.50		23.5	22.2	60	70	70	70	34
1.50	1.50	30	30		1.00	85	1.50		22.2	16.7	65	70	65	70	35
1.50	1.50	40		50	1.25	65			22.2	20	65	70	65	70	36
1.40	1.40	35	30	25	1.25	65	1.50		22.2	21.1	60	70	60	70	37
1.40	1.40	40-45	30-50	30	1.00-1.25	65	1.75		22.2	22.2	60-80	70-80	60-80	70	38
1.45	1.45	45	45	40	1.15	90	2.00		20	16.7	50-80	50-80	50-80	50-80	39
1.50	1.50				.90	60	1.60		20	20	70	60	70	70	40
1.50	1.45	35	35	30	1.25	85	1.90		22.2	20	65	70	70	70	41
1.35	1.35	45	45	30	1.25	70	1.75		22.2	22.2	65	70	65	70	42
1.40	1.35	40-60	35	25-30	1.00	65	1.75		22.2	22.2	60-70	65	60-70	60	43
1.25	1.25	30-50	25	25	1.00	60	1.90		22.2	20	60-70	55	55-60	55	44
1.400	1.350	35.0	35.0	32.5	1.025	72.5	1.925		21.3	20.5	75.0	72.5	75.0	72.5	
1.40	1.30		35	30	1.05	80	1.95		22.5	21	80	75	80	75	45
1.40	1.40	35	35	35	1.00	65	1.90		20	20	70	70	70	70	46
1.325	1.275	40.0	40.0	28.8	1.113	73.8	1.750		22.9	20.2	71.3	70.0	73.3	68.8	
1.25	1.25	35	35	30	1.00	70	1.75		22	20	65-75	70	65-75	70	47
1.40	1.25	45	45	30	1.10	85			23.5	23.5	80	75	80	80	48
1.40	1.35	45	45	30	1.10	75			21	20.5	65			65	49
1.25	1.25	35	35	25	1.25	65	1.75		25	16.7	65-75	65	65-75	60	50
1.435	1.350	45.0	45.0	33.8	1.113	83.8	2.100		22.4	21.4	61.3	70.0	73.3	73.3	
1.35	1.35	40	40	25	1.00	70	1.85		23	23	55	65		65	51
1.40	1.35	40	40	40	1.15	80	2.10		22.2	22.2	55	65	75		52
1.60	1.40	45	45	40	1.15	90	2.20		22	20.5	70	75	75	80	53
1.40	1.30	55	55	30	1.15	95	2.25		22.2	20	65	75	70	75	54
1.448	1.334	42.6	43.3	30.0	1.157	80.6	2.000		21.6	20.0	62.1	68.6	73.6	73.0	
1.50	1.40	45	45	30	1.35	85	2.25		22	21	70	70	85		55
1.50	1.00	40	45	25	1.25	90	2.25		22	20	65	75	80	80	56
1.30	1.30	38	38	25	1.10	75	1.70		22	21	65	75	60	55	57
1.50	1.40	45	40	40	1.00	85	1.85		22	20	70	60	75		58
1.50	1.40	40	40	30	1.15	80	1.85		20	18.2	50	70	65	75	59
1.44	1.44	50	50	20	1.10	74	2.10		21.1	20	60	65	75	80	60
1.40	1.40	40	45	40	1.15	75			22	20	55	65	75	75	61

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½ lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ½ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans, roasted, Rio, etc., per lb.								Laundry standard, per bar.	Toilet, castile, per lb.
<b>Dominion Average</b> .....	cents. 60.4	cents. 54.8	cents. 30.8	cents. 15.4	cents. 10.9	cents. 15.3	\$ 1.184	cents. 10.2	cents. 14.4	cents. 10.6	cents. 29.7
<b>Nova Scotia (Average)</b> .....	61.3	57.5	34.3	12.8	9.6	14.3	97.5	9.3	15.0	11.6	32.5
1-Sydney.....	60		33	13	8	14	1.00	10	15	10-12	30
2-New Glasgow (a).....	60		35	10	10	12-14	1.00	10	15	12	
3-Amherst.....					12				15	12	
4-Halifax.....	60	50	35	15	10	15	90	7	15	10-12	35
5-Truro.....	65	65		13	8	15	1.00	10	15	12	
<b>¶6-P.E.I.—Charlottetown</b> .....	65	60	25	15	10	15	1.00	8	15	9.5-10	24
<b>New Brunswick (Average)</b> .....	63.8	57.5	30.0	12.3	11.7	17.5	96.7	6.0	14.3	11.5	27.5
7-Moncton.....	65	55	25	12		15	90	6	15	10-12	25
8-St. John.....	65	60	35	12	15	25	1.00	6	12	12	20
9-Fredericton.....	60		30	10	8	15		7	15	12	30
10-Bathurst (b).....	65		30	15	12	15	1.00	5	15	11	35
<b>Quebec (Average)</b> .....	60.3	58.4	28.7	14.6	10.8	15.2	1.067	8.6	13.9	9.9	19.4
11-Quebec.....	55-60	55	25	18-22	8	10-12.5			12-14	8-10	
12-Thre Rivers.....	60	50	30	15	10	15	1.20		15	9-10	20
13-Sherbrooke.....	60		35	15	10	15	1.10	6	15	11	25
14-Sorel.....	45	60	30	13	10	15	1.00	10	15	9	
15-St. Hyacinthe.....		60		14					12		
16-St. John's.....	70	70	25	16	16	20	1.20		15	10	15
17-Thetford Mines.....	75	65			15			7	15	11-12	15
18-Montreal.....	50-70	50-65	30-32	13-15	7-8	12.5-18	.80-1.00	10	14-15	8.3-10	15-18
19-Hull.....	100	50	25	10	15	15	1.00	10	13	9.5-10	25
<b>Ontario (Average)</b> .....	59.4	56.7	31.1	13.4	10.7	15.5	1.227	9.9	13.5	11.4	31.9
20-Ottawa.....	60	60	30		8	15	1.10	10	15	9.5-11	25
21-Brockville.....	65		30	15	10	20	1.00	8	12.5	11-12	
22-Kingston.....	60		30	12.5	10	15	1.00	8	13	10	25
23-Belleville.....	60	60	30	12	10	15	1.20	10	12.5	12	39
24-Peterborough.....	65	60	40	15	12	15	1.20	8	14	9-11	30
25-Orillia.....	50	60	30	15	10	15	1.00	10	15	12	24
26-Toronto.....	60	60	35	13	10	20		10	14	11	30
27-Niagara Falls.....	65	60	30	14	10	17		6	15	11-12	35
28-St. Catharines.....	60-70		30	13			1.20	8	13	12	40
29-Hamilton.....	50	50	30	10	7-10	15	1.00	5	14	10	27
30-Brantford.....	65	60	30	15	10	20		10	15	11-12	25
31-Galt.....	65	65	35	13	12	15	1.10	10	15	12.5	25
32-Guelph.....	55	45	30	15	14	15	1.00	12	13	12	40
33-Kitchener.....	50	40	30	12		17	1.50	10	15	12	
34-Woodstock.....	65	50	35	13		13	1.40	10	12.5	12.5	20
35-Stratford.....	60	60	25	14	15	10	1.60	10	12.5	12.5-13	30
36-London.....	65	65	32	15	10	15	1.00	9	15	12	28
37-St. Thomas.....	60	50	30	12.5	10	15	1.00	10	12.5	10.5-12	25
38-Chatham.....	55-60	55	20	13	10	15	1.25	8	14	12	35
39-Windsor.....	50-65	50-65	50	12	10	18	1.50	20	12.5	11	35
40-Owen Sound.....	65	65	30	12.5		15	1.10		12.5	11-12.5	45
41-Cobalt.....	60	55	35	15	15	15	1.50	10	15	12-12.5	35
42-Sault Ste. Marie.....	45	50	30	15		15	1.25	15	15	11.7-12	35
43-Port Arthur.....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Port William.....			25	10	10	12.5	1.70	10	10	10	50
<b>Manitoba (Average)</b> .....	60.0		30.0	15.0	8.0	15.0	1.250	10.0	15.0	9.4	30.0
45-Winnipeg.....	65		35	15		15	1.25	10	15	11	
46-Brandon.....	55		25	15	8			10	15	7.5-8	30
<b>Saskatchewan (Average)</b> .....	60.0	50.0	32.5	23.8	13.3	15.0	1.42 5	10.0	18.3	10.4	32.5
47-Regina.....	65		35	20	15	15	1.50	10	20	10	
48-Prince Albert.....	60		35	25		15	1.10	10	15	12.5	
49-Saskatoon.....	50	50	30	30	15	15	1.60	10	18	8-10	25
50-Moose Jaw.....	65		30	20	10	15	1.60	10	20	10	40
<b>Alberta (Average)</b> .....	62.5	55.0	31.3	16.3	10.8	13.8	1.175	10.0	15.6	10.0	32.5
51-Medicine Hat.....	60	50	30	15	8	15	1.35	10	17.5	8-10	25
52-Edmonton.....	55	55	30	15	10	10	1.10	10	15	10	35
53-Calgary.....	65	65	35	15	15	15	1.10	10	15	11	30
54-Lethbridge.....	70	50	30	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average)</b> .....	60.0	59.2	30.6	24.0	11.9	14.7	1.258	11.3	14.4	7.7	30.1
55-Fernie.....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	60		35		15	15	1.25	15	17.5	8	35
57-Trail.....	60	70	30	25	10			10	16	7	20
58-New Westminster.....	65	65	35		15	15	1.30	10	12.5	6	40
59-Vancouver.....	60	45	30	30	9	14	1.15	10	12.5	7	21
60-Victoria.....	55	55	34	30		14	1.10	12	15	5.9-7	35
61-Nanaimo.....	55	55	25	20	10	15	1.35	10	12	10	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated per cord from price quoted. (d) Natural gas used. (e) Lignite. (f) Including delivery charges. (h) Jackpine, poplar, etc.

## AND RENTALS IN CANADA AT MIDDLE OF MAY, 1920—(Concluded)

COAL		WOOD						RENT			
Anthracite, per ton.	Bituminous, per ton.	Hard (long), per cord.	Hard (stove length), per cord.	Soft, best (long), per cord.	Soft (stove length), per cord.	Millwood cuttings, etc., per cord.	Coal oil, per gallon.	Matches, parlour (500) per box.	Six-roomed house with modern conveniences, per month.	Six-roomed house with incomplete modern conveniences, or none, per month.	
\$	\$	\$	\$	\$	\$	\$	cents.	cents.	\$	\$	
15.917	11.199	12.721	14.564	9.707	11.363	10.217	35.6	14.9	25.155	17.434	
19.000	9.644	9.625	10.500	6.825	7.250	10.000	35.0	15.0	20.333	13.500	1
.....	7.75-8.00	8.00	8.00	5.00	6.00	.....	35	15	16.00-25.00	10.00-14.00	2
.....	8.40-8.50	.....	.....	8.00	8.00	.....	35	15	18.00-25.00	12.00-18.00	3
19.00	11.75	14.50	15.00	9.30	9.00	10.00	35	15	.....	.....	4
.....	10.50	10.00	12.00	5.00	6.00	.....	35	15	18.00-20.00	12.00-15.00	5
18.00	11.50	10.00	12.00	8.00	10.00	10.50	32-32	15	16.00-18.00	12.00	6
17.416	11.594	12.500	14.500	7.625	8.750	7.799	31.0	15.0	23.250	18.000	7
.....	9.25-11.25	10.00	12.00	7.00	8.00	.....	30	15	25.00-35.00	18.00-24.00	8
17.50-18.00	11.75-14.50	15.00	16.00	8.00	9.00	7.58	26-32	15	18.00	15.00	9
17.00	12.00	15.00	16.00	7.00	8.00	8.00	28-32	15	25.00	18.00	10
17.50	11.00	10.00	14.00	8.50	10.00	.....	35	15	20.00	18.00	11
15.562	11.807	13.042	15.774	10.453	11.167	9.292	32.6	15.0	19.000	12.929	12
17.00	14.00	13.33-14.67	13.33-14.67	11.33-12.67	11.33-12.67	9.75	32	15	20.00-25.00	.....	13
15.00	11.00	12.00	18.00	9.00	12.00	8.00	30-35	15	20.00	12.00	14
15.75	11.50	12.00	14.00	10.00	12.00	.....	35	15	20.00	18.00	15
15.50	10.50	12.00	13.00	7.00-9.00	8.00-10.00	8.00	35-40	15	14.00	7.00	16
15.00	.....	.....	18.67	14.67	.....	.....	33-37	.....	15.00	10.00	17
15.00	10.00	14.00	17.00	9.00	10.00	10.00	25-30	15	15.00-20.00	10.00-15.00	18
.....	14.65	.....	.....	.....	.....	5.00	32	15	40.00	.....	19
16.00	10.00-12.00	13.50-15.00	15.50-16.00	10.00-11.00	12.00	12.00-14.00	28-38	15	18.00-25.00	13.00-18.00	20
15.25	.....	.....	.....	.....	.....	.....	28-30	15	19.00-24.00	13.00-18.00	21
14.989	11.542	13.875	15.521	10.719	13.900	11.469	31.5	14.3	26.200	18.522	22
15.25	.....	13.00	15.00	8.50	11.00	11.00	28-35	15	22.00-30.00	17.00-22.00	23
14.50	.....	.....	19.39	.....	17.54	16.67	32	15	19.00	13.00	24
15.00	10.50	.....	14.00	10.00	11.00	13.00	28-30	15	18.00-25.00	15.00-20.00	25
.....	12.50	14.00	15.00	11.00	12.00	10.00	22-25	15	25.00-30.00	20.00-25.00	26
15.00	10.50	13.00	15.00	7.50	9.50	5.50	28-30	12.5	20.00-30.00	18.00-20.00	27
16.00	11.50	11.00	12.00	8.00	.....	8.40	35	15	15.00-20.00	13.00-15.00	28
13.50	.....	17.00	18.00	15.00	16.00	13.00	35-39	15	40.00	25.00	29
.....	9.25	d	d	d	d	d	34	15	20.00-28.00	18.00-23.00	30
13.00	.....	.....	.....	.....	.....	.....	33	15	25.00	20.00	31
14.00-15.00	10.00	14.00	14.00	12.00	12.00	12.00	37	12	25.00-35.00	20.00-25.00	32
15.00	10.50	16.00	16.00	12.00	12.00	10.00	32	15	20.00-35.00	15.00	33
15.00	15.00	.....	16.00	12.00	12.00	12.00	32	15	18.00	14.00	34
15.00	13.50	16.00	17.00	12.50	13.50	13.50	30-35	15	20.00-26.00	14.00-18.00	35
15.00	12.50	16.00	14.00	11.00	12.50	12.50	32	15	30.00-35.00	20.00	36
15.00	10.00	12.50	15.00	11.00	14.00	13.33	35	15	18.00	12.00	37
14.00	14.50	16.00	.....	13.00	.....	.....	30	15	25.00-35.00	15.00	38
15.00	.....	15.00	18.00	14.00	14.00	14.00	30	15	25.00-40.00	16.00-25.00	39
15.00	12.00	12.00-13.00	17.00	.....	14.00	13.33	30	15	18.00-25.00	12.00-17.00	40
16.00	12.00	.....	.....	.....	.....	9.00-15.00	30	15	20.00-22.00	15.00-20.00	41
16.00	10.50	.....	.....	.....	.....	.....	22-28	15	35.00	28.00	42
15.00	.....	15.00	15.00	10.00	14.25	5.00-9.00	30	15	17.00-20.00	14.00-17.00	43
17.00	.....	12.00	15.00	10.00	14.25	.....	30	15	22.00	14.00	44
15.00	11.00	12.00	16.50	9.00	13.50	9.75	35-38	15	35.00	20.00-25.00	45
.....	12.00	.....	10.50	10.50	10.50	.....	35	13.3	25.00-40.00	15.00-30.00	46
.....	10.50	12.00	13.00	10.50	11.50	.....	35	15	25.00-40.00	15.00-30.00	47
17.875	12.750	12.000	12.875	10.000	11.125	.....	35.0	15.0	31.250	22.625	48
16.75	13.00	11.50	12.75	10.00	11.25	.....	35	15	30.00-40.00	22.50-30.00	49
19.00	12.50	12.50	13.00	10.00	11.00	.....	35	15	25.00-30.00	18.00-20.00	50
19.750	11.400	11.250	12.500	10.330	11.083	10.500	40.6	15.0	33.125	18.750	51
19.50	11.85	11.00	11.00	11.00	11.00	12.00	40-45	15	35.00	10.00-20.00	52
20.00	8.00-14.00	11.50	11.00	11.00	11.00	9.50	40	15	25.00-30.00	15.00-25.00	53
.....	11.50	.....	.....	12.00	11.50-12.00	10.50	40	15	30.00-40.00	20.00	54
.....	.....	.....	.....	.....	.....	9.00	40	15	35.00	20.00	55
d	7.627	d	d	d	13.000	10.750	40.0	16.3	32.500	20.375	56
.....	6.50	.....	.....	.....	d	.....	35	15	25.00	15.00	57
.....	8.50-9.75	.....	.....	.....	13.00	10.00-11.00	40	15	40.00	25.00	58
.....	7.25	.....	.....	.....	.....	11.00	45	20	40.00	27.50	59
17.000	11.303	.....	.....	9.125	11.705	5.933	51.9	12.5	22.286	17.666	60
.....	6.45-6.70	.....	.....	10.00	12.00	.....	50	.....	20.00	18.00	61
.....	12.00	.....	.....	10.00	12.50	.....	60	.....	20.00	18.00	62
.....	12.00	.....	.....	10.00	12.50	.....	70	.....	30.00	20.00	63
.....	12.50	.....	.....	8.00-10.00	.....	5.25	40	15	18.00-20.00	12.00-14.00	64
.....	13.00	.....	.....	7.50	.....	7.00-8.00	50-55	10	29.00	25.00	65
13.00-13.50	13.50	.....	.....	.....	.....	5.05	56	.....	18.00-22.00	.....	66
.....	19.30	.....	.....	.....	.....	.....	35	.....	18.00	14.00	67



# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR MAY, 1920, APRIL, 1920, AND MAY, 1919, 1918, 1917, 1916, 1915, 1914, AND 1913.

(Average price 1890-1899=100.)

		INDEX NUMBERS									
		Number of commodities	*May, 1920	*April, 1920	*May, 1919	*May, 1918	May, 1917	May, 1916	May, 1915	May, 1915	May, 1913
I.—GRAINS AND FODDERS—											
Grains, Ontario.....		6	440.6	418.9	325.4	407.2	366.5	188.1	212.5	149.2	133.4
Grains, Western.....		4	440.5	438.8	317.9	338.5	321.2	168.2	198.7	131.3	122.5
Fodder.....		5	356.5	343.4	306.7	213.3	215.3	191.7	186.5	165.3	145.7
All.....		15	412.6	399.0	317.1	324.2	304.0	184.0	200.2	149.8	134.6
II.—ANIMALS AND MEATS—											
Cattle and bee.....		6	371.3	349.2	371.6	379.7	309.4	230.4	216.2	222.9	189.0
Hogs and hog products.....		6	374.6	363.9	389.3	437.2	314.5	210.8	169.1	169.3	186.7
Sheep and mutton.....		3	297.2	295.7	326.0	343.1	296.6	223.9	189.6	162.2	177.5
Poultry.....		2	476.6	476.6	499.3	409.9	299.4	288.7	218.6	221.8	179.4
All.....		17	371.8	359.9	384.8	397.0	307.7	229.2	195.2	193.1	185.0
III.—DAIRY PRODUCTS.											
All.....		9	292.0	302.6	279.4	239.4	221.8	170.1	147.0	129.5	135.1
IV.—FISH—											
Prepared fish.....		6	268.6	227.2	232.4	241.6	199.9	154.7	144.6	148.4	162.0
Fresh fish.....		3	322.5	263.2	212.4	253.5	196.2	183.2	153.5	153.1	156.7
All.....		9	286.6	239.2	249.3	245.6	198.4	166.1	148.2	150.3	159.9
V.—OTHER FOODS—											
(a) Fruits and Vegetables—											
Fresh fruits, native.....		1	312.5	312.5	275.7	193.0	239.4	183.8	147.1	210.8	124.1
Fresh fruits, foreign.....		3	221.9	185.0	172.7	183.3	112.7	104.3	87.1	95.6	111.0
Dried fruits.....		4	283.4	283.4	242.0	275.6	200.7	149.3	121.9	121.7	111.7
Fresh vegetables.....		5	819.0	678.9	361.9	298.4	623.6	270.0	131.7	206.7	124.5
Canned vegetables.....		3	216.3	216.3	216.9	249.5	222.5	109.7	101.2	97.7	125.2
All.....		16	428.5	377.8	249.9	243.3	322.2	172.8	116.2	144.4	118.9
(b) Miscellaneous groceries—											
Breadstuffs.....		10	327.9	311.9	247.2	260.3	287.2	158.8	167.1	125.9	124.2
Tea, coffee, etc.....		4	222.7	222.7	206.0	178.8	151.2	126.5	110.3	107.7	115.1
Sugar.....		6	634.1	611.6	285.2	258.7	210.0	168.4	144.6	102.9	116.2
Condiments.....		5	241.5	231.9	225.5	234.4	173.0	147.5	120.3	104.6	99.6
All.....		25	316.6	304.6	245.4	241.7	224.1	153.7	143.3	113.2	115.9
VI.—TEXTILES—											
Woolens.....		5	385.3	412.7	412.3	397.4	293.0	211.3	166.5	166.5	130.7
Cottons.....		4	399.3	400.1	351.9	299.9	236.1	158.0	128.3	145.0	139.0
Silks.....		3	223.9	246.2	152.0	141.2	115.4	112.0	79.7	93.2	86.3
Jutes.....		2	623.7	642.1	449.3	609.5	431.6	312.4	226.2	231.1	214.1
Flax products.....		4	595.9	508.7	474.6	411.4	286.9	211.8	168.7	114.7	114.7
Oilcloths.....		2	306.7	306.7	265.9	209.6	147.1	132.5	103.5	104.6	104.7
All.....		20	422.0	478.7	362.7	344.7	247.0	188.1	145.5	135.2	128.2
VII.—HIDES, LEATHER, BOOTS & SHOES											
Hides and tallow.....		4	398.3	507.6	496.4	339.2	345.7	295.2	192.1	208.3	177.3
Leather.....		4	315.0	315.0	269.3	235.0	268.5	200.5	173.5	151.4	152.2
Boots and shoes.....		3	339.7	339.7	244.4	233.7	221.1	180.6	158.3	155.7	155.7
All.....		11	352.0	391.8	330.0	283.4	283.6	229.5	176.1	173.3	162.3
VIII.—METALS AND IMPLEMENTS—											
Iron and steel.....		11	275.4	273.2	209.9	278.4	244.6	146.3	104.2	102.2	105.4
Other metals.....		12	232.7	236.8	185.0	285.3	282.1	272.9	180.3	118.1	133.7
Implements.....		10	250.3	250.3	235.6	217.2	168.4	124.4	111.3	106.6	105.6
All.....		33	252.3	253.0	206.3	262.3	235.2	188.7	134.1	109.6	116.2
IX.—FUEL AND LIGHTING—											
Fuel.....		6	334.4	311.4	218.2	238.3	223.9	156.0	116.4	123.6	130.2
Lighting.....		4	258.7	258.7	240.4	124.2	110.9	88.5	90.0	92.2	92.2
All.....		10	304.1	289.3	227.1	192.7	178.7	129.0	105.8	111.0	115.0
X.—BUILDING MATERIALS—											
Lumber.....		14	533.9	485.0	277.7	268.3	208.4	182.4	176.7	183.6	180.9
Miscellaneous materials.....		20	250.6	256.7	218.4	222.0	202.2	153.8	113.2	112.7	112.7
Paints, oils and glass.....		14	489.8	473.5	344.0	301.1	260.9	196.8	155.9	140.6	143.0
All.....		48	402.9	386.6	272.3	258.6	221.1	174.7	144.2	141.5	141.4
XI.—HOUSE FURNISHINGS—											
Furniture.....		6	451.3	449.2	332.1	228.0	185.1	143.6	145.9	147.1	146.6
Crockery and glassware.....		4	505.9	439.0	375.4	279.8	254.3	195.5	155.1	133.9	130.9
Table cutlery.....		2	164.1	164.1	155.1	150.7	150.7	132.2	80.3	72.4	72.4
Kitchen furnishings.....		4	292.2	292.2	258.3	268.5	177.1	132.4	125.5	125.3	117.8
All.....		16	389.2	371.8	302.3	241.4	196.1	152.3	134.9	129.0	126.2
XII.—DRUGS AND CHEMICALS—											
All.....		16	230.2	227.2	235.8	274.3	274.9	263.4	165.2	111.6	112.7
XIII.—MISCELLANEOUS—											
Raw furs.....		4	1072.1	1779.7	854.0	583.1	396.7	307.8	133.8	241.3	330.8
Liquors and tobaccos.....		6	316.8	316.3	264.7	223.7	162.3	143.6	134.7	138.4	131.4
Sundries.....		7	212.2	207.5	211.7	218.3	183.6	141.8	116.0	108.9	112.4
All.....		17	451.4	615.8	381.5	306.1	226.2	181.5	126.8	150.5	170.5
All commodities.....		262†	356.6	353.1	284.1	275.8	243.8	183.3	147.4	136.3	135.4

\*Preliminary figures. †Nine commodities off the market, fruits, vegetables, etc., one of spelter was dropped in 1915.

the year. Barley showed little change, rising from \$1.80 per bushel at Winnipeg to \$1.82 and falling back to \$1.80. Oats advanced slightly rising from \$1.16 to \$1.18 at Winnipeg for No. 2 Western and from \$1.07 to \$1.10 for No. 2 Ontario at Toronto. American Corn advanced considerably, rising from \$2.12 to \$2.40 for No. 3 Yellow. Flaxseed dropped from \$5.11 per bushel to \$4.51 at Winnipeg. Rye and peas were steady. Hay was \$1.00 per ton higher at Montreal and Toronto. Bran rose to \$54.00 per ton and shorts to \$61.00.

**ANIMALS AND MEATS.**—Finest western cattle rose from \$13.00 to \$17.00 per hundred at Winnipeg. Choice butcher cattle at Toronto rose from \$13.50 to \$14.75 per hundred. Beef, dressed, hindquarters, advanced from 28c. per pound to 30c. at the beginning of the month, and in the last week to 32c. Forequarters advanced from 17c. per pound to 20c. in the last week. Veal was \$1.00 lower at \$16.00-24.00 per hundred. Live hogs fell from \$19.25 per hundred to \$18.75 in the second week but recovered in the following week. Breakfast bacon rose from 44c. per pound to 47c. Medium-sized hams advanced from 40c. to 42c. per pound. Sheep were lower at \$10.00-14.50 per hundred. Dressed lamb was lower at \$29.00-30.00 per hundred.

**DAIRY PRODUCTS.**—Finest creamery butter fell from 60c. per pound to 54c. but rose  $\frac{1}{4}$ c. in the last week at Montreal. Dairy butter declined from 48-57c. per pound to 45-53c. Cheese was firmer at 29 $\frac{1}{2}$ c. at Montreal. Eggs rose to 58c. per dozen at Montreal but fell to 57c. Prices at country points rose from 48c. to 49c. at the beginning of the month but fell to 46c., recovering to 48c. in the last week. Milk was down to lower prices for the summer season in a number of the cities.

**FISH.**—Salt mackerel dropped from 10c. per pound to 9c. Canned lobster advanced from 40c. to 45c. per pound. Salmon trout, fresh, was up to 20c. at Toronto and whitefish to 23c.

**FRUITS AND VEGETABLES.**—Bananas rose to \$7.00 per bunch. Lemons were higher at \$5.00 per box and oranges at

\$6.00. Potatoes advanced at Toronto to \$7.75 per bag, in small lots, and at Montreal, the price rose to \$6.25 in car lots. Onions rose to \$12.00 per bag.

**MISCELLANEOUS FOODS.**—Bread at Toronto advanced to 8c. per pound. Spring wheat flour rose from \$13.30 per barrel to \$14.75 at Toronto and winter wheat flour rose to \$13.00. Molasses advanced from \$1.53 per gallon to \$1.78. Sugar was steady at the prices reached in April. Maple sugar fell from 32-35c. per pound to 28-30c. Glucose was higher. Salt advanced about 10 per cent. Cream of tartar rose from 80c. per pound to 85c.

**TEXTILES.**—Ontario wool came on the market at 21-35c. for unwashed grades, as compared with 42-46c. last year. Raw cotton was slightly lower at 41.6c. per pound at New York. Coloured cottons averaged higher. Raw silk, Japan, fell from \$11.95 per pound to \$9.27 per pound. Italian silk, classical, extra, fell from \$14.60 per pound to \$12.75. Jute and hessians declined about 5 per cent. Flax fibre advanced.

**HIDES, LEATHER, BOOTS AND SHOES.**—No. 1 beef hides fell from 25c. per pound to 22c. Calfskins fell from 50c. per pound to 35c. Horsehides fell from \$10.00-11.00 to \$9.00-10.00 each.

**METALS AND IMPLEMENTS.**—Black sheets and galvanized sheets advanced. Antimony, brass, and solder were higher, but lead, quicksilver, sulphur, spelter, and tin declined.

**FUEL AND LIGHTING.**—Bituminous coal at Montreal advanced to \$9.50 per ton and anthracite coal to \$12.90.

**BUILDING MATERIALS.**—New Brunswick spruce deals rose to \$40.00 per M. and shingles to \$7.50-\$8.00. At Ottawa, pine, good sidings, rose to \$150.00 per M., shipping culls to \$75.00, and box boards to \$52.00. Hemlock, log run, advanced to \$45.00-47.00 per M. and spruce to \$50.00-52.00. British Columbia fir fell \$2.00 at Winnipeg as a result of the falling off in the demand for export to the United States. Fire bricks were higher but coal tar, lead pipe and linseed oil were lower. Turpentine

advanced to \$4.25-5.00 per gallon. Glue advanced 10c. per pound.

HOUSE FURNISHINGS.—Iron beds advanced approximately 10 per cent. Glassware and earthenware advanced 15 per cent.

DRUGS, AND CHEMICALS.—Alum, bleaching powder, and copperas were

higher but caustic soda was easier.

MISCELLANEOUS.—Malt advanced slightly. In raw furs there were considerable decreases, especially in muskrat skins. Pulp, groundwood and sulphite, was higher. Rubber, crude, was easier at 14½c. per pound. Laundry starch advanced to 12¼c. per pound.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

THE accompanying tables and the following notes give the latest statistics available as to prices movements in the United Kingdom and in other countries.

### United Kingdom

In the United Kingdom, a considerable rise in retail prices of food occurred between the beginning of April and the beginning of May, 1920, the increase in the former month being 135 per cent, and in May 146 per cent above the level in July, 1914, as reported in the *Labour Gazette* of the Ministry of Labour. The advance is due to the higher prices for flour and bread resulting from the reduction of the Government subsidy on the 12th of April. Bread prices rose 3d. per 4 lbs., and flour prices 7d. per 7 lbs. There was a decrease of about 10 per cent in the price of milk and fish during the month, but slight increases in the prices of potatoes and bacon. The increase in rents of working-class dwellings is estimated at about 15 per cent of pre-war rents, the advance being due to higher taxes, etc., as the Increase of Rent Restriction Acts limits the rents that may be charged. Further advances occurred in the prices of clothing, the increase in certain staple lines being from 320 to 330 per cent over prices of similar articles in July, 1914. At the first of May there was little increase over the previous month in the prices of fuel and light, the average increase since July, 1914, being estimated at about 85 per cent. The advance of 14s.

2d. per ton in the price of coal on the 12th of May is not included in this figure, which relates to the 1st of May. The increase in the prices of other articles of average household use is estimated at 120 per cent and the advance in all the items included in the calculation, the qualities and quantities being as nearly as possible identical with pre-war consumption, is estimated at about 141 per cent. The similar figure for the 1st of April was 132. In wholesale prices the index number of the *Statist*, London, receded six points as a result of decreases in animal foods, textiles and sundries, although vegetable foods and minerals advanced.

### Holland

In Amsterdam the increase in the cost of food to working-class families at the 1st of March, 1920, was 104.9 per cent above the prices in 1913, but this represented a decrease from the figure for the previous month of .1 per cent.

### Italy

The Municipal Labour Office at Rome reported a decrease in food prices in March as compared with those in February of 0.2 per cent, but advances occurred in the prices of other household necessities with the result that an increase of 0.7 per cent in the general level of prices as compared with February and of 196 per cent over the average prices in the first half of 1914 took place.



## Switzerland

In Switzerland, the Statistical Bureau of the Union of Swiss Co-operative Societies estimates a decrease of 0.2 per cent in retail food prices on the 1st of March as compared with the 1st of December, 1919. "Including the prices of fuel, lighting and soap in the calculation, the level of prices during the same period fell by 0.1 per cent. The increase of food prices since the 1st of June, 1914, is estimated at 136.9 per cent, and that of all items considered 144.4 per cent.

## New Zealand

In the monthly Abstract of Statistics the Government Statistician has published an index number of wholesale prices covering the period 1909 to 1919. As in the case of the index number of retail prices published since 1915 the five-year period 1909-1913 is used as the base and the numbers are weighted according to the aggregate expenditure on each commodity in the country at that time. The accompanying table gives the annual averages for 1909 to 1918 and the figures by months for 1918 and 1919.

THE GOVERNMENT STATISTICIAN'S INDEX NUMBERS OF WHOLESALE PRICES OF COMMODITIES IN THE FOUR CHIEF CENTRES OF NEW ZEALAND, 1909-1919.

(Base: Average Annual Aggregate Expenditures, Four Chief Centres, 1909-1913=1000.)

Year.	Group I Agricultural Produce	Group II Flour, Bran, Pollard and Oat- meal	Group III Wool, Hides, Tallow, Butter and Cheese	Group IV General Merchan- dise and Crockery	Group V Building Materials	Group VI Leather	Group VII Chemicals and Manures	Group VIII Coal	All Groups combined
1909.....	932	1082	939	946	951	913	956	986	949
1910.....	1021	989	981	969	957	986	994	985	984
1911.....	991	972	1008	993	995	982	986	985	994
1912.....	1089	970	1029	1053	1037	993	1022	1011	1041
1913.....	967	981	1047	1055	1063	1127	1035	1038	1051
1914.....	1021	1120	1116	1089	1120	1184	1076	1004	1077
1915.....	1580	1555	1297	1202	1217	1348	1218	1010	1269
1916.....	1487	1310	1401	1302	1444	1470	1445	1145	1380
1917.....	1516	1440	1466	1447	1772	1806	1674	1369	1555
1918.....	1845	1548	1466	1685	2148	1900	1981	1478	1809
1918-January.....	1585	1456	1468	1574	2011	1895	1757	1460	1677
February.....	1556	1464	1471	1587	1992	1891	1822	1463	1676
March.....	1604	1504	1471	1605	2019	1912	1873	1462	1697
April.....	1702	1553	1466	1642	2044	1909	1901	1462	1741
May.....	1720	1558	1459	1663	2076	1906	1988	1463	1759
June.....	1726	1561	1461	1690	2111	1907	2006	1463	1775
July.....	1784	1566	1462	1718	2158	1891	2031	1463	1808
August.....	1931	1574	1462	1729	2221	1885	2089	1463	1860
September.....	1992	1580	1464	1731	2247	1897	2088	1463	1879
October.....	2077	1588	1465	1750	2277	1884	2098	1516	1917
November.....	2197	1587	1468	1760	2324	1910	2062	1529	1955
December.....	2269	1586	1467	1757	2299	1916	2052	1529	1961
1919-January.....	1996	1585	1468	1747	2240	1886	1986	1529	1888
February.....	1903	1584	1467	1736	2186	1883	1988	1529	1848
March.....	1719	1550	1463	1722	2119	1892	1957	1546	1789
April.....	1698	1554	1462	1713	2094	1902	1938	1546	1770
May.....	1732	1594	1476	1705	2041	1902	1931	1551	1760
June.....	1754	1517	1502	1711	2018	1941	1888	1574	1762
July.....	1812	1519	1537	1756	1989	2027	1899	1649	1788
August.....	1923	1517	1552	1797	1996	2128	1924	1664	1828
September.....	1961	1512	1542	1869	2016	2106	1925	1750	1868
October.....	1975	1509	1567	1890	2022	2282	1963	1807	1886
November.....	1961	1519	1570	1930	2034	2345	2042	1809	1899

# INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada		United Kingdom		United States					France	Australia	Italy	Japan	Sweden
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bureau of Census and Statistics	Bacchi Index No.	Bank of Japan	Official
No. of commodities	272*	47	44	45	346	25†	96	200	22†	45	92			
Date.	1890—1899 =100	1900 =100	1901—1905 =100	1867—1877 =100	1913 =100	1890—1899 =100				1901—1910 =100	1911 =1000			
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$ 6.4346	\$ 90.876	43.4	.....	1,053	.....	.....	.....
1895.....	95.6	90.7	87.6	62	69.2	94.604	7.8839	81.251	42.0	.....	790	.....	.....	.....
1900.....	108.2	100.0	110.5	75	81.7	99.388	8.0987	93.355	44.2	.....	894	.....	.....	.....
1905.....	113.8	97.6	103.3	72	85.7	110.652	9.0987	99.315	47.3	98.3	910	.....	.....	.....
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	948	.....	.....	.....
1907.....	126.2	106.0	118.0	80	95.8	117.940	8.9045	110.462	50.9	109.0	1,021	.....	.....	.....
1908.....	120.8	103.0	109.0	73	90.8	125.756	8.0094	110.728	54.2	100.9	1,115	.....	.....	.....
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	993	.....	.....	.....
1910.....	124.2	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1	1,003	.....	.....	.....
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	1,000	.....	.....	.....
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.558	62.6	117.8	1,172	.....	.....	.....
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	1,088	126.0	132.2	100
1914.....	136.1	117.2	120.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	1,149	119.8	126.3	116
1915.....	148.0	143.9	150.6	108	100.0	143.050	9.8530	124.563	64.0	161.6	1,604	167.2	127.8	145
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	217.6	1,504	251.6	154.9	185
1917.....	237.0	243.0	250.0	175	175.0	261.796	15.6385	204.121	110.8	302.4	1,662	385.9	196.4	244
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	1,934	515.5	259.0	339
1919.....	293.2	296.3	287.9	205.6	214.0	295.607	.....	230.846	.....	412.0	.....	.....	.....	390
1914.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	a 1,085	.....	.....	.....
January.....	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	a 1,113	.....	.....	.....
April.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	a 1,185	.....	.....	.....
July.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	a 1,225	.....	.....	.....
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1915.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	a 1,387	132.7	.....	.....
January.....	146.4	.....	151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	a 1,660	152.3	.....	.....
April.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	a 1,822	164.4	.....	.....
July.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	a 1,544	186.4	.....	.....
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1916.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	a 1,502	232.3	.....	.....
January.....	181.0	.....	190.5	134.2	117.0	165.73	11.7593	145.690	71.3	.....	a 1,493	252.7	.....	.....
April.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	a 1,505	242.8	.....	.....
July.....	188.2	.....	208.7	141.5	124.0	190.13	12.0399	152.355	82.2	223.0	a 1,514	260.2	.....	.....
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1917.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	a 1,525	290.0	.....	.....
January.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	236.7	a 1,587	333.7	.....	.....
April.....	245.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	a 1,715	383.3	.....	.....
July.....	244.7	.....	259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	a 1,804	441.8	.....	.....
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1918.....	253.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	a 1,887	457.6	.....	.....
January.....	269.4	.....	270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	a 1,940	505.6	.....	.....
April.....	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	a 1,964	540.6	.....	.....
July.....	286.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	a 1,965	557.5	285.5	370
October.....	290.9	286.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7	.....	551.7	283.4	367
November.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	.....	468.9	282.6	372
December.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1919.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	a 1,929	412.7	283.2	369
January.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	.....	406.4	281.6	358
February.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	221.087	122.9	389.1	.....	410.9	272.7	354
March.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.973	129.8	334.0	.....	415.7	273.2	339
April.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.193	128.0	375.8	.....	424.4	283.7	330
May.....	284.1	277.7	281.3	199.4	207.0	301.485	18.0900	227.973	122.9	331.5	.....	447.8	301.6	324
June.....	294.0	281.4	293.2	206.4	219.0	313.647	18.8964	233.707	127.9	403.0	.....	452.7	326.8	320
July.....	301.1	299.7	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	.....	461.9	332.2	321
August.....	301.5	303.8	299.4	214.8	221.0	280.279	19.4720	238.342	116.9	416.2	.....	464.9	340.5	319
September.....	299.6	319.3	308.9	224.3	223.0	277.028	19.5215	235.867	111.2	441.4	.....	487.0	352.1	307
October.....	307.7	336.5	317.5	231.0	230.0	282.486	19.9026	238.573	114.6	468.2	.....	547.1	370.2	308
November.....	322.7	345.7	334.7	235.2	238.0	280.876	20.1756	244.639	119.4	488.6	.....	570.3	381.5	317
December.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1920.....	338.4	356.3	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	.....	.....	398.0	319
January.....	343.5	368.3	370.9	260.4	249.0	296.672	20.8690	253.748	127.3	603.3	.....	.....	.....	342
February.....	349.0	374.9	379.6	261.8	253.0	298.909	20.7950	253.016	133.8	641.0	.....	.....	.....	354
March.....	353.1	.....	374.2	266.1	.....	321.000	20.7124	257.901	147.4	.....	.....	.....	.....	.....
April.....	356.6	.....	.....	260.0	.....	321.898	20.7841	263.332	155.4	.....	.....	.....	.....	.....
May.....	.....	.....	.....	.....	.....	281.758	19.8732	262.149	.....	.....	.....	.....	.....	.....
June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*230 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1920.

†Continuing Sauerbeck's index number.

‡Foods only.

aQuarter beginning in month specified.

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES

Date	Canada 20 Foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New Zealand 59 foods 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 22 foods 50 cities
1900	\$ 5.48	88.5a	.....	906b	.....	.....	.....	.....	.....	.....	.....	.....	.....
1905	5.95	91.9a	.....	99.6	.....	.....	.....	.....	.....	.....	.....	.....	.....
1910	6.95	96.3a	.....	99.6	.....	.....	9.4c	1000	.....	.....	.....	.....	93
1911	7.14	96.3a	.....	9.3b	.....	.....	101.7c	.....	.....	.....	.....	.....	92
1912	7.33	101.3a	1.140	1.01.7d	.....	.....	101.3e	1020	100	.....	.....	.....	98
1913	7.33	101.6a	1.106	1.037f	.....	.....	102.0c	.....	.....	100.0	.....	.....	100
1914	7.73	103.4a	1.155	1.093g	.....	.....	.....	.....	.....	103.0	.....	.....	102
1915	7.86	131.5a	1.428	1.201b	.....	.....	.....	.....	.....	117.2	.....	.....	101
1916	8.79	106.0	1.506	1.268b	.....	.....	.....	.....	.....	120.9	.....	.....	114
1917	11.42	199.0	1.4.1	1.360b	.....	.....	.....	.....	.....	150.4	.....	.....	146
1918	13.02	214.7	1.523	.....	.....	.....	.....	.....	.....	180.6	.....	.....	148
1919	13.87	.....	.....	.....	.....	.....	.....	.....	.....	201.9	.....	.....	186
1914	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	7.73	.....	1.099	.....	.....	.....	107.1d	.....	.....	.....	.....	.....	104
April	7.50	.....	1.161	.....	.....	.....	.....	1004e	.....	.....	.....	.....	97
July	7.42	100	1.184	1.070	.....	.....	.....	.....	92	.....	100	.....	102
October	7.90	112	1.156	1.096	.....	.....	106.9c	.....	.....	.....	.....	.....	105
1915	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	7.97	118	1.240	1.190	.....	.....	.....	1105e	98	.....	.....	.....	103
April	7.79	124	1.318	1.212	.....	.....	107.7d	.....	.....	.....	.....	.....	99
July	7.50	132.5	1.522	1.200	116.3	120.0	120.3	1235e	102	.....	.....	.....	100
October	7.82	140	1.551	1.202	.....	.....	113.8c	.....	.....	.....	.....	.....	103
1916	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	8.28	145	1.504	1.236	.....	126.0*	.....	1136e	118	.....	143	.....	107
April	8.34	149	1.520	1.258	.....	129.4*	117.6d	1379e	.....	.....	155	.....	109
July	8.46	161	1.516	1.276	135.9	139.5*	.....	1420e	126	.....	176	.....	111
October	9.30	168	1.454	1.289	.....	143.8*	120.3c	1466e	.....	.....	182	.....	121
1917	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	10.27	187	1.453	1.359	.....	147.9*	.....	1547e	142	.....	.....	160	128
April	10.77	194	1.473	1.357	.....	157.9*	123.6d	1717e	160	.....	212	175	145
July	11.62	204	1.470	1.357	154.7	178.8*	.....	1845e	183	.....	261	177	146
October	11.81	202	1.506	1.392	.....	192.0*	136.1c	2008e	198	.....	273	192	157
1918	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	12.42	206	1.505	1.427	.....	197.4*	.....	2120e	211	176.6	.....	221	160
February	12.54	208	1.510	1.430	166.1	.....	.....	.....	215	191.2	.....	227	161
March	12.66	207	1.519	1.434	.....	203.7	145.4d	.....	225	174.9	.....	235	154
April	12.57	206	1.528	1.464	.....	.....	.....	2331e	233	176.1	239	247	154
May	12.66	207	1.539	1.484	.....	.....	.....	.....	256	175.9	.....	258	158
June	12.79	208	1.541	1.4.5	.....	229.7	.....	.....	265	175.7	.....	261	162
July	13.00	210	1.523	1.491	181.8	.....	.....	2446e	270	175.6	279	263	167
August	13.41	218	1.491	1.507	.....	.....	.....	.....	272	171.3	.....	284	171
September	13.31	216	1.489	1.509	.....	251.0	161.8c	.....	278	197.8	270	310	178
October	13.54	229	1.521	1.515	.....	.....	.....	2608e	280	201.6	.....	320	181
November	13.65	233	1.547	1.535	.....	.....	.....	.....	278	203.1	.....	330	183
December	13.65	229	1.565	1.603	.....	252.0	.....	.....	289	203.1	275	330	187
1919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	13.78	230	.....	1.553	189.9	.....	.....	2780e	290	194.9	279	369	185
February	13.41	230	1.645	1.522	.....	.....	.....	.....	291	212.4	278	334	172
March	13.05	220	1.661	1.505	.....	257.4	167.7d	.....	291	205.1	278	331	175
April	13.35	213	1.636	1.516	.....	.....	.....	2942e	.....	195.8	276	336	182
May	13.53	207	1.696	1.524	.....	.....	.....	.....	.....	185.9	271	328	185
June	13.72	204	1.705	1.523	.....	.....	.....	.....	.....	204.3	260	319	184
July	13.77	209	1.714	1.539	211.1	.....	.....	2899e	374	210.4	289	310	190
August	14.45	217	1.723	1.565	.....	.....	.....	.....	283	206.7	291	313	192
September	14.31	216	1.718	1.555	.....	.....	.....	.....	304	203.2	298	309	188
October	14.21	222	1.814	1.605	.....	.....	138.6c	.....	.....	203.7	300	307	188
November	14.23	233	1.839	1.635	.....	.....	.....	.....	.....	202.4	297	309	192
December	14.70	234	1.834	1.662	.....	244.6	.....	.....	.....	199.0	299	307	197
1920	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	15.30	236	.....	1.658	241.9	.....	.....	.....	.....	203.3	299	298	201
February	15.70	235	.....	1.708	.....	.....	.....	.....	.....	205.1	297	290	200
March	15.98	233	.....	.....	.....	244.4	.....	.....	.....	204.9	298	291	200
April	15.99	235	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May	16.65	246	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a Calculated from annual index number prior to war and price level Aug.-Dec. 1914.  
 ending September. d 6 months ending March. e Quarter beginning in specified month.

b Four chief centres only.  
 \* Previous month.

c 6 months



### United States

In wholesale prices, *Dun's Review*, New York, June 12, reported a decline in its index number for the first of June with the following comment:

"... the change in the index number, slight as it is, may reflect the beginning of a gradual, if irregular, recession to a more natural price basis. It is significant in this connection that a larger decline on June 1 was chiefly prevented by the persistent strength of grain prices, and that market tendencies thus far this month have been mainly in a downward direction, with lower quotations not infrequently named on forward shipments than

are ruling on spot deliveries. While the high costs of production, and losses in output from one cause or another, are cited as reasons for the maintenance of prices at or near present levels, yet consumption of merchandise, as a whole, has diminished perceptibly, with demands now centering more in articles of a staple character, and the fact that the increasing imports from abroad are coming into sharper competition with various domestic commodities, has a bearing on the future price situation. With the phases of extravagant buying and of urgent bidding for goods being steadily modified, and with financial developments necessitating liquidation in not a few quarters, existing conditions would appear to foreshadow further price reaction, although any abrupt decline, except perhaps in isolated instances, seems highly improbable."

## WORKMEN'S COMPENSATION IN NOVA SCOTIA IN 1919

### Formation of Accident Prevention Association by Nova Scotia employers

THE chief feature of the third annual report of the Workmen's Compensation Board of Nova Scotia, is the large reduction in the number of fatal accidents reported during 1919 as compared with the two previous years. The chief reason for this reduction was the absence in 1919 of any disaster, whereas in 1917 there was a coal mine explosion at New Waterford, which accounted for 65 fatalities, while in 1918 an explosion in a coal mine at Stellarton and a fire in a lumber camp in Colchester County accounted for 88 and 17 fatalities respectively. If the disasters above referred to are excluded for the purpose of making a comparison between the apparently normal fatal accidents of the three years, it is found that the number for 1919 is only a little more than half those numbers for the two previous years.

	1917	1918	1919
Fatal accidents.....	146	185	47*
Deduct disasters.....	65	105	....
Ordinary fatal accidents.....	81	80	47

\*Of these fatalities, 28 occurred to minors and 3 to men over 70 years of age.

A further analysis shows that the greatest improve ment must be credited to the coal mining industry, in which not only were disasters avoided but the ordinary fatal accidents were reduced to exactly half what they were in 1918, as follows:

	1917	1918	1919
Fatalities in coal mines.....	97	126	19
Deduct disasters.....	65	88	....
Ordinary fatalities in mines.....	32	38	19

The following statement gives the accidents of all kinds reported to the Board during the three years the Workmen's Compensation Act has been in operation:

	1917	1918	1919
	Revised	Revised	So far Reported
Temporary Disability.....	4,504	4,504	4,277
Permanent Disability.....	186	242	156
Deaths.....	146	185	47
Claims Pending Completion.....	.....	.....	408
Total Compensable.....	4,836	4,931	4,888

Compensation, pensions, etc., paid and estimated for the year were as follows:

Compensation, other than pensions.....	\$ 207,968
Compensation, estimated for reported claims....	307,664
Pension awards.....	410,338
Reserves for pension awards.....	261,235
Special medical treatment.....	491
Paid to Safety Associations.....	1,155
Disaster reserve.....	113,771

During 1919, assessments and estimated adjustments of payrolls amount to approximately \$1,143,000 which was \$207,000 less than the assessment for 1918. The chief reason for the reduction was due to a lowering of the rates in some of the main industries, for example:

	Rates.	
	1918	1919
Coal mining.....	4.40	3.00
Steel and Iron Mfg.....	1.90	1.50
Building.....	2.00	1.50
Stevedoring.....	4.00	3.00
Steam Railways.....	4.50	2.00
Lumbering, etc.....	3.00	2.50

The result justified the reduction in all the cases except lumbering. In the lumbering and woodworking class there is a deficit of about \$35,600 for the year's operations, the larger part of which arose out of the lumbering and saw mill industries.

The administration expenses for the year amounted to \$66,205, being in the ratio of 5.76 to the total amount of assessments. In 1918 the ratio of administration expenses amounted to 3.66 of the assessments; and in 1918, to 2.58. The increase in the expense ratio was due partly to the fact that the assessments in 1919 were over \$200,000 less than in

1918, although the actual work is increasing and must necessarily increase for some years, as in addition to the new accidents each year, the cases of continuing disability from accidents of previous years have to be handled. The staff increased from 38 at the end of 1918 to 45 at the end of 1919, exclusive of the three commissioners.

With respect to accident prevention, the report states that during the year a general accident prevention association was organized under Section 80 of the Act taking in all the industries of the Province. The constitution provides for the organization of sections to deal with particular industries. Two sections were organized, one comprising the iron, steel and metal industries, the other, the lumbering and woodworking industries.\* Enthusiastic meetings were held and capable officers were appointed not only in connection with the general association, but also in the sections that were organized. The expenses of the association are paid by the Compensation Board out of the accident fund.

\*The Nova Scotia Accident Prevention Association has recently opened an office at Halifax, under the direction of Mr. H. R. Thompson, of the Canadian Manufacturers' Association. One of the purposes of the Association is that it shall be a medium through which the views of the employers may be represented to the Workmen's Compensation Board. The metal trades section of the Association has already issued a handbook of Safety Rules and Regulations of the metal trades. These rules have been approved by the Board.

## RECENT LEGAL DECISIONS AFFECTING LABOUR

**A**N employee of the Montreal Tramways Company met with an accident in one of the Company's cars when going home from work. When he rose to leave the car he slipped and fell heavily on the floor, and sustained an injury which resulted in a permanent partial incapacity, greatly reducing his capacity for work. The injured man brought action against the

**Street car employee hurt on car when going home awarded compensation under Quebec Industrial Accident Law**

Company for \$14,000 damages, claiming that the accident was due to the inexcusable fault of the Company, as its conductor had neglected to put sand or other material on the planks to prevent them from being slippery.

It was held by the Superior Court that the plaintiff had not proved that the accident was due to the inexcusable fault of the Company or its servants and that it was doubtful whether the

plaintiff's fall was caused by the car stopping too suddenly, or by ice on the floor and the negligence of the conductor in not sanding it. The Court held, however, that inasmuch as the the Company gave its employees the privilege of riding free on its cars to and from work, which was to the advantage of the Company, assuring it of better punctuality on the part of its employees, and of fresher workers, and also to the advantage of the employees as it was equivalent to a kind of bonus, it appeared that the right of going and returning in the Company's cars was a part of the payment for services rendered. Under these circumstances it was held that the accident to the plaintiff took place in the course of his employment, and therefore the provisions of the law of industrial accidents applied in this case. The plaintiff was therefore awarded the sum of \$280 for temporary incapacity while he was being treated and \$2,000 for permanent partial incapacity. This judgment was confirmed on appeal. (*Quebec—Girard v. Montreal Tramways Company.*)

An employee of the Harris Construction Company of Montreal was struck by a wagon and killed.

**Employer liable for accident caused by his driver** The Travellers' Insurance Company, having insured the Harris Construction Company against accidents to its

workmen, paid the damages and then brought action against the owner of the wagon to recover the amount. In the Superior Court it was found that \$1,200 damages had been suffered, but the condemnation against the defendant was reduced to \$600, owing to contributory negligence on the part of the victim. An appeal was made by the defendant and the decision of the Superior Court was reversed by the Court of Review. The insurance company then took the case to the Court of Appeal, which restored the judgment of first instance. In delivering his judgment, the Chief Justice of the Court of Appeal said: "L— must be held liable for damages for two reasons; first, because the driver of his wagon was imprudent (Article 1053, C.C.); and, secondly, because defendant-respondent, as proprietor of the horse and vehicle, is responsible in virtue of Article 1055 of the code." (*Quebec—Travellers' Insurance Company v. Laframboise.*)



# THE LABOUR GAZETTE

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

The present issue contains a report of the Deputy Minister of Labour on his mission to France and England as representative of the Canadian government on the Governing Body of the International Labour Office, at its meetings in January and March. It also contains a summary of the various laws bearing on labour matters which were passed at the recent sessions of the Dominion Parliament and the legislatures of New Brunswick, Ontario, Alberta, and British Columbia, and an account of the proceedings of the fortieth annual convention of the American Federation of Labour, which met at Montreal on June 7 to 12.

The cost of the weekly family budget of staple foods averaged \$16.92 at the middle of June as compared with \$16.66 in May and \$7.35 in June, 1914. The index number of wholesale prices fell considerably, being 349.3 for June, as compared with 356.6 for May, 284.1 for June, 1919, and 135.3 for June, 1914.

At the beginning of June the percentage of unemployment among members of trade unions was 2.88, as compared with 2.83 at the beginning of May, and with 3.83 at the beginning of June, 1919. According to returns received from nearly 5,000 firms, the increase in employment reported during May continued for June with a slight decline toward the end of the month,

owing to a shortage of fuel and raw material in some industries.

The time loss due to industrial disputes during June was greater than during May, 1920, but less than during June, 1919. There were in existence during the month 60 strikes, involving about 12,406 workpeople and resulting in a time loss of 155,502 working days. At the end of the month there were on record 33 strikes, involving about 5,182 workpeople.

### Proceedings under the Industrial Disputes Investigation Act

During June the Department received reports from six Boards established to deal with disputes between (1) the Grand Trunk Railway Company and certain of its employees, being clerks, etc.; (2) the Dominion Transport Company, Limited, Toronto, and its employees, being teamsters, chauffeurs, stablemen and helpers, members of Local Union No. 191, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America; also the Dominion Transport Company, Limited, and the same class of employees at London, Ontario, members of Local No. 662, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America; (3) the Canadian General Electric Company and certain of its employees at Peterborough, being

machinists and electrical workers; (4) the Toronto Railway Company and its motormen, conductors, shopmen, motor and truck repairmen, compressor and fender room men and trackmen; (5) the Canadian National Express Company and certain of its employees, being members of the Canadian Brotherhood of Railroad Employees, and (6) the Nova Scotia Steel and Coal Company and certain of its employees, being members of the following organizations: the Amalgamated Association of Iron, Steel and Tin Workers of America, the International Brotherhood of Electrical Workers, and the International Association of Machinists.

Six applications were received for the establishment of Boards and further appointments were made in connection with applications which had been received during the previous month.

**Interesting  
appointments  
to International  
Labour Office**

Two appointments of somewhat unusual interest have been made recently by the International Labour Office. Dr. W. A. Riddell, for several years Deputy Minister of Labour for the Province of Ontario, recently resigned that position to become associated with the Employment and Immigration Section of the International Labour Office which is now in course of establishment at Geneva, Switzerland. It is understood that Dr. Riddell retains a certain connection with the Ontario Government, having been requested to act as advisor to the Agent General for Ontario in London, England, as to matters pertaining to continental labour and immigration.

A second appointment by the International Labour Office is that of Dr. Royal Meeker of Washington, D.C., for several years head of the Bureau of Labour Statistics of the Department of Labour of the United States. Dr. Meeker goes to the International Labour Office, as Editor of the *Daily Bulletin* which has been for some time issued from the International Labour Office, but which up to the present time has appeared only

in French. Dr. Meeker is understood to be leaving the United States for Geneva at the end of July.

**Committee on  
Industrial  
Fatigue**

A Committee on Industrial Fatigue, under the honorary Advisory Council for Scientific and Industrial Research, has recently been established by the Canadian Government. The functions of this committee are purely advisory and investigatory. Its general purpose is to make the knowledge and experience of medical science, as it bears on industrial health and efficiency, available for all industry, thus helping employers to increase production by reducing lost time and labour turnover, and enabling employees to maintain steady wages and employment by reducing preventable illness and hardships of working conditions. Its main objects are: (1) to offer manufacturers the assistance of scientific laboratories in solving the health problems presented by particular processes in their plants; (2) to offer all interested the use of the Committee's intelligence bureau where the most up-to-date information on general and specific problems of industrial hygiene is kept; (3) to co-operate in investigations into the conditions in different industries; into the incidence and causes of sickness, whether occupational or general; and into the actual relation existing between hours of work, working environment, etc., and production. The Committee is composed of the following members: Professor J. J. R. Macleod, Chairman, Mr. R. M. Hutton, Secretary, Mr. E. A. Bott, Honorary Secretary, all of the University of Toronto; Dr. A. B. Macallum, Administrative Chairman, Honorary Advisory Council for Scientific and Industrial Research (ex-officio); Professor Asselin, Laval University, Montreal; Professor Dagneau, Laval University, Quebec; Professor D. Fraser Harris, Dalhousie University, Halifax; Mrs. Geo. Hambleton, representing women's organizations and social work; Mr. John Lowe, Jr., the Montreal Cottons, Limited, Valleyfield, Que.; Mr.



J. A. McClelland, representing the Department of Labour, Ottawa, and Professor John Tait and Professor William Tait, both of McGill University, Montreal. The Committee has established an office in the Medical Building of the University of Toronto, and it is hoped, later, to establish offices in all the chief industrial centres.

**Canadian  
Fisheries  
Association  
Convention**

The fourth annual convention of the Canadian Fisheries Association was held at Vancouver, B.C., on June 2-

5. Among the subjects discussed was that of technical education in relation to the fisheries industry. Professor John Cobb, director of the College of Fisheries, University of Washington, Seattle, gave details of the work carried on at that college and stated that any Canadian or allied soldier was permitted to enter the college without paying any fees. Mr. F. E. Burke, of Vancouver, said that steps had been taken to create a similar college in Vancouver, and the University of British Columbia would be asked to co-operate in the work. A resolution was passed pointing out that in the matter both of industrial education and opportunity the fishing industry had been neglected, and expressing the opinion that the government should establish fishery schools which would be financed by the government and the industry. The officers elected for the ensuing year included Messrs. A. L. Hager, Vancouver, president; J. A. Paulhus, Montreal, first vice-president; A. Boutilier, Halifax, second vice-president, and F. E. Burke, Vancouver, third vice-president.

**Accident pre-  
vention regula-  
tions in Alberta**

As the result of a conference between the Workmen's Compensation Board of Alberta and representatives of employers and employees falling within the scope of the Workmen's Compensation Act, a set of regulations for the prevention of accidents has been issued by the Board to come into effect on July 15. The

Board states that the solution of the problem of accident prevention lies to a large extent in the installation of proper mechanical guards about dangerous machinery and an organized educational campaign among the workmen to secure greater care and better judgment in carrying on their work. These rules contain provisions for the guarding of all machinery in specified ways, the wearing of suitable clothing by the workers, provision for the safe operation of cranes and derricks, and special safety rules for sawmills, lath mills, wood-working, laundries, candy-making, and building construction. The regulations also provide for the formation of a Safety committee of two or more members in every manufacturing plant, work-shop or other industrial undertaking where ten or more workmen are employed. The committee's duties are to make monthly inspections of the entire establishment or place of work, conduct inquiries as to the cause of serious accidents, and generally to educate workmen into safer methods of doing their work. It is the workmen's duty to make suggestions to the committee as to the conditions and methods of work so that the committee may pass on these recommendations, determine their practicability, and make written recommendations to the management. Such recommendations should also be forwarded to the Workmen's Compensation Board.

**Effect of decline  
in number of  
miners on coal  
production**

The average number of tons of coal mined per man per day in the Dominion Coal Company's mines in Nova Scotia was recently stated by the Company to show a downward tendency in recent years, as follows: In 1916, 590 tons; in 1917, 550 tons; in 1918, 500 tons; in 1919, 460 tons. The output of the mines was 7,600,000 tons in 1913; 7,000,000 tons in 1914; 6,600,000 tons in 1915; 6,800,000 tons in 1916; 5,800,000 tons in 1917; 5,600,000 tons in 1918; and 5,100,000 tons in 1919. The *Canadian Mining Journal*, in a recent issue,



claims that this shortage of production is caused not by diminished efficiency but by the reduced proportion of men actually engaged in cutting coal, to the total number of employees at the mines. The apparent decline in production per miner results from the fact that while the number of face-miners has fallen seriously, the shortage at the Nova Scotia collieries alone being estimated at 5,000 men, the number of auxiliary or non-productive workers remains constant. In the Mines Report for 1919 the number of men actually engaged in cutting coal is stated to have averaged 2,874 for the year, or about 500 men less than the number of men in this class employed in the Cape Breton collieries of the Dominion Coal Company alone before the war. "It is the excess of non-producers," concludes the *Canadian Mining Journal*, "brought about by the unremedied shortage among the producers, that causes the apparent inefficiency in production when the total production is divided by the total force of workmen employed." The enlisted miners are said to have sustained heavy losses in the war, and many who returned from overseas were unwilling to resume their places in the mines. "Foreign importations cannot make up for the loss of the native Nova Scotia miner, who is a disappearing asset of this Province." A similar serious shortage is reported from the British Columbia coal fields, where, it is suggested, the general application of the 8-hour day to all other industries has deprived the mining industry of the advantage it formerly enjoyed in hours of labour as compared with other occupations. It is stated that many coal miners who went overseas from British Columbia did not return to their work underground.

#### Principles of industrial pensions

The Industrial Bureau of the Merchants' Association of New York has made a report

on private industrial pensions based on a survey of 142 systems. The following six principles in establishing a pension system are laid down in the report: "No

pension system should be started without competent actuarial guidance. The problem of 'accrued liabilities' should be given careful and special consideration. The legal obligation laid upon the corporation should be carefully considered. The money of the pension fund should be kept entirely separate from all other sources of the corporation. The solvency of the pension fund is not only dependent upon its original foundation, but also upon the administration after it is set up. A pension system should be framed in co-operation with representatives from the employees rather than solely by the employing corporation itself." According to the report, "The fundamental reason underlying almost every pension system is the desire of the employer to assure his employees of independence during their old age, both as a reward for faithfulness and as the best method of performing their duty. A prevalent social theory which the average employer accepts is that an employer should not use the services of an employee during the fruitful period of his life and then heartlessly discard him to the human scrap heap, where he is dependent upon society if he has not been able to accumulate savings from his earnings to care for himself and his dependents during his old age. On the other hand, it is expensive and unsatisfactory to keep an employee who has become inefficient, because of old age, at his regular position, and it is frequently difficult to find sufficient positions suitable to the capability of or satisfactory to all superannuated employees. The only alternative is to pension them in some way. . . . The intelligent interest of employees can be obtained in two ways: In the first place, by obtaining their whole-hearted endorsement before installing a pension system and by co-operating with them in framing the provisions and operating the system after installation and, in the second place, by making it in fact a system of the employees through financial contributions by them. The lack of success of pension systems is due in no small

degree to the fact that they are usually autocratic and paternalistic, rather than democratic and co-operative."

**Federation of agricultural labourers in France**

The four existing federations of agricultural labourers in France recently combined in a single organization under the name of the National Federation of Agricultural Labourers, with headquarters in Paris. The objects of the new Federation, which is stated to be entirely economic and non-political, are as follows: "To unite in a single block all agricultural labourers and specialists, without distinction of trade, sex or nationality, with a view to setting work free and emancipating it from capitalistic exploitation by socializing means of production for the exclusive benefit of producers and contributors to the national wealth; to transform agricultural methods and customs with a view to re-establishing the balance between production and consumption; to regulate working hours, wages and conditions and give to the workers direct control of production and prices; to provide for capable professional labourer inspectors; to establish a retirement fund for its members." The Federation has been admitted as a member of the General Federation of Labour. Besides labourers, small owners, farmers and *métayers*, who work with the help of their families, are admitted to membership.

**Shop steward plan in South Africa**

The South African government has accepted the recommendation of a conciliation board that the "shop steward" plan be extended to the railways of that Dominion. The minister of railways has agreed that the stewards should be elected by the grades concerned and should be regarded as the medium between the Administration and the grade concerned upon matters affecting the grade generally. It is to be understood, however, that their functions cannot overrule or conflict with the general policy existing

between the Administration and the whole staff.

**Jottings**

Between the years 1912 and 1919, inclusive, the Government collected from shipping entering Canadian ports \$736,775 on account of dues to the sick mariners' fund. During the same period expenditures for relief of sick and distressed seamen totalled \$705,259.

The Workmen's Compensation Board of Ontario reports a large increase in industrial accidents during the first six months of 1920, there being 25,940 as against 19,811 in the same period last year. The greatest number of accidents occurred in June, when an average of 183 accidents per day was reported. There were 36 fatal accidents during June. The sum of \$2,451,912 was awarded for compensation and medical aid as compared with \$1,846,509 in the first half of 1919.

On June 11, the Manitoba Safety League was organized along lines similar to those set down by the Ontario Safety League. It is intended that the governing body shall include representatives from the government, the various cities of the province, educational institutions, organized associations and clubs, and the citizens at large.

Under a new schedule compiled by the Workmen's Compensation Board of British Columbia, medical fees for doctors on all cases coming under the scope of the Board are to be increased by from 25 to 30 per cent. This is the first increase in fees allowed by the Board since 1917 and is lower than recognized by the Medical Association.

A royal decree has recently been signed in Italy creating a Ministry of Labour and Public Welfare.

The Employees' Congress of the American Multigraph Company, Cleveland, Ohio, have guaranteed that production will be maintained in quantity



and quality at the nine-hour standard, if the company reduce the hours from nine to eight per day. A similar arrangement entered into last October to reduce the hours from 10 to 9 was successfully carried out. The company have agreed to give the plan a six months' trial.

The Brotherhood of Locomotive Engineers' Co-operative Bank, of Cleveland-Ohio, will soon begin operations with a capital of one million dollars. An official of the Plumb Plan League says that the policy of the bank will be "to lend money to workers and farmers instead of to speculators and manipulators."

## INDUSTRIAL CONDITIONS DURING JUNE, 1920

### I.—General Review

A continued average increase in the total volume of employment in Canada was recorded in June, the more important gains being in the building, saw-milling and pulp and paper industries and in railway construction. Slight declines occurred in Manitoba and Prince Edward Island, while in Ontario and British Columbia a small drop in the first week was more than offset by steady gains during the rest of the month.

The metals and machinery, and vehicles (land and water) groups were still hampered, especially in Ontario, by a shortage of raw materials and of coal; increases were steady in Nova Scotia and New Brunswick; the car building industry in the former being active; but in Quebec the car shops showed a slight decline in the numbers employed. In the food group some slackness was evident in the first week, mostly in the sugar and confectionery industries, but in the third week there was a recovery due to increased activity in the fruit and vegetable canneries, confectionery and starch factories. Employment in the textile and clothing industries still showed the depression usually apparent in the interval between the busy seasons of the year, annual stocktaking causing still further declines. The leather trades were also affected by seasonal slackness

and summer stocktaking; but rubber factories were busy especially in the tire departments. The pulp and paper factories continued to increase their staffs. The printing and publishing trades were somewhat adversely affected by shortage of newsprint. The woodworking and furniture industries were increasingly active as the result of the demands of the building trades. The clay, glass and cement group was fairly steady, though a decline of employment was recorded in the cement plants in Quebec. In the paint, oil and chemical factories some gains were recorded, especially in soap plants. Railway transportation showed steady gains throughout the month, while shipping and longshore activity was fairly well maintained with local fluctuations depending upon movements of ships. In mining (other than coal) some gains resulted from renewed activity in the copper and nickel refineries, and in the coal mines gains were recorded in all except the British Columbia fields, two large mines in Nova Scotia taking on many additional workers. Railway construction (including maintenance of way) continued to record gains in every province, especially Ontario. Logging operations continued to show the usual decline as river drives were completed, though some increases in bush operations were recorded; the re-opening of many sawmills for the season's run resulted in large gains in employment.

#### The Labour Market



The loss of time on account of industrial disputes during June was greater than during May, but less than during June, 1919. There were in

#### Strikes

existence at some time or other during the month 60 strikes, involving about 12,406 workpeople, and resulting in a time loss of 155,502 working days, as compared with 73 strikes, 12,005 workpeople and 145,168 working days in May, 1920; and 93 strikes, 85,052 workpeople and 1,370,601 working days in June, 1919. On June 1, there were on record 33 strikes, affecting 4,559 workpeople. Twenty-seven strikes were reported as having commenced during June, as compared with 53 in May. Fifteen of the strikes commencing prior to June and twelve of those commencing during June were reported terminated, leaving 33 strikes involving about 5,182 workpeople, on record at the end of the month.

The prices movement was again marked by considerable decreases in some articles, with increases in others, many of the changes being seasonal.

#### Prices

In wholesale prices there were declines in hogs, sheep, hay, potatoes, lake fish, butter, eggs, wool, jute, raw silk, hides, some metals, turpentine, raw furs and rubber, but advances in oats, barley, corn, cattle, cheese, sugar, cotton goods, iron products, coal, coke, gasoline, coal oil, bricks, chemicals, and paper. The

Departmental index number, therefore, showed a considerable drop for the month, standing at 349.3 as compared with 356.6 for May, 284.1 for June, 1919, and 135.3 for June, 1914. As compared with June, 1919, there were decreases in the groups Animals and Meats, and Hides, but increases in all the other groups. In retail prices foods were upward owing chiefly to increases in meats, sugar, and potatoes, with slight increases also in eggs, bread, flour, rolled oats, but decreases in milk, butter, and rice. The average cost of a weekly food budget of 29 staple foods at the middle of the month in sixty cities was \$16.92 as compared with \$16.66 at the middle of May, \$13.72 in June, 1919, and \$7.35 in June, 1914. The chief increases as compared with a year before were in potatoes, which averaged \$6.51 per bag as compared with \$2.12 in June, 1919, and \$3.86 in June, 1917, the highest level previously. Reports indicated that consumption was greatly reduced, and as supplies from the new crop came on the market in increasing volume toward the end of the month, the prices for both new and old potatoes were falling rapidly. In meats the greatest increase appeared in sirloin steak, the other lines being little higher, while lard was down. Sugar was nearly twice as high. Eggs, milk, butter, bread, flour, rice, evaporated apples and prunes were substantially higher. In fuel, coal, wood and coal oil were up, while in rent the average was 20 per cent higher.

## II.—Industries and Trades.

The iron and steel industries of Nova Scotia continued active during June, labour being generally well employed; from three blast furnaces at

#### Metals and machinery

SYDNEY 22,600 tons of pig iron were produced; 26,450 tons of ingots were moulded; 4,500 tons were put through the billet mill; at the plate mill 4,100 tons were rolled; the output of rods was 9,450, of light rails 730, of

wire 1,000, and of nails 990 tons; stove, furnace and metal roofing workers continued active. Production from the four blast furnaces at SYDNEY MINES amounted to 7,200 tons of iron and 12,000 tons of steel. HALIFAX reported steady employment in the nut, iron bar and skate industries. WESTVILLE reported skilled and unskilled labour well employed; all the Nova Scotia Company's steel plants still running steady double shifts (ex-

cept on Sundays) with all the mills busy; the structural steel industry was steady; engine and boiler and farm implement workers were busy, sheet metal plants were fairly active and the electrical trade was normal. AMHERST reported a seasonal slowing down in the stove, furnace and enamel-ware plants; the moulders' strike still hampered work at the foundries. Iron workers at CHARLOTTETOWN were well employed. The rolling mills at St. JOHN ran steadily and tin and sheet metal workers were also busy. At MONCTON foundry workers were steadily employed, though raw material and coke were difficult to obtain. FREDERICTON reported the foundries, machine shops and garages very busy. At MONTREAL structural iron and steel workers were well employed, the electrical trades were fairly active, and engine and boiler and sheet metal plants were quiet. Architectural metal, stationary and portable engine and metal roofing workers at QUEBEC had a busy month, but stove and furnace plants were quiet. Similar conditions prevailed at SHERBROOKE and St. HYACINTHE. At THREE RIVERS and SOREL the foundries gave steady employment throughout the month. A slight decline in activity was noted in the foundries at OTTAWA and HULL. At TORONTO the metal and machinery trades were still adversely affected by the shortage of American steel and coal, the scarcity of sheet steel and tin plate being specially pronounced; many of the plants for this reason were working with largely reduced forces, but towards the end of the month some improvement was reported; agricultural implement workers were fairly active, with good orders on hand; iron-workers continued to arrive from Great Britain. At HAMILTON the steel industries were much affected by the shortage of coal, one large firm speaking of closing, which would affect about 2,500 men; activity was noted in other branches of the metal group. At NIAGARA FALLS the metal working industries continued active; a demand for men was said to be met by former employees of the Hydro-Electric

Commission who went on strike on June 16; the chain, small metal-ware and other factories were reported busy, and the metal can factory enlarged its capacity. The metal trades at St. CATHARINES were well employed in all branches; boilermakers and electrical workers were also well employed. Tool makers at BROCKVILLE were unusually busy, stove and furnace workers, tin-smiths and sheet metal workers were active, and hardware plants fairly busy. BELLEVILLE reported steady employment in the rolling mills; portable engine workers were very busy. All moulding shops at PETERBOROUGH worked to full capacity; electrical workers and machinists were in demand, but prospects for the coming weeks were not considered very bright in the machinery and iron industries. A shortage of help was reported at BRANTFORD in the farm implement factories; machinery, electrical appliances and stove factories were also very busy. KITCHENER reported all foundries and machine shops busy, with machinists in demand; work, however, was interrupted for one week by a strike; there was also a demand for tin-smiths; electrical fixture workers were well employed. A shortage of moulders, coremakers and machinists was noted at GUELPH, all the metal trades being very active. At STRATFORD the metal trades continued active with a demand for labourers and moulders in the machine shops; electrical workers were well employed. The rolling mills at LONDON kept their seven furnaces going at full blast; farm implement, stove and furnace workers were very busy and the sheet metal trade was busy on building work. Iron and foundry workers at St. THOMAS were steadily employed. At CHATHAM the structural steel industry showed improvement, night shifts being required at one plant; the electrical trade was above normal. Woodstock reported the usual shortage of moulders and polishers on stoves and furnaces. The machine shops at OWEN SOUND were busy, but an industrial dispute hampered activity in the nut and bolt factory. Structural steel workers



were in strong demand at WINDSOR, owing to building requirements. The stove and farm implement plants at ORILLIA continued active. The REDCLIFF rolling mill was fairly active but the mill at MEDICINE HAT still remained closed. At LETHBRIDGE the iron works worked steadily all month. Metal workers at EDMONTON were fairly active. VANCOUVER reported the rolling mills fairly active; the sheet metal, stove and furnace and iron and steel trades were rather slack. At VICTORIA the iron foundries were rather slack, work being mostly on repairs; stove foundries were fairly active in view of the fall requirements.

The ship yards at SYDNEY continued very active in June. Work in the boat

**Vehicles (land and water)**

and ship building industries at HALIFAX was practically tied up owing to the strike in the marine trades; engine and boiler workers were well employed. WESTVILLE reported the car works going steadily, though hampered occasionally by shortage of material; shipyard workers were actively employed; automobile and tractor plants were busy. AMHERST reported the car works busy in every department. MONTREAL reported quiet conditions in the shipbuilding yards, but automobile and tractor workers were active. The wooden shipyards at QUEBEC experienced a marked decline in activity, no new keels being laid down and staffs being laid off as ships were completed; steel shipyard workers, however, had an active month. At THREE RIVERS one shipyard was fairly busy for part of the month, but many workers were laid off later owing to shortage of materials; the other shipyard was busy throughout the month. The shipyards at SOREL were also active. The automobile industry at TORONTO was rather slack. At HAMILTON the locomotive and car shops were hampered by shortage of materials; boat and carriage builders were active. Shipyard and locomotive trades at KINGSTON had a busy month, but sufficient help was

available. At BELLEVILLE workers on trucks, cabs, motor-bus bodies and similar products were kept very busy. At BRANTFORD the malleable ironworkers were very busy on car parts for the Canadian Pacific Railway; engine and boiler makers were well employed. KITCHENER reported the cycle, motor and truck plants very busy. At WOODSTOCK the wagon factories continued busy, with more help needed. The LONDON plant of the Ford Motor Company worked to capacity. The automobile trades at CHATHAM were slack. At WINDSOR the Ford plant was busy turning out one-ton trucks and tractors, most of the works being turned to this line and tractors; over 5,000 men and women were employed; other motor companies also worked short handed, and several worked overtime, with a strong demand for mechanics; die and tool makers were specially required. Carriage builders at ORILLIA continued active. VANCOUVER reported rather slack conditions in locomotive, boiler and car shops; the shipbuilding yards were hampered by delayed deliveries of steel, automobile, cycle and motor engine and parts factories and repair shops were busy. NANAIMO reported automobile repair mechanics very busy. At VICTORIA the first iron ship was completed for a recent government contract, leaving one boat still on the ways; wooden shipbuilding was delayed by lack of material, not many men being engaged.

General seasonal activity was noted during the month in soft drink plants, creameries, breweries

**Foods, liquors and tobacco**

and other departments of the food group; but tobacco workers were generally slack. Conditions at SYDNEY continued steady. The sugar refinery at HALIFAX continued active; abattoirs and packing houses were somewhat less busy, the farmers bringing their cattle to the city markets; bakers were active but confectioners rather slack. WESTVILLE reported steady employment throughout the group. The milk factory at TRURO worked full time with



capacity help. CHARLOTTETOWN reported general activity, except in the confectionery trade, which showed some slackening. The flour and feed mills at ST. JOHN were active; the sugar refinery worked continuously, and a new warehouse was under construction; the creameries and dairies were slack for one week when the King's County farmers refused to send milk until the Sussex train was put back to Atlantic time. Female help was in demand in the confectionery plants at MONCTON; bakeries and butter and cheese factories were very busy. The flour mills at FREDERICTON were quiet, but other departments showed activity. MONTREAL reported fair activity in the flour and feed plants; abattoirs and packing houses were active; bakers and confectioners were well employed; but cigar makers were slack. Conditions at QUEBEC, SHERBROOKE, THREE RIVERS, SOREL, ST. JOHN'S and IBERVILLE were reported as satisfactory; fruit preserving was also mentioned as giving additional employment. Abattoirs and packing houses at OTTAWA and HULL had a busy month. TORONTO reported the flour, feed and cereal industries in steady operation during the month; abattoirs and meat packing houses were fairly active and bakers had steady work; confectioners had a good domestic trade, but the companies which had been manufacturing for export to Great Britain reported the market overstocked and orders falling off; fruit and vegetable canners had a busy month with female labour much in demand; creameries, dairies and soft drink establishments gave plenty of employment, but cigar makers were rather quiet. In HAMILTON activity continued to be noted throughout the food group. Fruit and vegetable canners were very busy at NIAGARA FALLS. Employment was good during the month at ST. CATHARINES, BROCKVILLE, BELLEVILLE, PETERBOROUGH and GALT. BRANTFORD reported a demand for female help for fruit preserving, and general activity throughout the food group. KITCHENER reported a demand for help in the sausage factories and creameries and for

fruit picking. At GUELPH the flour mills were active and feed mills quiet. STRATFORD reported a very busy month. At WOODSTOCK a constant demand for help was noted in the confectionery trade. Many cigar makers at LONDON quit their trade to take up employment in other departments of the group, especially confectionery and soft drinks. The flour mills and packing houses at ST. THOMAS were busy, and at CHATHAM increased employment was noted in the abattoir and confectionery establishments. WINDSOR also reported improved conditions in the bakery and confectionery trades. At WINNIPEG conditions were fair, but confectioners still worked with limited staffs; vegetable canners had a good month, but without any demand for help. The creameries at BRANDON were very busy, the flour mills were fairly active, and other workers in the group were well employed, excepting cigar makers. Similar conditions prevailed at MEDICINE HAT. The flour mills at LETHBRIDGE worked only about half time. At CALGARY the flour and feed plants were quiet and abattoirs slack; bakers and confectioners were fairly busy. VANCOUVER reported fair activity in the flour, feed and cereal mills; the sugar refinery was rather slack owing to a shortage of raw sugar; abattoirs and packing houses were fairly busy; bakers and confectioners were well employed on the conclusion of a strike of bakers about the middle of the month. At VICTORIA the feed and cereal mills showed steady activity; fruit and vegetable canners were active; creameries, dairies, soft drink plants and breweries were increasingly busy.

HALIFAX reported activity in the rope and twine industry, materials arriving more promptly than formerly. The woollen mills at AMHERST had a busy month, with good prospects. Help was scarce at the woollen mills at TRURO. Both cotton mills at ST. JOHN were steadily active. Woollen and underwear operatives at MONCTON were stead-

**Textiles,  
cordage and  
carpets**

ily active. FREDERICTON reported the local cotton mills running at capacity. At MONTREAL the cotton mills were working to full capacity and the woollen factories were busy on orders for the fall trade; tent and sail makers were fairly well employed. QUEBEC reported busy conditions in the cotton and tent and sail making industries. Activity prevailed at SHEBROOKE in the cotton, woollen, hosiery, underwear and knitted goods industries, and in bleaching, dyeing, finishing and textile printing establishments. St. HYACINTHE reported great activity in the woollen, knitting and underwear factories. Cotton operatives at THREE RIVERS had a busy month, about 1,400 continuing in steady employment. At TORONTO the woollen, hosiery and knitted goods plants were active with experienced workers in some demand, and employees in the carpet, awning and tent works had plenty of work. Textile industries at HAMILTON were all active, with a demand for labour in all branches. Help was also required at St. CATHARINES in the woollen mills, and silk and knitted goods and rubber footwear workers were well employed. The tent and awning trade at BROCKVILLE was active. KINGSTON reported activity in the textile trade, but without demand for help. Textile workers continued active at GALT. The shortage of female help in the woollen industry at BRANTFORD was partly helped by a party of girls arriving from Scotland; more labour was required for the cordage factory; hosiery, underwear and silk workers were very busy. At KITCHENER the felt factory was busy; the twine plant, which had been working short-handed for some time past, employed a number of boys and girls leaving school; a shortage of help in the textile mills at GUELPH was partly met by female workers arriving from Great Britain; hosiery, knitted goods, linen operatives and carpet and rug weavers were all active. Activity was also noted at STRATFORD in the woollen and knitting mills. A shortage of female help and also of raw materials was reported at WOODSTOCK in the knitting

factories. The hosiery, knitting and woollen mills at LONDON were exceptionally busy, taking on extra help. At St. THOMAS knitting operatives were busy, and at CHATHAM the textile and woollen workers were normally active. The tent and awning factory at WINDSOR was rushed with work. WINNIPEG reported improved conditions in the bag factories, but with no increase of staffs; knitting workers were fairly well employed, though the industry was hampered by a shortage of materials; tent and awning workers had a good month, but additional help was not needed. At VANCOUVER underwear and knitted goods and awning and sail trades were busy.

Steam laundries at SYDNEY continued active. Tailors at HALIFAX were decreasingly active; laundries and dye works were exceptionally busy. **Clothing, boots, shoes and laundering** Boot and shoe workers at AMHERST were well employed, though some slackness is usual at this period. Female help was in demand for the cap factory at TRURO. At CHARLOTTETOWN tailors and garment workers had a dull month, but laundry workers and boot and shoe makers were busy. Ready-made clothing and laundry workers at St. JOHN had an active month. At MONCTON hat and cap workers, tailors, dressmakers and milliners were all busy. Tailors were in demand at FREDERICTON; shoe and larrigan factories ran full time; steam laundry workers were well employed. At MONTREAL ready-made clothing makers were fairly active; hat, cap and whitewear workers were well employed; the glove industry was hampered by a dispute, boot and shoe trades were rather slack; steam laundries were active. QUEBEC reported great activity in ready-made clothing, but employment in the glove and fur goods industries was slack; steam laundries were active. Activity was noted at SHEBROOKE in the ready-made clothing, boot and shoe and cleaning and dyeing plants, and especially in steam laundries. St. HYACINTHE reported



ready-made clothing and laundry workers very busy. Glove workers at THREE RIVERS had regular employment. At SOREL boot and shoe and shirt factory workers were active. Clothing industries at OTTAWA and HULL were exceptionally busy, but the output declined toward the end of the month owing to the shortage of help. Clothing industries at TORONTO showed a considerable seasonal falling off in some lines, a large number of orders for ready-made goods for the fall trade having been cancelled, and retailers holding back their orders in anticipation of a drop in prices; makers of men's clothing, women's dresses, suits and coats, hats, caps, gloves, boots and shoes were thus affected, but whitewear, overall, shirt and children's whitewear workers were active. At HAMILTON shoe workers were less active than usual at this season, but other sections of the clothing group were reported active. At NIAGARA FALLS all concerns in the clothing and laundering group were busy, most of them requiring female help. BROCKVILLE reported full time employment in the glove and mitt and hat factories. The shirt industry at BELLEVILLE was busy, and laundry workers were well employed. At PETERBOROUGH some employees were laid off at the shoe factory, which was unusually slack; women's and children's whitewear makers and laundry workers were well employed. Clothing workers continued active at GALT. Overall, shirt, dress and shoe workers at BRANTFORD were very busy. Sewing machine operators were wanted at KITCHENER at the shirt and collar factories; help was also required at the boot and shoe plants; robe, clothing and glove workers were well employed, and laundries and cleaners were busy. At GUELPH the workers in women's whitewear and in hat factories were well employed. Help was wanted at STRATFORD in the ready-made clothing factories and steam laundries. Ready-to-wear clothing makers at LONDON were busy on fall work, and the shoe operatives were working overtime. A strong demand for fe-

male help was reported from WINDSOR for the overall and shirt factories and for the steam laundries. Experienced help was in demand at WINNIPEG in the ready-to-wear and shirt factories; cap makers were fairly well employed; furriers were active on repair work; laundry workers were normally active. About 250 workers continued employed in the garment factory at EDMONTON. At VANCOUVER the ready-to-wear clothing trades were less active, except in overall and shirts; women's whitewear and boot and shoe factories, steam laundries and cleaning plants were busy. VICTORIA reported activity in the shirt and overall factories, and laundry workers were increasingly busy.

Felt and tarred paper factories at HALIFAX were affected by shortage of raw materials. The

#### **Pulp, paper and fibre**

pulp and paper mills at CHATHAM, ST. JOHN, LIVERPOOL and MURRAY ran steadily throughout the month. The pulp mills at BATHURST were hampered by mechanical trouble, production being reduced by 5 to 7 tons per day, but it was expected that the normal output of 110 tons daily would shortly be resumed. In the province of Quebec, increases in employment were recorded at the pulp and paper mills at HULL, THREE RIVERS, SHAWINIGAN FALLS, CHANDLER, CHICOUTIMI, EAST ANGUS, KENOAGAMI; conditions were steady at WINDSOR MILLS, DONNACONA, CAP MAGDELAINE and BAGOTVILLE, while a decline was recorded at LA TUQUE. In the Ontario pulp and paper mills increases occurred at CORNWALL, THOROLD, ESPANOLA and HAWKESBURY; steady conditions were noted at OTTAWA, SAULT STE. MARIE, TORONTO, IROQUOIS FALLS, and SMOOTH ROCK FALLS, while a slight decline was reported at STURGEON FALLS. Workers in the pulp and paper, beaver board and other pulp product mills at ST. CATHARINES had a busy month. VANCOUVER reported active employment in the pulp and paper mills at OCEAN FALLS and POWELL RIVER. VICTORIA also reported great activity in the coast



pulp and paper industry; rubber roofing, felt and tarred paper workers had steady employment.

The printing and publishing trades at SYDNEY and HALIFAX continued active during the month. At WESTVILLE newspaper printers and binders were well employed, but job printers were rather slack. A short-

**Printing,  
publishing  
and paper  
goods**

age of printers was reported from TRURO. Employment was good at CHARLOTTETOWN both in newspaper and job offices. At ST. JOHN overtime job work was required. The printing trades at FREDERICTON had an active month. At MONTREAL printers, bookbinders and lithographers were well employed. QUEBEC reported active conditions among printers, bookbinders and paper box and bag makers. Similar activity was noted at SHERBROOKE, ST. HYACINTHE and THREE RIVERS. At SOREL, both newspapers were obliged to suspend publication temporarily owing to the shortage of paper. At OTTAWA and HULL job printing and publishing plants were unusually active for the season. At TORONTO the publishing and printing trades, binderies and engraving and lithographing firms were in steady operation, with a moderate demand for bindery workers; paper box and bag factories were hampered by shortage of material, but employment continued good. Active conditions also continued at HAMILTON, ST. CATHARINES, BROCKVILLE and BELLEVILLE. Printing plants at PETERBOROUGH were hampered by shortage of material, especially newsprint. Printers and paper box workers at KITCHENER, WATERLOO, BRANTFORD, GUELPH and STRATFORD were steadily employed. Slackness was noted at WOODSTOCK among job printers, but newspaper offices were normal. At LONDON printing plants had a very busy month; paper box factories were also busy, employing school children during the holidays. Active conditions prevailed among printers at ST. THOMAS, CHATHAM and WINDSOR. Printers at

ORILLIA were rather slack. At WINNIPEG a demand was reported for experienced and other help in the binderies; paper box makers were normally employed. At MEDICINE HAT, LETHBRIDGE and EDMONTON printers and binders were fairly active, and at CALGARY these trades were very busy. VANCOUVER reported printers fairly active but binders were rather slack.

At SYDNEY the sash and door factories and planing mills continued active throughout June.

**Woodworking  
and furniture**

Woodworking factories at HALIFAX were steadily active, supplies arriving regularly. WESTVILLE reported steady employment in the planing mills and furniture factories. At CHARLOTTETOWN employment continued good in the woodworking group. The sash, door and planing mills at ST. JOHN worked full time, and the wooden box and broom factories were also very busy. Building requirements at MONCTON kept the planing mills working steadily; and cooperage workers were well employed. Canoe builders and planing mill hands were very busy at FREDERICTON. At MONTREAL wooden box and furniture workers had a fair month and piano makers were active. QUEBEC reported sash and door factories very busy, cooperages active, and wooden box and broom plants quiet. At SHERBROOKE, THREE RIVERS and ST. HYACINTHE the planing mills and chair factories were busy; the organ workers at the latter were also very actively employed. Woodworkers at SOREL had a quiet month. At OTTAWA and HULL the sash and door, box and furniture factories and planing mills were all practically closed on account of a strike of woodworkers. At TORONTO the sash, door and planing mills, furniture factories and other woodworking industries were active; the piano industry was also active. HAMILTON reported continued activity throughout the woodworking group. Woodworking concerns at NIAGARA FALLS and ST. CATHARINES were very busy. At BROCKVILLE the planing mill

workers were rather slack, but office supply and furniture makers were active. BELLEVILLE reported woodworkers busy on the production of building materials. The planing mills and wooden box factories at PETERBOROUGH had an active month. Sash and door factories at KITCHENER were unusually busy; wood turners, planer hands and other workers were in demand in the furniture trades; broom factories were fairly active; coopers, and piano, organ and wooden toy workers were busy. GUELPH reported activity in the sash, door and planing mills and piano factories; sewing machine makers were fairly well employed. Building operations at STRATFORD caused great activity in the planing mills and furniture factories. A serious shortage of workers was noted in the furniture factories at WOODSTOCK, with vacancies for about 200 workers—machinists, bench hands, rubbers, polishers and turners; there was no demand for more help in the organ factory, though employment continued good, with many orders for pipe organs. At LONDON great activity was reported in the sash and door factories and planing mills; the barrel factory was also very busy. Furniture makers at St. THOMAS were well employed. A strong demand for help was noted in the woodworking and furniture trades at WINDSOR; the piano factory was also busy. The planing millwrights were active at ORILLIA, but men were laid off in the furniture factories. The sash and door factory at BRANDON continued busy, and that at MEDICINE HAT was fairly active. The planing mills at CALGARY were very busy. Furniture workers at EDMONTON were fairly active. At VANCOUVER the sash, door and wooden box factories and planing mills were

fairly busy, but in VICTORIA these industries were only moderately active.

HALIFAX reported a falling off in the trunk, leather bag and harness industries owing partly to the slow arrival of supplies. Harness and other leather workers at FREDERICTON had a busy month. At MONTREAL tanneries were normally active, trunk, bag and harness workers were well employed and rubber factories were busy. QUEBEC reported slack conditions among tanners and curriers, and harness and other leather goods workers. The tanneries at St. HYACINTHE and SOREL were busy. At TORONTO trunk, bag and harness makers were fairly well employed, with a demand for suitcase workers; the rubber sheeting and belting industry was active. At BROCKVILLE harness and belting workers were fairly well employed. Leather workers at PETERBOROUGH were fairly busy completing orders, but caution was shown by manufacturers in undertaking new work. Busy conditions prevailed in KITCHENER in the tanneries and in trunk and bag, saddle and harness, tire and rubber factories, with jobs open in the latter for girls. The tannery, harness and other leather workers at STRATFORD were busy. Employment conditions in the tanneries at WOODSTOCK were satisfactory. Tannery, harness and other leather workers at LONDON were very busy. The tannery at ORILLIA worked with its staff unchanged, though activity slackened somewhat. At BRANDON the tannery and trunk factory had a busy month. The trunk, bag, harness and leather goods trades at CALGARY were quiet.

WESTVILLE reported stone and granite workers well employed and brickyards busy. The brickyards at St. JOHN re-opened after several seasons' inactivity. At MONCTON the cement plants were busy meeting increasing building requirements; the glass works were defi-

**Leather and rubber (other than clothing)**

**Clay, glass, stone, cement, etc.**



nately closed. Glass workers at MONTREAL had steady employment. QUEBEC reported slack conditions among stone-cutters, but brick, tile and cement pipe plants and lime burners were active. Stone, granite and brick workers at SHERBROOKE were well employed. The artificial stone and granite factories at THREE RIVERS were busy during the month. At TORONTO brickmakers were unusually active, large supplies being called for all over the province; glass workers had steady employment. HAMILTON reported general activity throughout this group. Cut stone, granite and brickyard workers at BROCKVILLE had a good month. At BELLEVILLE a new brick plant was under construction; cement and pottery workers were rushed with work. Stone and marble, brick and sewer pipe workers at KITCHENER were busy. At STRATFORD and LONDON the brickyards had a very active month. Clay workers at CHATHAM and brickmakers at SAULT STE. MARIE were increasingly active. At MEDICINE HAT the brick and tile plants had a fairly active month and stone masons were well employed. Glass workers at REDCLIFF were working double shifts. At VICTORIA the brick and tile plants were moderately active, but cement and lime workers had a dull month.

SYDNEY reported continued activity in the various chemical industries. At

**Paints, oils,  
chemicals,  
explosives**

HALIFAX activity in the paint and oil industry was somewhat hampered by delay in getting materials, but employment conditions were steady. At MONTREAL the paint and varnish industry was fairly active; drug and medicine plants were busy. The cartridge factory at QUEBEC had a dull month. At SHERBROOKE the gunpowder factory and the acid, extract, drug and medicine plants were all busy. The paint mills at THREE RIVERS had an active month. The paint and varnish, soap and chemical industries at TORONTO were all active. At HAMILTON the soap, acid and drug plants were active, and powder

and cartridge workers fairly well employed. The electro-chemical plants at NIAGARA FALLS were busy. The paint and varnish industry at BRANTFORD was active. At WINDSOR the output of paints and oils was reduced owing to small demand due to high prices; drug factories were short of help, but it was expected that many school girls would be employed in the holidays. The linseed oil plant at MEDICINE HAT worked steadily. The acid plant at TRAIL turned out 25 tons a day of sulphuric acid and 15 tons per month of hydro-fluorsilicic acid, the latter used in refining lead. VANCOUVER reported activity in the oil refinery; paints, varnish and soap workers were fairly busy. At VICTORIA the paint and soap factories were active; explosive plants operated steadily.

The gross earnings of the Canadian Pacific Railway during May were \$16,459,986, as compared

**Railways,** with \$13,569,411 in **shipping and** May, 1919. The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and Canadian National Railways, on railway operation, including general office, trainmen, engine crews, station employees and parlor and dining room employees showed a slight change during the month of June, the figures at the end of the month being 66,700, as compared with 66,400 at the end of May. The Canadian Pacific Railway and Grand Trunk Railway showed an increase, while the Canadian National Railways showed a slight reduction. SYDNEY reported activity during June on steam and electric railways and among transfer and garage workers; longshoremen were very busy. At HALIFAX, longshore work fell off; electric railway and transfer workers were well employed. In the WESTVILLE section the railways, both steam and electric, were well manned and very busy; freight hauling on the Prince Edward Island Railway began to drop during the month, but ballast-



ing operations absorbed the unemployed. ST. JOHN reported great activity in freight and passenger traffic; street railways and transfers were also very busy, but 'longshoremen were affected by the slackness in navigation. Transportation workers at MONCTON were well employed; the Gulf Shore railway from Gloucester junction and Bathurst to Shipigan was taken over by the Canadian National Railways. Railway and steamer transportation at FREDERICTON was brisk. At MONTREAL the railways were not so well manned, but 'longshore work was very active. Railwaymen at QUEBEC were increasingly busy with summer traffic; the street railway also increased its staff; ocean and coasting shipping was brisk; transfers were quiet, but garages were busy. Activity among transport workers was reported from SHERBROOKE, THREE RIVERS and SOREL. At TORONTO railway traffic was heavy and repair-shop workers were busy; as a result of the consolidation of the Grand Trunk and Canadian National Railways extensive alterations were in progress at Leaside Junction, where the mixed commission purchased an additional area of 60 acres, much of the equipment at Rosedale and Don sections being removed to Leaside; navigation was fairly brisk, but 'longshoremen were only partially active; street railways and garages were busy. HAMILTON reported activity among the 'longshoremen, steamship traffic being heavy. Teamsters were in demand at NIAGARA FALLS, and transport workers were generally active. At BROCKVILLE 'longshore and railwaymen were fairly active; transfers were unusually busy transferring passengers from the G. T. R. to the Kingston and Toronto boats. 'Longshoremen at BELLEVILLE were slack, as few vessels plied to this port, chiefly schooners unloading coal; railway and transfer work was plentiful. Active conditions in transportation were reported at PETERBOROUGH. At KITCHENER railway freight traffic was heavy, and electric railways had a very busy month; a section of the Grand River Railway in the East of the city

was being diverted to run through the south ward; a shortage of help was noted in the garages. Railway activity, especially in the freight department, was reported at STRATFORD, but at LONDON freight traffic was still light owing to the tie-up of the roads in Michigan through strikes; passenger traffic was heavy, the Grand Trunk Railway adding several trains for summer; over 700 men were employed in the car shops; a number of men were taken on to work in a new "reclamation yard" started by the Grand Trunk Railway; the street railway was still operated by the Ontario Railway Board. With the exception of the Wabash, railways at ST. THOMAS had a busy month. CHATHAM reported railway shipments above the average, an improvement being shown in freight coming from the United States. The freight tonnage carried through the canal at SAULT STE. MARIE during May was 530,625 tons, compared with 1,473,367 tons in May, 1919. WINNIPEG reported increased activity on railways in June, and at BRANDON busy conditions prevailed among transportation workers. At MEDICINE HAT freight traffic was somewhat lighter on the Canadian Pacific Railway, but passenger traffic was heavy. CALGARY reported normal railway activity, and briskness in other departments of transport. At VANCOUVER navigation and 'longshore work was rather slack at the beginning of the month, but became brisk at the close; steam and electric railways, repair shops, transfers and garages were all busy. VICTORIA reported activity in all kinds of transportation, tourist travel being heavy; 'longshoremen were fairly active.

QUEBEC reported increasing activity in stone quarrying due to demand for crushed rock for concrete. At SHERBROOKE, in the metallic group, chrome iron workers were busy, but copper miners were slack; in non-metallic mining, asbestos workers were busy;

**Mining (other than coal) and quarrying**

granite and gravel-pit quarrymen were also busy. June ore shipments from the silver mines at COBALT amounted to 42 cars containing approximately 3,376,255 pounds of ore, as compared with 37 cars containing 2,749,170 pounds of ore in the previous month; bullion shipments amounted to 124 bars, containing 150,692 fine ounces, compared with 373 bars containing 451,986.51 fine ounces in the previous month; with wages to the mine-workers fixed for the six months beginning with May the supply of labour at the mines shows evidence of becoming both steady and plentiful. Labour was still scarce, however, at the gold camps of PORCUPINE and KIRKLAND LAKE, the exodus of men to their homes in Eastern Europe being said to be largely accountable, but it was hoped that the raising of wages by the mine operators would induce the present workers to remain and attract to the mines men now in other employment. WINNIPEG reported a demand for quarrymen and miners for northern Manitoba. A great scarcity of labour was reported for the smelter at TRAIL; two lead furnaces were running, but no copper furnaces were yet in blast; a new concentrator to handle the Rossland ores was awaiting the completion of the copper refinery; the lead refinery turned out daily 40 tons of refined lead, this being only about half the capacity of the plant; the zinc plant was active throughout the month, 3,437,421 pounds of refined zinc being turned out with 67.3 percentage of the plant working, the efficiency being estimated at 80.7, the best record of the plant to date.

SYDNEY reported the output of the Dominion collieries in June at about 286,000 tons of coal, as

**Mining (Coal)** compared with the revised figure of 255,000 tons in the previous month; 33,000 tons of coke were produced, 120 ovens being in operation. In the Nova Scotia Company's collieries at SYDNEY MINES the output was 56,500 tons of coal compared with 51,500 tons in May; 8,200 tons of coke were produced, 190 ovens being operated. WESTVILLE reported all

the mines in that district working steadily. A slight increase was noted in the MINTO coal mining area. WINNIPEG and REGINA reported a strong demand for experienced miners for the prairie coal fields, but employment agents reported that wages at some mines were not sufficient to attract workers. At LETHBRIDGE both the large mines (C.P.R. No. 3 and No. 6) worked full time, and prospects were good for continued activity; the smaller mines also showed improved employment conditions. CALGARY and EDMONTON reported a demand for experienced miners for Alberta. A demand for men was also reported from FERNIE and MICHEL and the CROW'S NEST PASS mines were active. NANAIMO reported some demand for coal miners and helpers in the Vancouver Island coal fields; the mines worked full time with prospects of steady activity for some time.

The value of building permits issued in 56 cities during May amounted to \$12,160,379 as compared with \$16,385,153 in April, and \$7,776,282 in May, 1919. The

**Building and construction**

building trades at SYDNEY were active during June. At HALIFAX considerable new work was started and should continue all summer; the old car-works were dismantled, the property subdivided and preparations made for the construction of houses. CHARLOTTETOWN reported great activity among carpenters, painters and other building tradesmen. Considerable repair work was in progress at ST. JOHN; alterations were being carried out in the Island yard of the Canadian National Railways; foundations were under construction for a new Canadian Pacific bridge at Reversible Falls. In MONCTON and district a demand for carpenters, masons, plumbers and builders' helpers was reported. At BATHURST about thirty cottages were under construction as part of the scheme undertaken by the Bathurst Lumber Company to provide one hundred homes for their employees. The building trades at



MONTREAL were fairly active. The demand for labour was well maintained in QUEBEC throughout the month, building operations being larger than for several years; the harbour and river improvements which were suspended during the war were not yet resumed; a new railway line from St. Henri to Quebec bridge was planned, and construction was shortly to begin. At SHERBROOKE great activity was evident in residential and commercial building; telephone and telegraph extensions were also numerous. Repair work was plentiful at ST. HYACINTHE, and at THREE RIVERS the building trades were actively employed on new structures of every type. Activity was also reported from ST. JOHN'S and IBERVILLE, but at SOREL employment was not so good. At OTTAWA and HULL the building trades were exceptionally active until a strike of inside workers interfered with operations. At TORONTO employment was good throughout the month in all building lines; many small houses and some important contracts were in progress. The building trades at HAMILTON were busy, notwithstanding the increased cost of labour and materials. To these causes, however, was attributed a falling off in activity at NIAGARA FALLS. Conditions were fair at ST. CATHARINES. BROCKVILLE reported unusual activity on dwellings, together with considerable railway construction work. A shortage of bricklayers was noted at KINGSTON, the demand for all kinds of labour being well maintained. Several public and private buildings were under way at BELLEVILLE. At PETERBOROUGH many industrial and public buildings, but very few dwellings, were under construction. Building trades were well employed at GALT, but at BRANTFORD little work was being carried out. KITCHENER and WATERLOO reported remarkable activity in both residential and industrial building. The construction of a cement bridge over the River Speed at GUELPH employed many men. Fair conditions were reported at STRATFORD and WOODSTOCK. At LONDON, CHATHAM and WINDSOR operations were unusually extensive, all building trades

being well employed. Very little new work was started at ST. THOMAS. WINNIPEG reported an increasing demand for workers in building and construction, employment being good in all lines. Employment was also reported good at BRANDON and REGINA, but at MEDICINE HAT conditions were slack. A strong demand for men was noted at CALGARY, building construction being exceptionally extensive. Much activity was also in evidence at EDMONTON. VANCOUVER reported a continued delay in starting the various works planned early in the year, building activity being disappointing for this season of the year; the new government dock was not yet begun and the new Canadian Pacific pier was only in its preliminary stage. The building trades at NEW WESTMINSTER were well employed. Carpenters were well employed at NANAIMO. At VICTORIA building and construction of all kinds was somewhat quiet.

The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and Canadian National Railways, on railway construction, including maintenance of way, showed an increase of 2,500 persons during month of June. The total at the end of the month being 43,100 as compared with 40,600 at the end of May. This increase was made up in steady gains each week by all three companies, but more than half of the additions were shown on the Canadian National Railways' payrolls.

The lumber mills at CHARLOTTETOWN slowed down during the month, the bulk of the lumber having been sawn during early spring. Large quantities of logs were brought down St. John river for the various mills at Indian-town and Milford, and the saw and shingle mills in ST. JOHN district were all busy. At FREDERICTON the sawmills and rafting booms gave employment to large numbers of men. River driving at BATHURST was disappointing owing to low water level. QUEBEC reported river driving nearly over in that dis-

#### Lumbering



triet, conditions having been fair; outside sawmills all started their season's cut. The saw and shingle mills at SHERBROOKE were busy, and the logging camps were cutting and peeling pulpwood. The sawmills at OTTAWA and HULL continued busy. The lumber mills at PEMBROKE ran full time; extra gangs were required for river driving owing to low water. River drivers were still very busy in PETERBOROUGH district, large quantities of logs being supplied to the sawmills which were running to capacity; shingle and lath mills were also very active. At SAULT STE. MARIE lumber yards and planing mills had a

busy month and bushmen were in demand. EDMONTON reported a scarcity of help in the lumber camps of northern Alberta. VANCOUVER reported lumbering in the coast district rather less active than in the past few months, a few camps closing down temporarily; saw and shingle mills were fairly busy. At NEW WESTMINSTER the saw and shingle mills had a busy month. Experienced loggers were in demand in PRINCE RUPERT district. NANAIMO and VICTORIA reported activity in all branches of the lumbering industry on Vancouver Island, with a shortage of shipping facilities for export.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF JUNE, 1920, WITH TEXTS OF BOARDS' REPORTS

**D**URING the month of June the Department received reports from six Boards of Conciliation and Investigation established to deal with disputes between (1) the Grand Trunk Railway Company and certain of its employees, being clerks, etc.; (2) the Dominion Transport Company, Limited, Toronto, and its employees, being teamsters, chauffeurs, stablemen and helpers, members of local Union No. 191, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America; also the Dominion Transport Company Limited, and the same class of employees at London, Ontario, members of Local No. 662, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America; (3) the Canadian General Electric Company and certain of its employees at Peterborough, being machinists and electrical workers; (4) the Toronto Railway Company and its motormen, conductors, shopmen, motor and truck repairmen, compressor and fender room men and trackmen; (5) the Canadian National Express Company and certain of its employees, being members of the Canadian Brotherhood of Railroad Employees, and (6) the Nova Scotia Steel and Coal Company and certain of its

employees, being members of the following organizations: the Amalgamated Association of Iron, Steel and Tin Workers of America, the International Brotherhood of Electrical Workers, and the International Association of Machinists.

Six applications were received for the establishment of Boards and further appointments were made in connection with applications which had been received during the previous month.

#### Applications Received.

During the month of June applications for Boards were received as follows:

(1) From the employees of the Canadian Pacific Railway Company engaged in the commercial telegraph service, members of the Commercial Telegraphers' Union of America. A Board was established composed as follows; His Honour Judge R. D. Gunn, Ottawa, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. F. H. Phippen, K.C., and Jas. Gunn, nominees of the Company and employees respectively.

(2) From the employees of the Canadian Pacific Railway (Western Lines), being waterfront freight handlers, members of Local No. 38-52, International Longshoremen's Association. A Board was established as follows: the Honourable Mr. Justice Denis Murphy, Vancouver, chairman, appointed on the joint recommendation of the other two members, Messrs. Edwin A. James and Jos. Taylor, Vancouver, nominees of the company and employees respectively.

(3) From the employees of the Toronto Suburban Railway Company, being electrical workers. At the close of the month this dispute was receiving the attention of a departmental officer looking towards an adjustment without Board reference.

(4) From the employees of the following companies: Toronto and Niagara Power Company, Toronto Power Company, Toronto, Toronto Power Company, Niagara Falls, and Toronto Street Railway Company and certain of their employees, being members of the following trade unions, namely, blacksmiths and helpers, members of local 318, International Brotherhood of Blacksmiths and Helpers, electrical workers and helpers, members of Local 353, Toronto, and Local 897, Niagara Falls, International Brotherhood of Electrical Workers, woodworkers, members of Toronto District Council of Carpenters, and machinists and helpers, members of District Lodge No. 46, International Association of Machinists and Lodge 1296, Niagara Falls, Ontario, International Association of Machinists. At the close of the month this dispute was receiving the attention of a departmental officer looking towards an adjustment without Board reference.

(5) From the employees of the Canadian Pacific Railway Company (Western Lines), being conductors etc., members of the Order of Railway Conductors and the Brotherhood of Railroad Employees. This application was under consideration at the close of the month.

(6) From the employees of the Toronto, Hamilton and Buffalo Railway, being freight handlers, members of the

Canadian Brotherhood of Railroad Employees. This application was under consideration at the close of the month.

#### Other Proceedings under the Act.

During the month of June other proceedings under the Act took place as follows:

(1) The Board established to deal with the dispute between the Toronto Hydro-Electric Commission and their employees, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers, was completed by the appointment of Mr. J. M. Godfrey, of Toronto, as chairman, the appointment being made by the Minister in the absence of a joint recommendation from the other two members, Messrs. Frank R. Ewart and Louis Braithwaite, Toronto, nominees of the Commission and employees respectively. Mr. Fred Bancroft was first appointed a member of the Board on the recommendation of the employees, but later resigned, and Mr. Braithwaite was appointed in his stead.

(2) A Board was established to deal with the dispute between the Montreal Tramways and certain of its employees, being members of Division No. 790, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: His Honour Judge J. B. Archambault, Montreal, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. E. W. Villeneuve and J. A. Woodward, Montreal, nominees of the company and employees respectively.

3. A Board was established to deal with the dispute between the Corporation of Moose Jaw and its civic employees, members of Civic Employees' Local Union No. 9. The Board was composed as follows: The Honourable Mr. Justice G. E. Taylor, Moose Jaw, chairman, appointed on the joint recommendation of the other two members, Messrs. Geo. D. Mackie and R. A. Chadwick, nominees of the corporation and employees respectively.



**Report of Board in dispute between the Grand Trunk Railway Company and its clerks, etc.**

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**A** REPORT was received from the Board established to deal with the dispute between the Grand Trunk Railway and certain of its employees, being clerks, etc. The Board was composed as follows: The Honourable Mr. Justice F. S. Maclellan, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. U. E. Gillen and Fred Bancroft, nominees of the company and employees respectively. Although the original application in this case was received from members of the Canadian Brotherhood of Railroad Employees, it developed that the employees were members in part of three other unions, namely: the International Brotherhood of Stationmen, the Brotherhood of Railway Steamship Clerks, Freight Handlers, Express and Station Employees, and the International Brotherhood of Firemen, Oilers, etc. Representatives of these unions were also given hearing before the Board. The report of the Board was signed by the chairman and Mr. Gillen and contained recommendations for the settlement of the dispute. Mr. Bancroft did not concur in these findings, but did not file a minority report.

**Report of Board.**

In the matter of the Industrial Disputes Investigation Act, 1907, and of differences between the Grand Trunk Railway Company, employer, and certain of its employees, being clerks, etc., members of Canadian Brotherhood of Railroad Employees, International Brotherhood of Railway Stationmen, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, International Brotherhood of Firemen, Oilers, etc., employees.

Montreal, June 8, 1920.

The Honourable G. D. Robertson,  
Minister of Labour,  
Ottawa, Ont.

Sir,—

The Board of Conciliation and Investigation established in this matter, consisting of Mr. Fred Bancroft and Mr. U. E. Gillen, of Toronto, Ont., and the Honourable Mr. Justice F. S. Maclellan, of Montreal, Que., Chairman, having taken the oath of office, met at the Court House, at the City of Montreal, on 12th April, 1920; the Canadian Brotherhood of Railroad Employees was represented by Messrs. A. R. Mosher, Geo. S. Gregory and W. Byham; the Grand Trunk Railway Company was represented by Messrs. R. H. Fish, W. H. Sample and C. G. Bowker; the International Brotherhood of Railway Stationmen by Messrs. T. I. Hillock, J. J. Rankin and F. S. Walker; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees by Messrs. J. D. Caldwell and Francis Foley, and Mr. William Wilson appeared representing employees, clerks in transportation department, who are not affiliated with any Union.

Mr. Hillock, on behalf of the International Brotherhood of Railway Stationmen, filed with the Board the Schedule between his organization and the Railway Company, effective from 1st June, 1919, and a proposed revision thereof.

Mr. Francis Foley, representing the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, filed with the Board a proposed new Schedule between his organization and the Railway Company.

After having heard the representations of the Company and the several organizations, the Board suggested that the parties should meet together and



see how near they could come to an agreement on proposed working conditions and rates of pay, and this suggestion being accepted, the Board adjourned to the following day when it again met the representatives of the Company and the various organizations, and remained in session throughout the whole of that day, and on April 14th, 15th and 16th, endeavouring to come to an agreement on working conditions which would be satisfactory to all parties.

The Board of Conciliation, having been appointed upon the application of the Canadian Brotherhood of Railroad Employees, found it exceedingly difficult to deal with the questions in dispute, inasmuch as the International Brotherhood of Railway Stationmen and the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees both claimed to have a large membership among the employees who were affected by the application of the Canadian Brotherhood of Railroad Employees, and they also took the position that they were not parties to the Board and that the Board did not have the right to deal with employees who were not members of the organization upon whose demand the Board had been constituted.

When the Board next met, on April 19th, the Chairman read a telegram which he had received from the Deputy Minister in the following terms:

Ottawa, Ont., April 17th, 1920.

The Honourable Mr. Justice F. S. Maclellan,  
Court House, Montreal, Que.

The Department is in receipt of representations from the Grand Trunk Railway Company to the effect that the International Brotherhood of Railway Stationmen as represented by a Mr. Hillock has a membership of approximately fifteen hundred on the Grand Trunk Railway. It is also further represented that the International Brotherhood of Railway and Steamship Clerks and Freight Handlers represented by a Mr. Foley, has a membership of about two thousand on the Grand Trunk Railway all employed in the same branch of service as are the men represented through the International Brotherhood of Railway Employees. The Railway Company represents to the De-

partment that it is desirable the Board's inquiry and recommendations should extend to all of the employees in the classes of service affected, and that inasmuch as these employees are members of three different labour organizations, the Company asks that the scope of the inquiry be extended to include all of the employees referred to regardless of what organization they may be members of. This application on the part of the Company would seem to be quite in order. The Minister feels it is desirable that rates of wages and working conditions by which all employees on the Grand Trunk Railway in this class of service are to be governed should be determined and adjusted at the one time. The Board is therefore authorized to extend the scope of its inquiry and deal with these questions as they affect all of the employees in the various classes of service involved regardless of what labour organization they may be members of. It is assumed the Board is in touch with the proper representatives of the several organizations and will communicate the decision of the department to all concerned.

F. A. ACLAND,

Deputy Minister Labour and Registrar.

The Chairman explained that in view of the Minister having enlarged the scope of the Board's inquiry so as to include all the employees of the Railway affected, regardless of what organization they belonged to, all these organizations were now before the Board in the same position as if they had themselves applied for the Board. At this meeting the International Brotherhood of Firemen, Oilers, etc., represented by Mr. A. A. Woodward, appeared before the Board and filed a proposed schedule for stationary engineers, firemen, oilers, coal passers, round-house labourers, etc. The Board advised the different organizations to meet in joint committee for the purpose of jointly agreeing upon a schedule, and these efforts were renewed at the meeting of the Board on 20th April. Each of the four organizations had given the Board a separate schedule which it proposed should be put into operation, and the Board concluded that the Department of Labour should be informed fully of the difficulties which the Board was encountering in its efforts to restore harmony between the Railway Company and its employees. It was then decided to adjourn the meeting of the Board to the City of Ottawa, where

the Board met on 21st April, and the Minister of Labour was present upon the invitation of the Board. The Chairman explained the difficulties which the Board had encountered in its efforts to deal with the matters in dispute. Messrs. Mosher, Hillock, Carr, Rankin and Woodward, on behalf of their respective organizations, and Messrs. W. D. Robb, Vice-President, and C. G. Bowker, on behalf of the Railway, submitted their views. The Minister of Labour expressed his views upon the situation and recommended that a joint committee of employees chosen by each of the four organizations should be appointed for the purpose of drafting a new schedule of working conditions and rates of pay to be submitted to the Railway Company, and acting upon the Minister's suggestion, a joint committee was appointed composed of: W. E. Riche, Francis Foley and James D. Caldwell, named by Mr. Carr on behalf of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; T. I. Hillock, F. S. Walker and J. J. Rankin, named by Mr. Hillock on behalf of the International Brotherhood of Stationmen; J. Patwell, T. Thomson and John Cook, named by Mr. Woodward on behalf of the International Brotherhood of Firemen and Oilers, etc.; James McGuire, Karl Corbin and W. Byham, named by Mr. A. R. Mosher. The committee agreed to draft a new schedule of working conditions and rates of pay for submission to the Railway Company, and the Board met the joint committee on the 22nd and 23rd of April, when the Board adjourned to meet in Montreal on the 5th of May, 1920.

The joint committee, after a number of sittings, prepared a new schedule of proposed working conditions and rates of pay which it submitted to the Company, and after examination and consideration by the latter, was the subject of lengthy discussion between the committee and the Company with the result that working conditions, copy of which is attached hereto as "Schedule 'A'",

were agreed to, with the exception of two subsections which the committee asked the Board to amend as follows by striking out of Article 5 (d) the words "yard office clerks" and substituting therefor the words "bill clerks and car checkers, supervisors of crews and call boys"; and by adding to Article 6 (a) the words "freight checkers in charge of gangs." The Board heard all parties on these proposed amendments, has given full consideration to the matter, but the undersigned do not approve of the proposed amendments. The joint committee's schedule proposed the following rates of pay:

## ARTICLE 23.

*Minimum Rates of Pay.—*

A minimum rate of \$100.00 per month for all employees, is hereby established, this is to apply whether hourly, daily or monthly rated. Except that for messenger and office boys minimum shall be \$65.00 per month.

## ARTICLE 24.

*Classification and rates pay for M.P. Dept.—*

Rates of pay for the following classified employees in the M. P. Dept. shall be:—

	Per hour.
(a) Stationary engineers.....	80 cents.
Coal hoisting engineers.....	75 "
Water tenders.....	70 "
Stationary firemen.....	68 "
Power house boiler washers.....	68 "
" " " helpers.....	65 "
Turntable operators.....	65 "
P. H. flue blowers.....	65 "
Ashpitmen.....	65 "
Lighter up men.....	65 "
Engine watchmen.....	65 "
Engine wipers and cleaners.....	65 "
Coal chute men.....	65 "
Oil house men.....	65 "
Shop chain gang.....	65 "
Tool checkers.....	65 "
Coal passers, oil shop and R. H. labourers.....	65 "
Engine preparers.....	65 "
Tender tank fillers.....	65 "
Janitors.....	60 "
Bunk room attendants.....	60 "
Crew callers, night.....	55 "
" " " day.....	50 "

(b) Charge hands and leading hands shall receive at least ten cents per hour over and above the rate of the men who are in their charge.



(c) *Roundhouse Clerical Staffs.*—

	Per month.
Locomotive, foremen's chief clerk	\$175.00
Clerks	155.00
Engine despatchers	165.00
Storemen	155.00
Work order writers	155.00
Stenographers	145.00

(d) *Motive Power Shops.*—

Work order writers and checkers	\$155.00
Shop department clerks	165.00

## ARTICLE 25.

Rates of pay for the following classified employees in Freight Shed Staffs, shall be:—

	Per month
(a) Assistant shed foremen	\$165.00
Gang checkers	155.00
Chief coopers, heating and icing car inspectors and truck machinists	145.00
Door checkers and asst. coopers	145.00
	Per hour.
Loaders, pilers and stevedores	66 cents.
Truckers and porters	63 "
Team track foremen, 40% increase on present wages.	
	Per month.
Team track checkers	\$145.00
	Per hour.
Truckers and loaders on team track	63 cents.
Others, not specifically mentioned, 40% increase on present wages.	

## ARTICLE 26.

Rates for employees not specifically mentioned herein shall be:—

(a) Rates of pay shall be one hundred and twenty (\$120.00) per month, over and above monthly rate in effect Jan. 1918. This to apply whether hourly, daily or monthly rated employees.

(b) All positions and stations shall be classified and rate of pay shown in schedule by the Company.

The Company submitted a counter offer, Schedule "B" attached hereto, of increased rates of pay for the greater number of the monthly paid employees and some hourly paid employees, and said other monthly, hourly and daily rates in effect should continue as at present. This offer was refused by the joint committee and representatives of the organizations; the Board heard all evidence submitted by the Company and

by the employees on the matter of conditions and wages. The evidence establishes that the Company's offer involved an annual increase of \$713,000.00 to its present pay roll. It is to be observed that all employees, including those who are not offered an increase of pay, derive considerable benefit from the working conditions. The evidence before the Board was that working conditions, Schedule "A," involved an annual increase of more than \$325,000.00. The undersigned recommend the rates of pay proposed or recommended by the Company in Schedule "B."

Schedule "C" was presented to the Board to show the present rate of pay for employees paid by the hour or day to whom no increases are proposed or recommended by the Company, but the statement also shows that billers and advisers are paid at the rate of \$1.11 per 100 bills, and that some checkers are paid by the month, while others are paid by the hour and by the day. The undersigned recommend that all hourly rated employees in Schedule "C" be granted an increase of three cents per hour, and that all employees paid by the day and month and all billers and advisers referred to in Schedule "C" be granted an increase of 10 per cent over their present rate of pay.

Schedule "D" was presented to the Board after hearing employees and officers of the Company. The undersigned recommend the maximum monthly rate of pay proposed or recommended on each of the five sheets of Schedule "D."

The undersigned recommend that the proposed or recommended rates, and so far as possible the working conditions, be made to apply on and after April 17th, 1920 (the date all organizations herein referred to became parties to this application), and same to continue in effect until terminated by 30 days' notice.

The following items are representative of the monthly pay in former years, now in force, what is offered and what is asked in several of the departments of the Railway:



	Pay, Jan., 1914	Pay, Jan. 1918	Pay, June, 1920	Pay Offered.	Pay Asked.
Accounting Dept.—					
Book clerks.....	\$70.00	\$80.00	\$120.00	\$130.00	\$200.00
	55.00	65.00	105.00	120.00	185.00
Rate clerks.....	75.00	105.00	135.00	145.00	225.00
	50.00	70.00	105.00	115.00	190.00
	45.00	60.00	90.00	100.00	180.00
Checkers .....	50.00	65.00	110.00	115.00	185.00
	40.00	60.00	95.00	100.00	180.00
	30.00	40.00	87.50	87.50	160.00
	17.50	22.50	87.50	87.50	142.50
General clerks.....	50.00	60.00	95.00	100.00	180.00
	35.00	40.00	87.50	87.50	160.00
Stenographers.....	65.00	80.00	125.00	135.00	200.00
	35.00	40.00	87.50	90.00	160.00
Copyists.....	20.00	35.00	87.50	87.50	155.00
	15.00	25.00	87.50	87.50	145.00
Mailing clerks.....	50.00	65.00	100.00	100.00	185.00
	17.50	30.00	87.50	87.50	150.00
Office boys .....	15.00	20.00	45.00	45.00	140.00
Montreal stores—Supply department—					
Invoice clerk.....	\$65.00	\$85.00	\$135.00	\$145.00	\$205.00
Clerk.....	30.00	40.00	75.00	81.00	160.00
London strs. clerk.....	35.00	50.00	87.50	94.50	170.00
Ottawa strs. shippers.....	50.00	60.00	92.50	99.90	180.00
Mtl. purchas. clerk.....	70.00	90.00	130.00	140.00	210.00

In the Motive Power Department, ash-pitmen were paid 17 cents per hour in 1914 and now receive 43 cents; stationary firemen were paid 18 cents in 1914 and now 46½; coal heavers 17½ cents and now 42, 43 and 48 cents; call boys 10 and 12 cents and now 27 cents per hour.

Further illustrations could be cited from the voluminous statements filed with the Board by the Company showing that the increases in pay now in force or offered in the various classes interested since 1914 are very much in excess of 100 per cent in the large majority of cases. In the Accounting Department alone where there are over 800 employees, 77 per cent of them are now being paid or are offered increases over

the January, 1914, pay of from 100 to 400 per cent, and of the remaining 23 per cent about one-half are paid or offered \$125.00 or upwards per month.

On 1st January, 1920, in the Accounting Department, increases from \$2.50 to \$35.00 per month were given to 374 employees out of 826, and of these over 46 per cent had been receiving less than \$100.00 per month and 13 under \$87.50.

Females and boys to the number of 308 were not given increases, and the balance of the staff consisting of 144 male employees were considered well paid for the work performed, and in accordance with what other firms were paying for the same class of work.

Evidence was submitted by the Company's representatives, that the rates of

pay offered were equal to that paid for similar services by the Canadian Pacific and the Canadian National Railways. The employees submitted no evidence to the contrary, although given an opportunity to do so. An examination of the comparative statements filed by the Company and the rates of pay in force on the Canadian National Railways since 1st September, 1919, substantially bear out the claim of the Railway, the rates offered being in some cases slightly higher and in others slightly lower than what is in force on the other lines.

From the information placed before the Board and the official records of the Department of Labour on the advance in the cost of living since 1914, which was the reason urged by the employees for the increases in pay, the undersigned find that the advances in pay and what is now offered are substantially equal to or greatly exceed the large advance in the cost of living which has taken place since 1914.

Since the adjournment in Ottawa, on 23rd April, the Board has sat in Montreal on May 5th, 6th, 7th, 8th and 31st; June 1st, 2nd, 3rd, 4th, 5th, 7th and 8th.

Representative employees from different points on the Railway in Canada and officers of the four organizations which were parties to the inquiry appeared before the Board and were given opportunity and encouraged to fully state their views and put in evidence on everything that was relevant to the many complex questions involved, and having carefully considered all that was presented by the different parties and their representatives, the undersigned have come to the conclusion that the rates of pay demanded by the employees are not supported by the evidence and are excessive; that the rates approved or recommended in Schedules "B," "C" and "D" are fair, reasonable and adequate, having regard to the present cost of living, the nature, character and importance of the services and the remuneration paid for similar services by other employers in this country.

Exhibits 1 to 12 inclusive are self-explanatory.

Mr. Fred Bancroft does not concur in this report and intends to submit a separate report.

The whole respectfully submitted.

(Sgd.) F. S. MACLENNAN,  
Chairman.

(Sgd.) U. E. GILLEN.

#### SCHEDULE "A."

GRAND TRUNK RAILWAY SYSTEM, (CANADIAN LINES).

#### Schedule of hours of service and working conditions governing Employees herein named

##### ARTICLE 1—Scope.

(a) This schedule shall govern the following employees on Canadian Lines:

- (1) Clerks.
- (2) Other office and station employees, such as office boys, messengers, car sealers, labellers, chore boys, train announcers, supervisors of crews, depot gatemen, checkers, information clerks, baggage and parcel room employees, train and engine crew callers, operators of office or station equipment devices, telephone switchboard operators, elevator operators, office, station and warehouse watchmen and janitors, etc.
- (3) Classified labour employed in and around shops, round-houses, stations, storehouses and warehouses, such as ashpitmen, coal heavers, fire builders, engine wipers, engine watchmen, storemen, turntable operators, stationary engineers, stationary firemen, power house oilers, coopers, stowers, porters, weighmen, lampmen, etc.

(4) Common labourers employed in and around shops, roundhouses, stations, storehouses and warehouses.

(b) This schedule shall not apply to the following:

(1) Special agents and constables under police department, employees of the dining car department, such as conductors, stewards, chefs, cooks and waiters; employees in hotels or restaurants; employees, other than clerks, employed on coal and ore docks, elevators, piers, wharves, or other water front facilities (except freight handlers at Depot Harbour and such other points as may be agreed upon); ferry, tug and boat crews; or to individuals where amounts of less than forty-five (\$45.00) dollars per month are paid for special service which only takes a portion of their time from



outside employment or business; or to individuals performing personal service not a part of the duty of the carrier, such as red caps, travellers' aides, etc., or to any employees covered by other schedules or wage agreements.

(2) Chief clerks of supervisory agents and general foremen at Montreal, Ottawa, Toronto, Hamilton, London, Niagara Falls, Black Rock and Buffalo; depot masters at Montreal, Ottawa, Hamilton, Brantford and London; chief stationary engineers; and to such other supervisory forces as may be agreed upon; personal office forces of such officers as trainmasters or their superior in rank. (Personal office forces to include positions of a direct and confidential nature, such as chief clerks, assistant chief clerks, private secretaries, superintendents' accountants, chief or head timekeepers at motive power and car shops and in offices of general superintendents, and superintendents of motive power at Montreal and Toronto); employees assigned to road service where special training, experience and fitness are necessary; travelling or terminal passenger agents soliciting passenger and freight agents; travelling auditors and inspectors; all office forces of executive officers.

#### ARTICLE 2—*Definition of Clerk.*

Employees who regularly devote not less than four hours per day to the writing and calculating incident to keeping records and accounts, writing and transcribing letters, bills, reports, statements and similar work, and to the operation of office mechanical equipment and devices in connection with such duties and work shall be considered as clerks. The above definition shall not be construed to apply to:

(1) Employees engaged in assorting tickets, waybills, registering letters, etc., nor to employees operating appliances or machines for perforating and addressing envelopes, numbering claims or other papers, copying letters, etc., adjusting dictaphone cylinders and work of a like nature; nor to employees gathering or delivering mail or other similar work not requiring clerical ability.

(2) Office boys, messengers, and chore boys; or to other employees doing similar work.

(3) Employees performing manual work not requiring clerical ability.

#### ARTICLE 3—*Hours of Service and Meal Period.*

(a) Except as otherwise provided in this article, eight (8) consecutive hours, exclusive of meal period, shall constitute a day's work.

(b) It is understood that the present practice will be continued where employees are now working less than eight (8) hours per day, for which they will be paid as for the basic eight (8) hours day.

(c) Where employees can be spared by their superior officer, it shall be permissible for employees who do not wish to work on Saturday afternoons to make arrangements to work the time so lost during the preceding five (5) days.

(d) In computing broken time and overtime for monthly rated employees, the calendar days of the month, exclusive of Sundays, shall constitute a basic month for such employees.

(e) All employees shall be entitled to not less than one hour for meals during each day, except where it will interfere with present practices.

(f) Where employees are working on an eight (8) hour continuous shift, only twenty (20) minutes shall be allowed for lunch and without deduction of pay.

(g) Employees called and cancelled after reporting for duty shall be paid three (3) hours at pro rata rate.

(h) For baggage and parcel room employees, ticket clerks, station porters, the hours of service may be extended to provide for eight (8) hours' service within ten (10) consecutive hours.

#### ARTICLE 4—*Overtime.*

(a) Except as otherwise provided in this schedule, all time worked in excess of eight (8) hours in any one day shall be considered overtime and paid for at time and one-half time.

(b) No overtime will be worked except by direction of proper authority, except in cases of emergency where advance authority is not obtainable.

(c) When called to work outside of established hours after having been relieved, employees will be paid a minimum allowance of two (2) hours at time and one-half time, for which two (2) hours' service shall, if necessary, be performed. If held over two (2) hours, actual time worked will be paid for at overtime rate.

(d) Passenger station employees, when required to attend a regular scheduled passenger or mixed train outside of the regular eight (8) hours' service between the hours of 5.00 a.m. and 9.30 p.m. will receive one hour overtime for the first hour or any portion thereof. If required on duty more than one hour they will be paid overtime thereafter as per clause "A" hereof.

(e) Employees will not be required to suspend work during regular hours to absorb overtime.

#### ARTICLE 5—*Sunday and Holiday Work.*

(a) Only such employees as shall be necessary to perform the business of the company



shall be required to work on Sundays or legal holidays, namely: New Year's Day, Good Friday, Empire Day, May 24th, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day, (Washington's Birthday in U.S., Decoration Day in U.S., July 4th in U.S.)

(b) The above named holidays will be granted with pay to employees rated by the month; if necessary to call upon such employees to work on these holidays they will be paid one-half day extra to be added to their monthly pay.

(c) All employees required to work on Sundays will be paid at the rate of time and one-half time, except as provided in Clause (d).

(d) It is understood the following employees are exempted from clauses (b) and (c), namely: Depot masters, train announcers, baggage masters, depot gatemen, baggage and parcel room employees, station porters, ticket clerks, yard office clerks, roundhouse office clerks and hourly rated men in the Motive Power and Car Departments; provided, however, they are allowed one day's rest in seven. If necessary to work a seventh day in any consecutive seven days, they will be paid at rate of time and one-half time for all time so worked.

#### ARTICLE 6—*Vacations.*

(a) Clerks and monthly rated employees will be granted two weeks' (12 consecutive working days) vacation after one or more years' service; this to apply only to clerks in office, shed foremen, assistant shed foremen, depot masters, baggage masters and car checkers.

(b) In the event of the company not being able to relieve the employee and grant leave of absence during the year, such leave of absence will be added to the leave of absence in the following year, or if the employee so desires additional wages at the regular rate will be allowed in lieu thereof.

(c) Officer in charge shall arrange leave of absence, senior employees, to be given preference. The company will, if possible, relieve all applicants during the summer season, if so desired.

#### ARTICLE 7—*Relief Work and Preservation of Rates.*

(a) Employees temporarily or permanently assigned to higher rated positions shall receive

the higher rates while occupying such positions; employees temporarily assigned to lower rated positions shall not have their rates reduced.

A "temporary assignment" contemplates the fulfilment of the duties and responsibilities of the position during the time occupied whether the regular occupant of the position is absent or whether the temporary assignee does the work irrespective of the presence of the regular employee; assisting a higher rated employee due to a temporary increase in the volume of work does not constitute a temporary assignment. This article does not apply when relieving employees for vacations.

(b) Employees when required to leave their home terminal temporarily to act as a relief shall be allowed reasonable expenses while away.

#### ARTICLE 8—*Rates for Extra Duty.*

Freight shed employees called upon to unload coal from a car shall be paid an additional rate of ten (10) cents per hour for all work so performed.

#### ARTICLE 9—*Attending Court.*

Employees taken away from their regular assigned duties, at the request of the management, to attend court or to appear as witnesses for the company, shall be furnished transportation and will be allowed compensation equal to what would have been earned had such interruption not taken place, and, in addition, necessary actual expenses while away from home terminal. Any fee or mileage accruing shall be assigned to the company.

#### ARTICLE 10—*Promotion and Seniority.*

(a) Promotion and seniority of employees will be confined to districts and groups as shown below, namely: Car Service Department, under Superintendent of Car Service; Car Accounting Department, under Car Accountant; Stores Department, under Divisional Storekeepers; Transportation Department, under each Superintendent; Purchasing Department, under General Purchasing Agent; General Auditor and Auditor of Disbursements Departments, as one group; Auditor of Revenues' Department, Passenger Department as one group; Claims Department as one group; Freight Department, Rate Department, Accounts Department, and General Department as one group;

Freight Claims Department, under Freight Claim Agent; Motive Power and Car Departments, locally at such points as Montreal, M. P. Shops, Montreal Car Shops, Ottawa M. P. Shops, Ottawa Car Shops, London Car Shops, Toronto M. P. Shops, Stratford M. P. Shops, each Roundhouse Terminal including Subsidiary Stations.

(b) In filling vacancies and permanent new positions, seniority, merit and ability shall govern.

(c) Employees refusing promotion will become junior to employee accepting same. (This to apply only to the General Offices.)

(d) Employees declining promotion or declining to bid for a bulletined position shall not lose their seniority. (This not to apply to the General Offices.)

(e) Employees awarded bulletined positions will be allowed reasonable time in which to qualify, and, failing, will be returned to their former positions without loss of seniority.

(f) The rules for promotion and seniority do not apply to employees having less than six (6) months' service, nor to persons who do not devote their entire time to the company's service.

(g) New permanent positions or vacancies will be bulletined for five (5) days in their respective groups and at their respective points. Employees desiring such position will file their application with the designated official within that time, and senior applicant (merit and ability being sufficient) shall be given preference in filling the position. (This rule to apply only to clerical forces, shed foremen, assistant shed foremen, depot masters, baggage masters, storemen, stationary engineers, stationary firemen and power house oilers.) All other vacancies and permanent new positions are to be bulletined locally except those mentioned in clauses 3 and 4, rule (a) of Article 1 and not otherwise specifically mentioned herein.

(h) When reducing forces seniority rights shall govern.

(i) Seniority lists of all employees in the service six (6) months or over shall be posted in January of each year and will be open for correction for a period of sixty (60) days from date of posting. These lists shall be posted in a place accessible to all employees affected and

a copy supplied to General Chairman of Employees' Committee.

(j) When a position has been filled, the name of the appointee shall be bulletined.

(k) It shall be permissible for employees to be transferred from one group or department to another or bid for positions outside their own department or group, without loss of seniority.

(l) Employees now filling or accepting excepted or official positions with the company and employees elected as representatives of the employees covered by this agreement (who shall be considered as on leave of absence) shall retain their seniority rights and rank, if same are asserted within thirty (30) days after release from such excepted employment.

#### ARTICLE 11—*Discipline and Grievances*

(a) An employee who has been in service more than thirty (30) days, or whose application has been formally approved, shall not be disciplined or dismissed, except for intoxication, without proper investigation, at which investigation he may be represented by an employee of his choice. He may, however, be held out of service pending such investigation. The investigation shall be held within five days of the date when charged with offence. A decision will be rendered within five days after the completion of the investigation.

(b) An employee dissatisfied with the decision shall have a fair and impartial hearing before the next proper official provided written request is made to such officer and copy furnished to the agent or officer whose decision is appealed, within five (5) days of the date of the advice of the decision. Hearing shall be granted within five (5) days thereafter and the decision rendered within five (5) days of the completion of hearing.

(c) If an appeal is taken from this hearing it must be filed with the next higher official and a copy furnished the official whose decision is appealed, within seven (7) days after the date of the decision. The hearing of this appeal shall be held within seven (7) days and a decision rendered within five (5) days after completion of hearing.

(d) If a further appeal is taken it must be filed as provided in clause (c) of this article within ten days of the date of the decision



appealed from, on such appeals, hearing shall be given a decision rendered within ten days.

(e) An employee who considers himself otherwise unjustly treated shall have the same right of hearing and appeal as provided above if written request is made to his immediate superior within five (5) days of the cause for complaint.

(f) At the hearing or on the appeal the employee may be assisted by one or more employees.

(g) The right of appeal by employees or their representative in the regular order of succession and in the manner prescribed up to and inclusive of the highest official designated by the company to whom appeal may be made, is hereby established.

(h) An employee, on request, will be given a letter stating the cause of discipline; also a copy of his own statements when made a matter of record at the investigation or on the appeal.

(i) If the final decision decrees that the charge against the employee was not sustained, the record shall be cleared of the charge; if suspended or dismissed, the employee shall be reinstated and paid for all time lost.

(j) If an employee is suspended, the suspension shall date from the time he was taken out of the service.

(k) Committees of employees will be granted transportation and necessary leave of absence for investigation, consideration and adjustment of grievances.

(l) No discrimination will be made in the employment, retention or conditions of employment of employees because of membership or non-membership in labour organizations.

(m) Prior to the assertion of grievances as herein provided, and while questions of grievances are pending, there will neither be a shut-down by the employer nor a suspension of work by the employees.

(n) The time limits as provided in this article may be extended by mutual agreement.

#### ARTICLE 12. — *Service Letters.*

(a) When an employee is dismissed from or leaves the service of his own accord, after giving due notice, such employee will, upon request, be given the usual certificate of service.

(b) Employees securing employment with the company, will, upon request, have returned to them all service cards, letters and recommendations, or any other papers which may have been furnished by them to the company.

#### ARTICLE 13.—*Free Transportation and Leave of Absence.*

(a) Employees will be granted free transportation and leave of absence to attend their meetings, such transportation will not extend beyond the next Division adjoining their Superintendent's Division, and leave of absence will not exceed two (2) days and will only be granted when it will not interfere with the requirements of traffic and the service, and provided the company is not put to additional expense.

(b) Employees will be granted free transportation and leave of absence to attend General Committee meetings upon the request of the General Chairman.

#### ARTICLE 14.—*Moving Engines. (Applicable to Motive Power Dept. only.)*

When employees designated in this schedule are required by officer in charge to move engines, they will be paid at the regular hostlers' rate of pay for time so occupied. This will not apply to watchmen at outstations.

#### ARTICLE 15.—*New positions.*

The wages for new positions created shall be in conformity with the wages for positions of similar kind or class.

#### ARTICLE 16.—*General.*

(a) At points or in departments where twenty-five (25) or more employees covered by this schedule are employed, it will be permissible for notices of interest to said employees to be posted. The notice board shall be supplied by the employees and shall be in keeping with the general furnishings.

(b) In handling grievances, employees covered by this agreement will be given the same consideration as those in other organizations.

(c) When an employee is transferred from one point to another upon order of the company's officials, such employee will receive free transportation for himself and dependent family and household goods when not contrary to law and will suffer no loss of time in consequence thereof; such loss of time not to exceed two (2) days.

(d) This schedule of working conditions and rates of pay shall be printed by the company to the same extent as provided other organizations.

(e) Existing practices more favourable to the employees in respect to matters not specifically covered by this schedule, shall so far as possible, be continued.

(Signed) F. S. MACLENNAN,  
Chairman.



## SCHEDULE "B."

## GRAND TRUNK RAILWAY SYSTEM.

## ACCOUNTING DEPARTMENT.

STATEMENT OF EMPLOYEES CLASSIFIED, WITH PRESENT RATES OF PAY, COMPARED WITH RATES ASKED FOR BY THE EMPLOYEES, AS WELL AS RECOMMENDED RATES.

Positions Classified.	No.	Present Rates.	Amount.	No.	Rates Re-com-mended.	Amount.	In-crease.	Per Cent.	C. P. R.
Sub chief clerks.....	1	\$ 165.00	\$ 165.00	1	\$ 175.00	\$ 175.00			\$ 175.00
	18	150.00	2,700.00	23	160.00	3,680.00			to
	1	145.00	145.00	5	150.00	750.00			135.00
	4	140.00	560.00						
	3	135.00	405.00						
	1	130.00	130.00						
	1	125.00	125.00						
Total.....	29		\$ 4,230.00	29		\$ 4,605.00	\$ 375.00	9	
Clerks in charge of sections.	18	\$ 135.00	\$ 2,430.00	18	\$ 145.00	\$ 2,610.00			140.00
	2	125.00	250.00	2	140.00	280.00			to
	3	120.00	360.00	4	130.00	520.00			110.00
	1	115.00	115.00						
Total.....	24		\$ 3,155.00	24		\$ 3,410.00	\$ 255.00	8	
Book clerks.....	3	\$ 135.00	\$ 405.00	3	\$ 145.00	\$ 435.00			150.00
	8	125.00	1,000.00	8	135.00	1,080.00			to
	7	120.00	840.00	7	130.00	910.00			95.00
	6	115.00	690.00	6	125.00	750.00			
	2	110.00	220.00	2	120.00	240.00			
	1	105.00	105.00	15	110.00	1,650.00			
	14	100.00	1,400.00	3	95.00	285.00			
	1	95.00	95.00	4	90.00	360.00			
	2	90.00	180.00	2	75.00	150.00			
	4	87.50	350.00						
	2	65.00	130.00						
Total.....	50		\$ 5,415.00	50		\$ 5,860.00	\$ 445.00	8	
Rate clerks.....	2	\$ 135.00	\$ 270.00	2	\$ 145.00	\$ 290.00			115.00
	4	125.00	500.00	4	135.00	540.00			to
	15	120.00	1,800.00	15	130.00	1,950.00			87.50
	3	115.00	345.00	7	125.00	875.00			
	4	110.00	440.00	17	115.00	1,955.00			
	8	105.00	840.00	14	100.00	1,400.00			
	9	100.00	900.00	17	90.00	1,530.00			
	9	95.00	855.00						
	5	90.00	450.00						
	16	87.50	1,400.00						
	1	65.00	65.00						
Total.....	76		\$ 7,865.00	76		\$ 8,540.00	\$ 675.00	8½	

## ACCOUNTING DEPARTMENT.—(Continued.)

STATEMENT OF EMPLOYEES CLASSIFIED, WITH PRESENT RATES OF PAY, COMPARED WITH RATES ASKED FOR BY THE EMPLOYEES, AS WELL AS RECOMMENDED RATES.—(Continued.)

Positions Classified.	No.	Present Rates.	Amount.	No.	Rates Recommended.	Amount.	Increase.	Per Cent.	C. P. R.
Investigators.....	4	\$ 150.00	\$ 600.00	8	\$ 150.00	\$ 1,200.00			160.00
	1	140.00	140.00	7	140.00	980.00			to
	8	135.00	1,080.00	1	135.00	135.00			95.00
	3	130.00	390.00	21	130.00	2,730.00			
	11	125.00	1,375.00	29	125.00	3,625.00			
	12	120.00	1,440.00	2	115.00	230.00			
	22	115.00	2,530.00	23	110.00	2,530.00			
	5	110.00	550.00	19	100.00	1,000.00			
	16	105.00	1,680.00	12	90.00	1,080.00			
	9	100.00	900.00						
	18	95.00	1,710.00						
	1	90.00	90.00						
	10	87.50	875.00						
	1	75.00	75.00						
	1	65.00	65.00						
Total.....	122		\$ 13,500.00	122		\$ 14,410.00	\$ 910.00	7	
Checkers.....	1	\$ 135.00	\$ 135.00	1	\$ 135.00	\$ 135.00			125.00
	2	125.00	250.00	2	130.00	260.00			to
	6	120.00	720.00	10	125.00	1,250.00			87.50
	7	115.00	805.00	8	120.00	960.00			
	6	110.00	660.00	1	115.00	115.00			
	6	105.00	630.00	16	110.00	1,760.00			
	14	100.00	1,400.00	4	105.00	420.00			
	13	95.00	1,235.00	17	100.00	1,700.00			
	4	90.00	360.00	21	90.00	1,890.00			
	67	87.50	5,862.50	47	87.50	4,112.50			
	4	75.00	300.00	5	75.00	375.00			
	16	65.00	1,040.00	15	65.00	975.00			
	1	60.00	60.00	1	60.00	60.00			
	1	55.00	55.00						
Total.....	148		\$ 13,512.50	148		\$ 14,012.50	\$ 500.00	4	
Statistical clerks.....	1	\$ 125.00	\$ 125.00	6	\$ 125.00	\$ 750.00			125.00
	5	115.00	575.00	1	120.00	120.00			to
	2	110.00	220.00	1	115.00	115.00			87.50
	3	105.00	315.00	12	110.00	1,320.00			
	9	100.00	900.00	4	100.00	400.00			
	3	95.00	285.00	1	90.00	90.00			
	1	90.00	90.00	11	87.50	962.50			
	12	875.00	10,500.00	5	75.00	375.00			
	5	75.00	375.00	6	65.00	390.00			
	6	65.00	390.00	1	50.00	50.00			
	1	50.00	50.00						
Total.....	48		\$ 13,825.00	48		\$ 4,572.00	\$ 197.00	4½	

## ACCOUNTING DEPARTMENT—(Continued.)

STATEMENT OF EMPLOYEES CLASSIFIED, WITH PRESENT RATES OF PAY, COMPARED WITH RATES ASKED FOR BY THE EMPLOYEES, AS WELL AS RECOMMENDED RATES—(Continued.)

Positions Classified.	No.	Present Rates.	Amount.	No.	Rates Re-com-mended.	Amount.	In-crease.	Per cent.	C. P. R
General clerks.....	2	\$ 135.00	\$ 270.00	2	\$ 135.00	\$ 270.00			\$ 170.00
	2	120.00	240.00	3	125.00	375.00			to 87.50
	1	115.00	115.00	4	110.00	440.00			
	1	105.00	105.00	1	105.00	105.00			
	4	100.00	400.00	3	100.00	300.00			
	3	95.00	285.00	4	95.00	380.00			
	2	90.00	180.00	2	90.00	180.00			
	3	87.50	262.50	1	65.00	65.00			
	1	85.00	85.00	1	55.00	55.00			
	1	65.00	65.00						
	1	55.00	55.00						
Total.....	21		\$ 2,062.50	21		\$ 2,170.00	\$ 107.50	5	
Closings.....	1	\$ 115.00	115.00	1	\$ 120.00	120.00			110.00
	2	100.00	200.00	2	110.00	220.00			to 67.50
	21	87.50	1,837.50	21	90.00	1,890.00			
	2	75.00	150.00	2	75.00	150.00			
	11	65.00	715.00	11	65.00	715.00			
	5	55.00	275.00	5	55.00	275.00			
Total.....	42		\$ 3,292.50	42		\$ 3,370.00	\$ 77.50	2½	
Stenographers.....	1	\$ 125.00	125.00	1	\$ 135.00	\$ 135.00			110.00
	7	100.00	700.00	7	110.00	770.00			to 65.00
	10	95.00	950.00	10	100.00	1,000.00			
	17	87.50	1,487.50	17	90.00	1,530.00			
	1	75.00	75.00	4	75.00	300.00			
	3	65.00	195.00						
Total.....	39		\$ 3,532.50	39		\$ 3,735.00	\$ 202.50	6	
Ellis machine operators.....	8	\$ 87.50	\$ 700.00	6	\$ 100.00	\$ 600.00			None.
	1	75.00	75.00	3	90.00	270.00			
Total.....	9		\$ 775.00	9		\$ 870.00	\$ 95.00	12	
Comptometer operators.....	1	\$ 90.00	\$ 90.00	1	\$ 90.00	\$ 90.00			105.00
	38	87.50	3,325.00	38	87.50	3,325.00			to 87.50
	1	75.00	75.00	1	75.00	75.00			
	11	65.00	715.00	11	65.00	715.00			
	2	55.00	110.00	2	55.00	110.00			
Total.....	55		\$ 4,315.00	53		\$ 4,315.00			
Records.....	1	\$ 95.00	\$ 95.00	1	\$ 95.00	\$ 95.00			
	4	87.50	350.00	4	87.50	350.00			
Total.....	5		\$ 445.00	5		\$ 445.00			
Copyists.....	10	\$ 87.50	\$ 875.00	10	\$ 87.50	875.00			95.00
	2	65.00	130.00	2	65.00	130.00			to 87.50
	1	55.00	55.00	1	55.00	55.00			
Total.....	13		\$ 1,060.00	13		\$ 1,060.00			



## ACCOUNTING DEPARTMENT—(Continued.)

STATEMENT OF EMPLOYEES CLASSIFIED, WITH PRESENT RATES OF PAY, COMPARED WITH RATES ASKED FOR BY THE EMPLOYEES, AS WELL AS RECOMMENDED RATES—(Continued.)

Positions Classified.	No.	Present Rates.	Amount.	No.	Rates Recommended.	Amount.	Increase.	Per cent.	C. P. R.
Registering.....	6	\$87.50	\$ 525.00	6	\$ 87.50	\$ 525.00			95.00
	1	75.00	75.00	1	75.00	75.00			to
	7	65.00	455.00	7	65.00	455.00			65.00
	6	60.00	360.00	6	60.00	360.00			
	3	55.00	165.00	3	55.00	165.00			
Total.....	23		\$1,580.00	23		\$1,580.00			
Tracing.....	2	\$87.50	\$ 175.00	2	\$ 87.50	\$ 175.00			87.50
	2	65.00	130.00	2	65.00	130.00			to
	1	55.00	55.00	1	55.00	55.00			55.00
Total.....	5		\$ 360.00	5		\$ 360.00			
Waybills and ticket sorters.	3	\$87.50	\$ 262.50	3	\$ 87.50	\$ 262.50			87.50
	8	65.00	520.00	8	65.00	520.00			to
	7	55.00	385.00	7	55.00	383.00			55.00
	1	45.00	45.00	1	45.00	45.00			
Total.....	19		\$1,212.50	19		\$1,212.50			
Filing.....	1	\$110.00	\$ 110.00	1	\$110.00	\$ 110.00			90.00
	6	87.50	525.00	6	87.50	525.00			to
	1	70.00	70.00	1	70.00	70.00			50.00
	17	65.00	1,105.00	17	65.00	1,105.00			
	6	55.00	330.00	6	55.00	330.00			
	1	45.00	45.00	1	45.00	45.00			
Total.....	32		\$2,185.00	32		\$2,185.00			
Mail clerks.....	1	\$110.00	\$ 110.00	1	\$110.00	\$ 110.00			
	1	100.00	100.00	1	100.00	100.00			
	5	87.50	437.50	5	87.50	437.50			
	1	75.00	75.00	1	75.00	75.00			
	4	65.00	260.00	4	65.00	260.00			
	3	60.00	180.00	3	60.00	180.00			
	1	50.00	50.00	1	50.00	50.00			
Total.....	16		\$1,212.50	16		\$1,212.50			
Office boys.....	22	\$45.50	\$ 990.00	22	\$ 45.00	\$ 990.00			
Total.....	22		\$ 990.00	22		\$ 990.00			
Bookbinders.....	1	\$110.00	\$ 110.00	1	\$110.00	\$ 110.00			55.00
	1	87.50	87.50	1	87.50	87.50			to
	1	70.00	70.00	1	70.00	70.00			45.00
	1	60.00	60.00	1	60.00	60.00			
Total.....	4		\$ 327.50	4		\$ 327.50			

## ACCOUNTING DEPARTMENT—(Continued.)

STATEMENT OF EMPLOYEES, CLASSIFIED WITH PRESENT RATES OF PAY COMPARED WITH RATES ASKED FOR BY THE EMPLOYEES AS WELL AS RECOMMENDED RATES

Positions classified.	No.	Present rates.	Amount.	No.	Rates recommended.	Amount.	Increase.	Per cent	Increased cost per annum account conditions.
Sub chief clerks.....	29	.....	\$ 4,230.00	29	.....	\$ 4,605.00	\$ 375.00	9	
Clerks in charge of sections.	24	.....	3,155.00	24	.....	3,410.00	255.00	8	
Book clerks.....	50	.....	5,415.00	50	.....	5,860.00	445.00	8	
Rate clerks.....	76	.....	7,665.00	76	.....	8,540.00	675.00	8½	
Investigators.....	122	.....	13,500.00	122	.....	14,410.00	910.00	7	
Checkers.....	148	.....	13,512.50	148	.....	14,012.50	500.00	4	
Statistical clerks.....	48	.....	4,375.00	48	.....	4,572.00	197.00	4½	
General clerks.....	21	.....	2,062.50	21	.....	2,170.00	107.50	5	
Closings.....	42	.....	3,292.50	42	.....	3,370.00	77.50	2½	
Stenographers and typists...	39	.....	3,532.50	39	.....	3,735.00	202.50	6	
Ellis machine operators.....	9	.....	775.00	9	.....	870.00	95.00	12	
Comptometer.....	53	.....	4,315.00	53	.....	4,315.00	.....	.....	
Records.....	5	.....	445.00	5	.....	445.00	.....	.....	
Copyists.....	13	.....	1,060.00	13	.....	1,060.00	.....	.....	
Registering.....	23	.....	1,580.00	23	.....	1,580.00	.....	.....	
Tracing.....	5	.....	560.00	5	.....	360.00	.....	.....	
W-E and ticket sorters.....	19	.....	1,212.50	19	.....	1,212.50	.....	.....	
Filing.....	32	.....	2,185.00	32	.....	2,105.00	.....	.....	
Mail clerks.....	16	.....	1,212.50	16	.....	1,212.50	.....	.....	
Office boys.....	22	.....	990.00	22	.....	990.00	.....	.....	
Bookbinders.....	4	.....	327.50	4	.....	327.50	.....	.....	
Total.....	800	.....	\$ 75,402.50	800	.....	\$ 79,242.00	\$3,859.50	5	\$4,250.00

## FREIGHT TRAFFIC DEPARTMENT.

Station and Occupation.	Present Rate.	Re-com-mended rate.	Station and occupation.	Present rate.	Recom-mended rate.
FTM & GFA Office—Montreal—			AGFA Office—Buffalo—		
Clerk.....	\$ 165.00	\$165.00	Rate clerk.....	135.00	135.00
Corres. clerk.....	75.00	95.00	Clerk.....	110.00	110.00
Clerk—Stenographer.....	87.50	95.00	Steno.....	105.00	105.00
Sten.....	87.50	95.00	Clerk.....	100.00	100.00
Sten.....	87.50	95.00	Steno.....	100.00	100.00
Clerk.....	60.00	70.00	Tel.—Tel. operator.....	95.00	95.00
Office boy.....	45.00	45.00	Clerk.....	95.00	95.00
			Clerk.....	75.00	75.00
			Clerk.....	75.00	75.00
AGFA Office (Tariff Bureau)			COM. AGT. Office—Buffalo—		
Montreal—			Clerk—steno.....	125.00	125.00
Division clerk.....	\$ 150.00	\$160.00	Clerk—steno.....	100.00	100.00
Clerk.....	140.00	140.00			
Clerk.....	140.00	140.00	PASS. REP. STAFF—Buffalo—		
Clerk.....	140.00	150.00	Pass. rep. clerk, N.F.....	100.00	100.00
Clerk.....	125.00	125.00	Pass. rep. clerk, B.R.....	115.00	115.00
Clerk.....	115.00	115.00			
Rate clerk.....	105.75	105.75	GFFA Office—Montreal—		
For. tariff clerk.....	100.00	100.00	Rate clerk.....	110.00	110.00
Sten.....	75.00	75.00	Clerk.....	98.70	105.00
Clerk.....	75.00	80.00	Steno.....	87.50	95.00
Steno.....	75.00	85.00	Steno.....	87.50	95.00
Ass't for. tariff clerk.....	75.00	75.00	Steno.....	87.50	95.00
Junior clerk.....	60.00	60.00	Clerk.....	65.00	65.00
Junior clerk.....	55.00	55.00	Junior clerk.....	45.00	45.00
Junior clerk.....	45.00	50.00	Junior clerk.....	45.00	45.00

## FREIGHT TRAFFIC DEPARTMENT—(Continued.)

Station and occupation.	Present rate.	Recommended rate.
AFFA Office—Toronto—		
Clerk.....	145.00	150.00
Steno.....	87.50	95.00
B. of L. clerk.....	65.00	65.00
Clerk.....	50.00	50.00
DFA Office—Montreal—		
Rate clerk.....	100.00	110.00
Ass't rate clerk.....	91.65	91.65
Clerk.....	95.00	95.00
Steno.....	87.50	87.50
Steno.....	75.00	87.50
Clerk.....	60.00	60.00
COMM. AGT. Office—Quebec—		
Clerk—Steno.....	75.00	90.00
DFA Office—Ottawa—		
Rate and stat. clerk.....	100.00	100.00
Steno.....	87.50	95.00
Clerk.....	87.50	87.50
Clerk.....	55.00	60.00
DFA Office—Toronto—		
Rate clerk.....	98.70	115.00
Steno.....	90.00	95.00
Steno.....	87.50	87.50
Clerk.....	87.50	87.50
Steno.....	87.50	87.50
Clerk.....	55.00	55.00
Clerk.....	50.00	50.00
DFA Office—Hamilton—		
Rate clerk.....	115.00	115.00
Tariff clerk.....	87.50	87.50
Steno.....	87.50	87.50
Tel. operator.....	87.50	87.50
Steno.....	87.50	87.50
Junior clerk.....	50.00	50.00
Com. Agent Office—London—		
Clerk—Steno.....	87.50	95.00
DFA Office—Stratford—		
Clerk.....	87.50	100.00
Steno.....	87.50	95.00
Junior clerk.....	45.00	45.00
Com. Agent Office—Moncton—		
Clerk—Steno.....	131.75	131.75
Clerk.....	50.00	50.00
Weighing Department—		
Toronto—		
Scale repairer.....	\$ 150.00	\$150.00
Scale repairer.....	140.00	140.00
Scale repairer.....	140.00	140.00
Scale repairer.....	125.00	125.00
Clerk.....	105.00	105.00
Weighman.....	95.00	95.00
Steno.....	87.50	87.50
Hamilton—		
Weighman.....	95.00	95.00
Mimico—		
Weighman.....	95.00	95.00

Station and occupation.	Present rate.	Recommended rate.
Stratford—		
Weighman.....	95.00	95.00
Lindsay—		
Weighman.....	95.00	95.00
Allandale—		
Weighman.....	105.00	105.00
Weighman.....	95.00	95.00
Weighman.....	95.00	95.00
Midland—		
Weighman.....	100.00	100.00
Montreal—		
Weighman.....	100.00	100.00
Weighman.....	100.00	100.00
Weighman.....	100.00	100.00
Ottawa—		
Weighman.....	95.00	95.00
Richmond—		
Weighman.....	95.00	95.00
Belleville—		
Weighman.....	95.00	95.00

## PASSENGER TRAFFIC DEPARTMENT

Office, Location, and Occupation	Present rate.	Recommended rate.
Passenger Traffic Manager, Montreal, Que.—		
Clerk.....	\$125.00	\$135.00
Stenographer.....	87.50	87.50
General Passenger Agent, Montreal, Que.—		
Rate Clerk.....	\$131.75	\$180.00
Excursion Clerk.....	153.00	160.00
Ticket Clm. Clerk.....	125.00	145.00
Rate Clerk.....	105.75	125.00
Rate Clerk.....	95.00	95.00
Rde. Fre. Clerk.....	95.00	95.00
Clerk.....	92.50	92.50
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50
Stenographer.....	87.50	87.50
Stenographer.....	87.50	87.50
Stenographer.....	87.50	87.50
Stenographer.....	87.50	87.50
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50
Clerk.....	75.00	75.00
Clerk.....	55.00	55.00
Clerk.....	55.00	55.00
Clerk.....	50.00	50.00
Clerk.....	50.00	50.00
Clerk.....	45.00	45.00
Clerk.....	45.00	45.00



PASSENGER TRAFFIC DEPARTMENT (Continued)			Office, Location and Occupation	Present rate.	Recom- mended rate.
Ticket Supply Department, Montreal, Que.—			Bonaventure Station Ticket Office, Montreal, Que.—		
Chf. Tkt. Clerk.....	\$105.75	\$105.75	Chief Clerk.....	\$119.00	\$135.00
Ticket Clerk.....	87.50	87.50	Accountant.....	115.00	125.00
Ticket Clerk.....	87.50	87.50	Ticket Clerk (1).....	112.70	125.00
App. Clerk.....	75.00	75.00	Ticket Clerk (2).....	105.75	120.00
App. Clerk.....	70.00	70.00	Ticket Clerk (3).....	105.75	120.00
			Ticket Clerk (4).....	100.00	110.00
			Ticket Clerk (5).....	100.00	110.00
			Ticket Clerk (6).....	100.00	100.00
			Ticket Clerk (7).....	100.00	100.00
			Bookman.....	87.50	87.50
			Bookman.....	87.50	87.50
			Bookman.....	87.50	87.50
			Bookman.....	87.50	87.50
General Advertising Agent, Montreal, Que.—			City Passenger and Ticket Agent, Quebec, Que.—		
Asst. to Editor, Press Bu- reau.....	\$ 95.00	\$ 95.00	Acct. Chief Clerk.....	\$125.25	\$135.00
Stenographer.....	87.50	87.50	Temporary Clerk.....	100.00	100.00
Clerk.....	87.50	87.50	Ticket Clerk.....	87.50	95.00
Clerk.....	45.00	45.00			
General Baggage Agent, To- ronto, Ont.—			General Agent, Passenger De- partment, Ottawa, Ont.—		
Tracing Clerk.....	\$100.00	\$125.00	Clerk.....	\$119.00	\$130.00
Gen. Clerk.....	95.00	95.00	Clerk.....	95.00	95.00
Asst. Trac. Clerk.....	87.50	87.50			
Stenographer.....	87.50	87.50	Station Ticket Office, Ottawa, Ont.—		
Clerk.....	75.00	75.00	Ticket Agent.....	\$131.75	\$145.00
Clerk.....	60.00	60.00	Chief Clerk.....	119.00	130.00
Clerk.....	55.00	55.00	Ticket Clerk.....	90.00	100.00
			Ticket Clerk.....	90.00	90.00
			Ticket Clerk.....	87.50	87.50
Dining and Parlor Car Depart- ment, Toronto, Ont.—			District Passenger Agent, Toronto, Ont.—		
Storekeeper.....	\$110.00	\$125.00	Excur. Clerk.....	\$105.75	\$125.00
Clerk.....	105.75	105.75	Adv. Clerk.....	105.00	120.00
Clerk.....	98.70	98.70	Rate Clerk.....	91.65	100.00
Clerk.....	98.70	98.70	Clerk.....	87.50	87.50
Stenographer.....	87.50	87.50	Stenographer.....	87.50	87.50
Storeroom Clerk.....	87.50	87.50	Stenographer.....	87.50	87.50
Lin. Rm. Clerk.....	87.50	87.50	Stenographer.....	75.00	75.00
Clerk.....	75.00	75.00	Clerk.....	60.00	60.00
Lin. R. Porter.....	75.00	75.00	Clerk.....	55.00	55.00
Jr. Lin. R. Clerk.....	70.00	70.00	Messenger.....	45.00	45.00
Clerk.....	60.00	60.00	Messenger.....	45.00	45.00
Dining and Parlor Car Depart- ment, Montreal, Que.—			City Passenger and Ticket Agent, Toronto, Ont.—		
Storekeeper.....	\$115.00	\$115.00	Chief Clerk.....	\$119.00	\$135.00
Clerk.....	70.00	70.00	Cashier.....	125.25	135.00
			Clerk.....	112.70	120.00
District Passenger Agent, Montreal, Que.—			Clerk.....	105.75	110.00
Excursion Clerk.....	\$125.00	\$145.00	Clerk.....	95.00	100.00
Adv. Clerk.....	105.75	120.00	Clerk.....	90.00	100.00
Stenographer.....	90.00	90.00	Clerk.....	90.00	95.00
Stenographer.....	87.50	87.50	Clerk (Temporary).....	105.00	105.00
Clerk.....	50.00	50.00	Clerk.....	87.50	87.50
			Clerk.....	87.50	87.50
			Clerk.....	87.50	87.50
			Clerk.....	87.50	87.50
			Clerk (Temporary).....	95.00	95.00
			Clerk (Temporary).....	87.50	87.50
			Clerk (Temporary).....	87.50	87.50
			Clerk (Temporary).....	87.50	87.50
			Stenographer.....	75.00	75.00
City Passenger and Ticket Agent, Montreal, Que.—					
Chief Clerk.....	\$125.00	\$140.00			
SS. Clerk.....	112.70	125.00			
Ticket Clerk.....	100.00	110.00			
Ticket Clerk.....	87.50	95.00			
Stenographer (Clerk).....	75.00	75.00			
Janitor.....	75.00	75.00			

PASSENGER TRAFFIC DEPARTMENT  
(Continued)

Office, Location and Occupation	Present rate.	Recommended rate.
Station Ticket Office, Toronto, Ont.—		
Chief Clerk.....	\$125.00	\$135.00
Clerk.....	110.00	125.00
Accountant.....	100.00	115.00
Clerk.....	100.00	110.00
Clerk.....	100.00	110.00
Clerk.....	95.00	105.00
Clerk.....	95.00	105.00
Clerk.....	95.00	105.00
Clerk.....	95.00	105.00
Assistant Accountant.....	87.50	95.00
City Passenger and Ticket Agent, Brantford, Ont.—		
Clerk.....	\$ 50.00	\$ 50.00
City Passenger and Ticket Agent, Guelph, Ont.—		
Clerk.....	\$ 50.00	\$ 50.00
City Passenger and Ticket Agent, Hamilton, Ont.—		
Clerk.....	\$100.00	\$125.00
Clerk.....	87.50	87.50

Office, Location and Occupation	Present rate.	Recommended rate.
City Passenger and Ticket Agent, London, Ont.—		
Clerk.....	\$ 98.70	\$120.00
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50
City Passenger and Ticket Agent, Peterborough, Ont.—		
Clerk.....	\$ 55.00	\$ 55.00
City Passenger and Ticket Agent, St. Catharines, Ont.—		
Clerk.....	\$ 87.50	\$ 87.50
City Passenger and Ticket Agent, Windsor, Ont.—		
Clerk.....	\$ 87.50	\$ 87.50
Passenger Agent, Buffalo, N.Y.—		
Stenographer.....	\$ 87.50	\$ 87.50

## SUPPLY DEPARTMENT.

Station.	Position.	Rate Jan. 1914	Rate Jan. 1918	Present rate.	Grand Trunk proposed.	Rate requested.
Montreal Stores.....	Accountant.....	\$65.00	\$100.00	\$150.00	\$162.00	\$220.00
"	Invoice clerk.....	65.00	85.00	135.00	145.00	205.00
"	Invoice clerk.....	55.00	65.00	115.00	124.20	185.00
"	Clerk.....	55.00	65.00	115.00	124.20	185.00
"	Clerk.....	55.00	75.00	100.00	108.00	195.00
"	Clerk.....	40.00	50.00	100.00	108.00	170.00
"	Clerk.....	40.00	55.00	87.50	94.50	175.00
"	Clerk.....	30.00	40.00	75.00	81.00	160.00
"	Stenographer.....	40.00	65.00	100.00	108.00	185.00
"	Req. clerk.....	30.00	40.00	75.00	81.00	160.00
"	Office boy.....	15.00	15.00	40.00	43.20	65.00
"	Stores inspector.....		90.00	140.00	151.20	210.00
"	Clerk.....	60.00	80.00	105.00	113.40	200.00
"	Chief storeman.....	65.00	80.00	135.00	145.80	200.00
"	Stores del.....	55.00	75.00	115.00	124.20	195.00
"	Foreman.....	65.00	80.00	135.00	145.80	200.00
London Stores.....	Stores inspector.....		90.00	175.00	189.00	210.00
"	Clerk.....	60.00	82.50	130.00	140.40	202.50
"	Clerk.....	35.00	50.00	87.50	94.50	170.00
"	Clerk.....	35.00	45.00	87.50	94.50	165.00
"	Clerk.....	35.00	45.00	87.50	94.50	165.00
"	Clerk.....	35.00	45.00	87.50	94.50	165.00
"	Office boy.....	15.00	30.00	45.00	48.60	65.00
"	Clerk.....	35.00	40.00	87.50	94.50	160.00
"	Clerk.....	35.00	40.00	87.50	94.50	160.00
"	Clerk.....	35.00	40.00	87.50	94.50	160.00
"	Clerk.....	35.00	40.00	87.50	94.50	160.00
"	Clerk.....	25.00	30.00	55.00	59.40	160.00
Ottawa Stores.....	Stenographer.....	40.00	50.00	87.50	94.50	170.00
"	Clerk.....	35.00	40.00	92.50	99.90	160.00
"	Clerk.....	25.00	35.00	87.50	94.50	155.00
"	Storeman.....	65.00	85.00	135.00	145.80	205.00
"	Shipper.....	50.00	60.00	92.50	99.90	180.00
"	Asst. storeman.....	50.00	60.00	95.00	102.60	180.00

## SUPPLY DEPARTMENT. (Continued)

Station.	Position.	Rate Jan. 1914	Rate Jan. 1918	Present rate.	Grand Trunk proposed.	Rate re- quested.
Montreal Stationery.....	Clerk.....	\$ 85.00	\$ 85.00	\$125.00	\$ 135.00	\$ 205.00
"	Clerk.....	60.00	70.00	100.00	108.00	190.00
"	Clerk.....	50.00	60.00	90.00	97.20	180.00
"	Clerk.....	50.00	60.00	95.00	102.60	180.00
"	Clerk.....	45.00	55.00	90.00	97.20	175.00
"	Clerk.....	40.00	50.00	92.50	99.90	170.00
"	Clerk.....	37.50	50.00	90.00	97.20	170.00
"	Clerk.....	35.00	40.00	87.50	94.50	160.00
"	Clerk.....	32.50	35.00	87.50	90.50	155.00
"	Clerk.....	30.00	35.00	65.00	70.20	155.00
"	Clerk.....	30.00	35.00	87.50	94.50	155.00
"	Junior clerk.....	25.00	30.00	55.00	59.40	150.00
"	Junior clerk.....	25.00	30.00	55.00	59.40	150.00
"	Office boy.....	15.00	25.00	45.00	48.60	65.00
Montreal Customs.....	Chief clerk.....		55.00	115.00	124.20	175.00
"	Stenographer.....		55.00	87.50	94.50	175.00
"	Clerk.....		55.00	87.50	94.50	175.00
"	Office boy.....			45.00	48.60	65.00
Montreal Purchas. ....	Clerk.....	70.00	90.00	130.00	140.00	210.00
"	Clerk.....	42.00	75.00	110.00	110.00	195.00
"	men		girl			
"	Stenographer.....	77.50	75.00	100.00	110.00	195.00
"	Stenographer.....	77.50	70.00	100.00	110.00	190.00
"	Clerk.....	40.00	65.00	95.00	100.00	185.00
"	Clerk.....	40.00	60.00	95.00	100.00	180.00
"	Clerk.....	40.00	55.00	95.00	97.50	175.00
"	Clerk.....	40.00	55.00	95.00	100.00	175.00
"	Clerk.....	47.00	70.00	95.00	100.00	190.00
"	Clerk.....	37.00	45.00	92.50	97.50	165.00
"	Clerk.....	37.00	45.00	92.50	97.50	165.00
"	Clerk.....	37.00	45.00	92.50	97.50	165.00
"	Clerk.....	37.00	45.00	92.50	97.50	165.00
"	Clerk.....	40.00	45.00	87.50	97.50	165.00
"	Clerk.....	27.50	30.00	65.00	70.00	100.00
"						(Min.)
"	Junior clerk.....	20.00	22.50	55.00	60.00	65.00
"	Office boy.....	15.00	20.00	50.00	55.00	65.00
"	Asst. acct.....		110.00	175.00	189.00	230.00
"	Freight clerk.....	85.00	95.00	145.00	156.60	215.00
"	Fuel clerk.....	75.00	90.00	140.00	151.20	210.00
"	Lumber clerk.....	60.00	75.00	140.00	151.20	195.00
"	Clerk.....		75.00	140.00	151.20	195.00
"	man		girl			
"	Stenographer.....	77.50	70.00	105.00	113.40	190.00
"	Clerk.....	55.00	70.00	125.00	135.00	190.00
"	Clerk.....	40.00	65.00	125.00	135.00	185.00
"	Stenographer.....	45.00	60.00	100.00	108.00	180.00
"	Voucher clerk.....		60.00	92.50	99.90	180.00
"	Clerk.....	40.00	60.00	92.50	99.90	180.00
"	Clerk.....		60.00	115.00	115.00	180.00
"	Clerk.....	40.00	55.00	100.00	108.00	175.00
"	Clerk.....	40.00	55.00	95.00	102.60	175.00
"	Clerk.....		40.00	92.50	99.90	160.00
"						(Min.)
"	Clerk junior.....	20.00	40.00	55.00	59.40	100.00
"	Office boy.....	15.00	20.00	45.00	48.60	65.00
"	Fuel insp.....		125.00	175.00	156.50	245.00
"	Clerk.....			75.00	81.00	100.00
"						(Min.)



## MONTREAL DIVISION.

## OFFICE OF THE SUPERINTENDENT.

Statement showing station, occupation and rate for monthly paid employees, number of men paid at each rate for each hourly and daily rated occupation.

Station and occupation.	Present rate.	Recommended rate.
per month.		
Sherbrooke—		
Night agent.....	\$ 95.00	\$100.00
Ticket clerk.....	95.00	110.00
Yard clerk.....	92.50	100.00
Baggagemen (2).....	87.50	94.00
Chief clerk.....	113.00	140.00
Inward clerk.....	90.00	120.00
Bill clerk.....	87.50	115.00
Record clerk.....	87.50	94.00
Stenographer.....	87.50	90.00
Transfer clerk.....	87.50	87.50
Abstract clerk.....	65.00	75.00
Shed foreman.....	105.00	115.00
Checker.....	92.00	100.00
Caretaker.....	85.00	92.00
Parcel clerk.....	65.00	65.00
Messenger.....	50.00	50.00
Per day.		
Porters (6).....	3.21	3.44
Per month.		
Richmond—		
Trainmaster's stenographer.....	87.50	90.00
Chief Dispatcher's ".....	87.50	90.00
Per day.		
Porters (2).....	2.96	3.20
Caretaker.....	2.71	2.90
Call boys (3).....	1.96	2.00
Per month.		
Porters (2).....	80.00	85.00
Weighmen (2).....	87.50	95.00
Bill clerk.....	87.50	87.50
Bill clerk.....	85.00	87.50
Seal clerk (3).....	95.00	95.00
St. Hyacinthe—		
Freight clerk.....	95.00	125.00
Freight clerk.....	87.50	100.00
Freight clerk.....	75.00	87.50
Checker.....	87.50	100.00
Freight clerk.....	55.00	55.00
Per day.		
Porters (3).....	2.61	3.20
Baggageman.....	2.85	3.00
Baggagemen (2).....	2.56	2.75
Per month.		
Victoriaville—		
Shed foreman.....	87.50	94.00
Per day.		
Checker.....	2.46	2.70
Truckers (2).....	2.46	2.60
Per month.		
Chaudière Jct.—		
Chief clerk.....	87.50	100.00
Checkers (2).....	87.50	94.00
Per day.		
Ass't clerk.....	2.21	2.21

Station and occupation. Present rate. Recommended rate.

Pt. Levi—		
Per month.		
Chief clerk.....	100.00	110.00
Clerk.....	87.50	95.00
Call boy.....	40.00	40.00
Call boy.....	36.00	36.00
Quebec—		
Chief clerk.....	110.00	140.00
Accountant.....	110.00	130.00
Cashier.....	100.00	105.00
Baggage agent.....	95.00	100.00
Baggage checker.....	87.50	95.00
Clerk.....	87.50	94.00
Clerk.....	87.50	94.00
Clerk.....	87.50	94.00
Asst. clerk.....	45.00	50.00
Shed foreman.....	105.00	110.00
Freight checker.....	92.50	95.00
Per day.		
Car checker.....	2.91	3.00
Checker.....	3.46	3.65
Porters (7).....	3.16	3.20
Watchmen.....	3.16	3.20
Rouse's Point—		
Per month.		
Agent (yard).....	165.00	175.00
Chief clerk.....	115.00	125.00
Clerk.....	102.00	110.00
Clerk.....	95.00	100.00
St. John's—		
Warehouseman.....	87.50	90.00
Porter.....	87.50	87.50
Brockville—		
Chief clerk.....	95.00	120.00
Accountant.....	87.50	100.00
Stenographer.....	87.50	87.50
Bill clerk.....	65.00	65.00
Clerk.....	55.00	55.00
Shed foreman.....	87.50	94.00
Checker.....	87.50	90.00
Baggageman (2).....	87.50	90.00
Yard chief clerk.....	105.00	110.00
Recorder (2).....	87.50	95.00
Seal clerks.....	95.00	95.00
Checkers (6).....	87.50	92.00
Call boys (3).....	50.00	55.00
Per day.		
Porters (7).....	3.21	3.44
Montreal Supt's Office—		
Per month.		
Clerk.....	113.00	130.00
Asst. chief clerk.....	110.00	140.00
Clerks (2).....	107.50	130.00
Clerk.....	95.00	115.00
Clerk.....	91.00	100.00
Clerk.....	90.00	97.50
Clerk.....	87.50	94.00
Steno. to ch. clerk.....	90.00	97.50
Stenographer.....	87.50	94.00
Stenographer.....	87.50	87.50

## MONTREAL DIVISION—Continued.

Station and occupation.	Present rate.	Recommended rate.
	Per month.	
Montreal—		
Clerk.....	87.50	87.50
Clerk.....	87.50	94.00
Clerk.....	87.50	87.50
Clerk.....	65.00	65.00
Clerk.....	55.00	55.00
Porter.....	85.00	85.00
C. T. D.—		
Clerk.....	85.50	90.00
Messenger.....	40.00	45.00
Richmond—		
B. & B. clerk.....	87.50	94.00
Road clerk.....	97.30	105.00
St. Lambert (Road)—		
Clerk.....	87.50	87.50
Brockville (Road)—		
Clerk.....	87.50	95.00

## OTTAWA DIVISION (4).

## OFFICE OF SUPERINTENDENT.

Statement showing station, occupation and rate of pay for monthly paid employees, number of men paid at each rate for each hourly and daily rated occupation.

Station and occupation.	Present rate.	Recommended rate.
	Per month.	
Coteau—		
Iceing inspector.....\$	87.50	\$100.00
Ticket clerk.....	87.50	87.50
Billing clerk.....	87.50	87.50
Night baggageman.....	87.50	87.50
	Per day.	
Day baggageman.....	2.96	2.96
	Per month.	
Shedman.....	87.50	87.50
	Per hour.	
Stn. constable.....	.31	.31
	Per month.	
Billing clerk (2).....	87.50	95.00
Billing clerk.....	87.50	95.00
Record clerk.....	87.50	90.00
Car checker (3).....	87.50	90.00
Hawkesbury—		
Chief clerk.....	105.00	113.00
Billing clerk.....	95.00	102.00
Cashier.....	87.50	94.00
Clerk.....	87.50	87.50
Car checker.....	87.50	87.50
Freight checker.....	87.50	87.50
Porter.....	87.50	87.50

## OTTAWA DIVISION—Continued.

Station and occupation.	Present rate.	Recommended rate.
Supt. Office—		
Jr. accountant.....	120.00	140.00
Rd. dept. clerk.....	107.50	120.00
General clerk.....	90.00	97.00
Sten. to chief clerk.....	87.50	100.00
Inw. corr. clerk.....	87.50	94.00
Car dist. clerk.....	87.50	94.00
Stenographer.....	87.50	94.00
Stenographer.....	87.50	94.00
General clerk.....	75.00	75.00
Junior clerk.....	55.00	55.00
Clerk to T. M.....	87.50	.....
Steno. despr. office.....	87.50	94.00
Clerk B. & B.....	107.50	120.00
Clerk road (2).....	87.50	95.00
Station constable (2).....	100.00	110.00
Station gateman (9).....	87.50	100.00
Clerk stationmaster.....	87.50	87.50
Parcel clerk.....	87.50	90.00
Baggage master.....	140.00	160.00
Asst. baggage master (3)...	110.00	118.00
Baggage checker (4).....	95.00	102.00
Ottawa—Passenger Terminal—		
Baggage porters (16).....	87.50	90.00
Enquiry clerks (3).....	87.50	94.00
Station porters (3).....	75.00	75.00
	Per hour.	
Station porters (2).....	.36	.36
	Per month.	
Elevator men (2).....	75.00	81.00
Tel. operators (2).....	70.00	75.00
Matron (2).....	65.00	70.00
	Per day or per month.	
Waiting room att.....	1.96	.....
	50.96	55.00
Freight staff—		
Freight accountant.....	115.00	135.00
Freight cashier.....	110.00	125.00
Chief biller.....	105.00	120.00
Freight claims clerk.....	100.00	110.00
Inward clerk.....	100.00	110.00
Rate clerk.....	100.00	115.00
O-S clerk.....	95.00	110.00
Asst. cashier.....	90.00	105.00
Freight collector.....	90.00	100.00
Del. book clerk.....	87.50	94.00
Advising clerk.....	87.50	94.00
Shedden ledger.....	87.50	94.00
Rec'd abs. clerk.....	87.50	94.00
Biller.....	87.50	94.00
Car rec. clerk.....	87.50	94.00
Stenographer.....	87.50	95.00
For. abs. clerk.....	87.50	94.00
Over and short.....	87.50	100.00
Biller.....	87.50	94.00
Stenographer.....	87.50	90.00
Inter. abs. clerk.....	87.50	94.00
Freight adv. clerk.....	87.50	94.00
Night clerk.....	70.00	75.00
Freight adv. clerk.....	70.00	75.00
Junior clerk.....	59.25	65.00
Messenger.....	55.00	60.00
Agent Chaudière.....	87.50	94.00

## OTTAWA DIVISION—Continued.

Station and occupation.	Present rate.	Recommended rate.
Per month.		
Freight clerk.....	55.00	60.00
Freight clerk, Bank St....	87.50	94.00
Freight shed foreman....	130.00	150.00
Asst. shed foreman.....	100.00	110.00
Checkers (10).....	87.50	47
Per hour.		
Shed watchman.....	.39½	.40¾
Shed watchman.....	.39½	.39½
Janitor.....	.39½	.39½
Car sealer.....	.39½	.40¾
Stevadores (5).....	.39½	.40¾
Freight porters (20).....	.39½	.40¾
Per month.		
Chief clerk.....	125.00	135.00

## Yard Staff—

Supr. crews, days.....	110.00	125.00
Supr. crews, nights.....	100.00	115.00
Bill clerk (2).....	87.50	94.00
Record clerk.....	87.50	94.00
Car service clerk.....	87.50	94.00
Timekeeper.....	87.50	94.00
Interchange clerk.....	80.00	90.00
Yard clerk.....	55.00	70.00
Car checker.....	87.50	94.00
Car checker.....	80.00	86.00
Car checker.....	80.00	86.00
Car checker.....	70.00	75.00
Call boy.....	55.00	59.00
Call boy (2).....	50.00	54.00

## Pembroke—

Chief freight clerk.....	87.50	115.00
Billier.....	87.50	94.00
Cashier.....	87.50	94.00

Per hour.

Porters (2).....	.38	.39
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Per month.

Baggageman.....	87.50	87.50
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Per day.

Station fireman (2).....	3.46	3.46
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## Depot Harbor—

Per month.

Cashier.....	130.00	150.00
Division clerk.....	130.00	140.00
Billier.....	105.00	113.00
Claims clerk.....	100.00	108.00
Local biller.....	87.50	94.00
Stenographer.....	87.50	94.00
Abstract clerk.....	87.50	94.00
Ledger clerk.....	87.50	94.00
W-B entry clerk.....	87.50	94.00
Shed foreman.....	150.00	160.00
Asst. foreman (2).....	120.00	130.00
Asst. foreman (winter rate)	85.00	95.00
Night yard clerk.....	87.50	100.00
Yard clerk.....	87.50	87.50
Clerk road department....	87.50	95.00

## MONTREAL TERMINALS—

Station and occupation.	Present rate.	Recommended rate.
Wharf staff—		
Per month.		
Chief clerk (1).....	135.00	160.00
Cashier (1).....	105.75	120.75
Clerk (1).....	119.00	134.00
Clerk (1).....	105.75	120.75
Clerk (1).....	105.00	120.00
Clerks (2).....	95.00	100.00
Clerks (2).....	87.50	94.50
Clerk (1).....	87.50	92.50
Clerk (1).....	85.00	90.00
Clerk (1).....	85.00	85.00
Clerk (1).....	90.00	97.00
Clerk (1).....	87.50	92.50
Clerk (1).....	87.50	100.00
Clerk (1).....	70.00	70.00
Clerk (1).....	87.50	97.50
Clerk (1).....	87.50	87.50
Clerk (1).....	87.50	87.50
Clerk (1).....	105.00	110.00
Clerk (1).....	95.00	100.00
Car checker (1).....	102.00	110.00
Labellers (2).....	120.00	120.00
Messengers (2).....	87.50	87.50
Foreman (1).....	131.75	131.75
Foreman (1).....	131.75	150.00
Timekeeper (1).....	105.75	120.00
Station Staff—		
Asst. depot master.....	123.25	140.00
Clerk.....	110.00	118.00
Clerk.....	87.50	96.50
Constable.....	100.00	100.00
Constable (2).....	90.00	105.00
Ticket examiner.....	87.50	100.00
Information clerks.....	75.00	75.00
Informations clerks.....	70.00	70.00
Information clerks (2)...	70.00	70.00
Matron.....	50.00	50.00
Matron.....	45.00	45.00
Cleaners (9).....	70.00	70.00
Road Department—		
Clerk.....	110.00	110.00
Timekeeper.....	110.00	110.00
Timekeeper.....	100.00	100.00
Superintendent's Office—		
Clerk.....	91.00	100.00
Baggage Department—		
Baggage agent.....	150.00	175.00
Asst. baggage agent (1)...	119.00	135.00
Asst. baggage agent (1)...	102.00	112.00
Checkers (4).....	96.50	102.00
Checkers (1).....	91.00	96.50
Head floorman (1).....	96.50	100.00
Floorman (1).....	87.50	95.00
Inw. floorman (1).....	96.50	100.00
Baggageman (1).....	91.00	95.00
Baggageman (1).....	87.50	95.00
Transhippers (2).....	91.00	100.00
Parcel clerk (1).....	87.50	96.50
Parcel clerk (1).....	87.50	96.50
Parcel clerks (2).....	87.50	91.50
Clerk (1).....	87.50	95.00
Clerk (1).....	87.50	91.00
Crdr. and Slr. (1).....	87.50	95.00



## MONTREAL TERMINALS—Continued.

Station and occupation.	Present rate.	Recommended rate.	Station and occupation.	Present rate.	Recommended rate.
				Per month.	Per month.
Recorder (1).....	87.50	95.00	Southwark—		
Baggageman (1).....	87.50	95.00	Chief clerk (1).....	115.00	130.00
Mail clerk (1).....	87.50	95.00	Bill clerk (1).....	100.00	110.00
Mail clerks (2).....	87.50	91.00	Bill clerk (1).....	95.00	105.00
Mail man (1).....	91.00	95.00	Asst. bill clerk (1).....	90.00	105.00
Porters (7).....	87.50	91.00	Car checkers (11).....	87.50	92.00
Porters (1).....	87.50	95.00	Car checkers (3).....	87.50	92.00
Porters (12).....	87.50	89.50	Claims clerk (1).....	87.50	100.00
Point St. Charles—			Posting clerk (1).....	100.00	115.00
Chief clerk (1).....	\$ 135.00	\$175.00	Inspector (1).....	90.00	95.00
Asst. chief clerk (1).....	120.00	145.00	Suspense clerk (1).....	90.00	95.00
Chief car rental clerk (1).....	125.00	145.00	Prepaid clerk (1).....	87.50	95.00
Chief interchange clerk (2).....	120.00	145.00	Prepaid clerk (1).....	87.50	95.00
Car tracers (2).....	100.00	110.00	Clerk (1).....	87.50	87.50
Car tracer (1).....	105.00	125.00	Claims clerk (1).....	87.50	95.00
Car tracer (1).....	90.00	110.00	Binder (1).....	87.50	95.00
Car tracer (1).....	90.00	100.00	C-S clerk (1).....	87.50	100.00
Yard clerks (2).....	87.50	105.00	Collection (1).....	87.50	95.00
Yard clerk (1).....	87.50	92.00	Discrepancy (1).....	87.50	95.00
Yard clerk (1).....	90.00	100.00	Abstract clerk (1).....	87.50	95.00
Yard clerk (1).....	87.50	95.00	Special ledger (1).....	87.50	95.00
Yard clerk (1).....	91.00	106.00	S-S clerk (1).....	87.50	100.00
Yard clerk (1).....	87.50	100.00	Abstract clerk (1).....	87.50	87.50
Bill clerks (3).....	95.00	110.00	Collection (1).....	87.50	95.00
Car checkers (6).....	87.50	95.00	Forward abstracts (1).....	87.50	95.00
Car checkers (7).....	87.50	92.00	Abstract clerk (1).....	87.50	95.00
Supervisor of crews (1).....	105.00	130.00	Posting clerks (2).....	87.50	90.00
Night supervisor of crews (1).....	87.50	100.00	Abstract clerk (1).....	87.50	90.00
Car rental clerks (7).....	90.00	100.00	Stenographer (1).....	87.50	87.50
Car rental clerk (1).....	87.50	95.00	Prepaid account (1).....	87.50	87.50
Car rental clerk (1).....	90.00	105.00	Prepaid CGR accounts (1).....	87.50	87.50
Car rental collector (1).....	90.00	110.00	CGR abstract clerk (1).....	87.50	87.50
Timekeeper (1).....	105.00	120.00	Abstract clerk (1).....	87.50	87.50
Asst. timekeepers (2).....	90.00	100.00	Abstract clerk (1).....	87.50	87.50
Record clerk (1).....	87.50	95.00	Prepaid clerk (1).....	87.50	87.50
Record clerk (1).....	90.00	95.00	Abstract clerk (1).....	87.50	87.50
Record clerk (1).....	87.50	92.00	Stenographer (1).....	87.50	90.00
Stenographer (1).....	87.50	95.00	S-S accounts (1).....	110.00	120.00
Stenographers (2).....	90.00	100.00	Junior clerk (1).....	50.00	60.00
Correspondence clerk (1).....	90.00	105.00	Junior clerk (1).....	65.00	65.00
Asst. bill clerk (1).....	90.00	100.00	Abstract clerk (1).....	50.00	50.00
Interchange clerk (1).....	87.50	95.00	Abstract clerk (1).....	55.00	55.00
Interchange clerk (1).....	95.00	105.00	Mail clerk (1).....	45.00	50.00
Caller (1).....	65.00	70.00	Office boys (2).....	45.00	45.00
Callers (2).....	65.00	70.00	General foreman (1).....	170.00	190.00
Night chief clerk (1).....	105.00	120.00	Asst. foreman (1).....	140.00	150.00
Wharf clerk (1).....	100.00	110.00	Timekeeper (1).....	105.00	115.00
Messenger (1).....	45.00	50.00	Clerk (1).....	87.50	95.00
Janitor (1).....	75.00	80.00	Weighman (1).....	87.50	95.00
Toll collectors (6).....	87.50	92.00			
Turot—			120		
Chief clerk (1).....	110.00	130.00	Point St. Charles—		
Bill clerks (2).....	95.00	110.00	Foreman bond shed.....	140.00	150.00
Bill clerk (1).....	90.00	100.00	Foreman Pt. St. Charles shed (1).....	145.00	175.00
Bill clerk (1).....	90.00	95.00	Chief clerk (1).....	125.00	130.00
Bill clerk (1).....	100.00	110.00	Bill clerk (1).....	110.00	120.00
Car checkers (13).....	87.50	92.00	Clerk (1).....	110.00	120.00
Car checkers (3).....	87.50	92.00	Clerk (1).....	100.00	110.00
			Clerk (1).....	95.00	100.00
			Clerks (3).....	87.50	90.00
			Bill clerk (1).....	87.50	95.00
			Foreman Turot (1).....	110.00	130.00
			Chief clerk bond shed (1).....	105.00	120.00

## Montreal Terminals—(Continued.)

Station and occupation.	Present rate. Per month.	Pro- posed rate. Per month.
Cashier (1).....	100.00	115.00
L-S clerk (1).....	90.00	100.00
Clerk (1).....	95.00	100.00
OS'D clerk.....	100.00	110.00
Tranship clerk (1).....	87.50	90.00
Tranship clerk (1).....	87.50	87.50
Clerks (2).....	87.50	87.50
Clerk (1).....	65.00	65.00

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## Freight department—

Chief biller (1).....	\$ 125.00	\$150.00
Chief advising (1).....	125.00	150.00
Rate clerk (1).....	110.00	125.00
Payroll clerk (1).....	110.00	125.00
O. S. & D. clerk (1).....	100.00	115.00
Night advising (1).....	100.00	110.00
Advising clerks (2).....	95.00	105.00
Inward advising (1).....	95.00	105.00
Billing clerk (1).....	95.00	105.00
Stenographer (1).....	95.00	110.00
Billing clerk (1).....	90.00	100.00
Advising clerk (1).....	90.00	100.00
Billing clerk (1).....	90.00	100.00
Tranship clerk (1).....	90.00	100.00
Chief telegraph operator (1).....	90.00	95.00
Stenographer (1).....	87.50	95.00
Tel. operator (1).....	87.50	90.00
Tel. operator (1).....	87.50	90.00
Clerk (1).....	87.50	95.00
Billers (3).....	87.50	90.00
Clerks (2).....	87.50	95.00
Clerks (4).....	87.50	95.00
Clerk (1).....	87.50	87.50
Biller (1).....	87.50	90.00
Advising (1).....	87.50	90.00
Clerk (1).....	87.50	90.00
Clerk (1).....	87.50	95.00
Billers (2).....	87.50	90.00
Outward correction (1).....	87.50	87.50
Inquiry clerk (1).....	65.00	65.00
Mail clerk (1).....	65.00	65.00
Messenger (1).....	45.00	50.00
Messengers (5).....	87.50	90.00
Clerk (1).....	87.50	95.00
Clerk (1).....	87.50	90.00
Yard clerks (3).....	90.00	95.00
Yard clerk (1).....	87.50	87.50
Accountant (1).....	140.00	175.00
Asst. accountant (1).....	125.00	160.00
Cashier (1).....	125.00	150.00
Interchange clerk (1).....	120.00	135.00
S-S accounts (1).....	115.00	135.00
Chief C-S clerk (1).....	115.00	135.00
Posting clerk (1).....	110.00	\$25.00
Correspondence clerk (1).....	110.00	125.00
Chief claims clerk (1).....	110.00	125.00
Collector (1).....	110.00	125.00
O-D clerk (1).....	110.00	125.00

## Station and occupation.

Recom-  
mended  
Present  
rate.  
Per month.

O-S clerk (1).....	110.00	125.00
Collector (1).....	105.75	125.00
Inspector (1).....	105.75	105.75
Inspector (1).....	105.00	110.00
Statistics (1).....	100.00	110.00
CGR accounts (1).....	100.00	110.00
Collector (1).....	100.00	110.00
Cartage clerk (1).....	100.00	115.00
Genl abs. clerk (1).....	100.00	115.00
O-S clerk (1).....	100.00	110.00
Division clerk (1).....	100.00	110.00
S-S clerk (1).....	100.00	110.00
Ledger clerk (1).....	100.00	110.00
O-S and collections (1).....	100.00	110.00

## BELLEVILLE DIVISION—

## Supt. Office—

Claims clerk.....	\$ 87.50	\$ 95.00
Accounts clerk.....	102.00	113.00
B. & B. acc't.....	95.00	105.00
Road account.....	105.75	117.00
Clerk.....	87.50	95.00
Correspondence clerk.....	87.50	100.00
Clerk.....	75.00	85.00
Stenographer.....	87.50	95.00
Stenographer.....	87.50	95.00
Clerk.....	87.50	105.00
Clerk.....	87.50	92.00
Junior clerk.....	50.00	55.00
Supvr clerk.....	87.50	95.00
Supvr B. & B. clerk.....	87.50	95.00

## Shed—

Chief clerk.....	105.00	130.00
Cashier.....	95.00	105.00
Day ticket clerk.....	87.50	92.00
Night ticket clerk.....	87.50	92.50
Billor.....	87.50	97.50
Car checker.....	87.50	97.50
Freight clerk.....	87.50	90.00
Freight clerk.....	87.50	92.00
Freight collector.....	87.50	87.50
Day baggageman.....	87.50	87.50
Night baggageman.....	87.50	92.50
Shed foreman.....	95.00	105.00
Night checker.....	87.50	97.50
Clerk.....	87.50	90.00

Per day.

Checkers (2).....	3.21	.43
Porters (10).....	3.21	.43
Charwoman.....	2.21	2.53

Per month.

Chief yard clerk.....	110.00	130.00
Yard clerk.....	87.50	95.00
Seal checker.....	95.00	102.50
Seal checker.....	95.00	102.50
Seal checker.....	95.00	102.50
Bill clerk.....	87.50	100.00
Bill clerk.....	87.50	100.00
Bill clerk.....	87.50	100.00
Yard checker (3).....	87.50	90.00

## Belleville Division—(Continued.)

Station and occupation.	Present rate.	Recommended rate.
	Per month.	Per month.
Yard checker (2).....	\$ 87.50	\$ 90.00
Record clerk.....	87.50	95.00
Yard checker.....	87.50	90.00
<b>Belleville Yard—</b>		
Clerk (3).....	52.50	52.50
Messenger (3).....	52.50	52.50
<b>Brockville—</b>		
Supr. trk. clerk.....	87.50	95.00
<b>Kingston—</b>		
Chief clerk.....	110.00	130.00
Accountant.....	90.00	110.00
Cashier.....	90.00	105.00
Clerk.....	87.50	95.00
Bill clerk.....	87.50	100.00
Freight clerk.....	87.50	87.50
Clerk.....	87.50	92.00
Clerk.....	87.50	87.50
Weighman.....	87.50	87.50
Shed foreman.....	90.00	105.00
	Per hour.	
Checkers (2).....	.42	.43
	Per day.	
Porters (6).....	3.21	.43
	Per month.	
Baggageman.....	87.50	87.50
<b>Cobourg—</b>		
Chief clerk.....	100.00	120.00
Bill clerk.....	90.00	97.50
Cashier and Inw'ds.....	87.50	92.50
Yard checker.....	87.50	95.00
Clerk.....	87.50	87.50
Junior clerk.....	55.00	60.00
Shed checker.....	87.50	95.00
	Per day.	
Porter.....	2.71	3.03
	Per month.	
Baggageman.....	87.50	92.50
Baggageman.....	87.50	89.00
<b>Peterboro—</b>		
Chief clerk.....	100.00	130.00
Cashier.....	100.00	110.00
Rate clerk.....	95.00	110.00
Claims clerk.....	87.50	95.00
Abstract clerk.....	87.50	90.00
Bill clerk.....	87.50	90.00
Correspondence clerk.....	87.50	87.50
Yard checker.....	87.50	90.00
Clerk.....	75.00	75.00
Inwards clerk.....	70.00	70.00
Junior clerk.....	45.00	50.00
	Per month.	
Janitor.....	2.56	2.88
	Per month.	
Baggageman.....	87.50	90.00
Shed foreman.....	95.00	105.00
	Per day.	
Checkers (2).....	3.56	3.56
Porters.....	3.56	3.56
	Per month.	
Supr. trk. clerk.....	87.50	95.00

Station and occupation.	Present rate.	Recommended rate.
Lindsay—		
	Per month.	
Chief freight clerk.....	95.00	125.00
Acc't and inv'd clerk.....	87.50	95.00
Bill clerk.....	87.50	95.00
Car checker.....	87.50	90.00
Day ticket clerk.....	87.50	88.70
Night ticket clerk.....	65.00	66.20
Junior clerk.....	50.00	50.00
Librarian.....	45.00	45.00
	Per day.	
Janitor.....	2.46	2.46
	Per month.	
Baggageman.....	87.50	87.50
Shed foreman.....	95.00	105.00
	Per day.	
Checker (1).....	3.21	4.34
Porters (5).....	3.21	4.34
Caller.....	1.96	1.96
	Per month.	
Supt. trk. clerk.....	87.50	95.00
Midland—		
Cashier and chief clerk....	110.00	135.00
Shed foreman.....	87.50	100.00
Ass't foreman.....	87.50	91.00
Checker.....	87.50	90.00
Clerk.....	87.50	92.00
Chief clerk.....	90.00	95.00
Tiffin No. 1.—		
Chief clerk.....	90.00	135.00
Clerk.....	87.50	92.50
	Per hour.	
Car sealer.....	.37	.37
	Per month.	
Clerk.....	87.50	92.50
Clerk.....	87.50	92.50
Tiffin No. 2.—		
Chief clerk.....	110.00	130.00
Clerk.....	87.50	110.00
Elevator employees—		
Tiffin—		
Foreman.....	200.00	200.00
	Per hour.	
Marine logman.....	.48	.55
Marine logman.....	.48	.55
Chief weighman.....	.48	.55
Weighman.....	.45	.50
Spoutman.....	.45	.50
Laborers.....	.45	.45

ONTARIO LINES—TRANSPORTATION  
DEPARTMENT.

## TORONTO TERMINALS.

Station and occupation.	Present rate.	Recommended rate.
Sup't Office—		
		Per month.
Car service clerk.....	\$ 125.00	\$150.00
Car distributor.....	105.00	115.00



## TORONTO TERMINALS—Continued.

Station and occupation.	Present rate.	Recommended rate.	Station and occupation.	Present rate.	Recommended rate.
				Per month.	
Timekeeper.....	\$100.00	\$130.00	Yard checker.....	87.50	87.50
Asst. timekeeper.....	95.00	115.00	Yard checker.....	87.50	87.50
Car tracer.....	90.00	100.00	Yard checker.....	87.50	95.00
Stenographer.....	87.50	95.00	Yard checker.....	87.50	87.50
Stenographer.....	87.50	92.50	Yard checker.....	87.50	95.00
Stenographer.....	87.50	90.00	Yard checker.....	87.50	95.00
Clerk.....	87.50	87.50	Yard checker.....	87.50	87.50
Clerk.....	75.00	75.00	Yard checker.....	87.50	87.00
Clerk.....	87.50	87.50	Yard checker.....	87.50	100.00
Clerk.....	73.60	75.00	Yard checker.....	87.50	87.50
Chief second clerk.....	115.00	115.00	Yard checker.....	87.50	87.50
Record clerk.....	87.50	95.00	Yard checker.....	87.50	87.50
Record clerk.....	87.50	90.00	Yard checker.....	85.00	85.50
Record clerk.....	87.50	90.00	Yard checker.....	85.00	85.00
Record clerk.....	87.50	90.00	Call boy.....	45.00	45.00
Record clerk.....	87.50	90.00	Lampman.....	90.00	90.00
Record clerk.....	87.50	90.00			
Record clerk.....	87.50	90.00	Mimico Station—		
Record clerk.....	87.50	90.00	Chief clerk.....	100.00	110.00
Record clerk.....	87.50	90.00	Clerk.....	87.50	100.00
Record clerk.....	87.50	90.00	Clerk.....	87.50	90.00
Chief 'phone operator.....	75.00	80.00	Clerk.....	87.50	87.50
'Phone operator.....	70.00	75.00	Clerk.....	87.50	87.50
'Phone operator.....	70.00	75.00	Shed foreman.....	110.00	115.00
'Phone operator.....	70.00	75.00			
'Phone operator.....	70.00	75.00	Bathurst St. Yard Office—		
			Chief clerk.....	115.00	150.00
York Station—			Baggage clerk.....	92.50	92.50
Chief clerk and cashier.....	90.00	105.00	Yardmaster clerk.....	90.00	120.00
Clerk.....	90.00	95.00	Passenger yardmaster clerk.....	90.00	90.00
Clerk.....	87.50	90.00	Passenger yardmaster clerk.....	90.00	90.00
Inwards clerk.....	87.50	90.00	Passenger yardmaster clerk.....	87.50	95.00
Clerk.....	87.50	87.50	Desk checker.....	90.00	100.00
Siding clerk.....	87.50	90.00	Desk checker.....	87.50	100.00
			Desk checker.....	87.50	100.00
York Yard Office—			Asst. checker.....	87.50	92.50
Chief clerk.....	95.00	100.00	Asst. checker.....	87.50	92.50
Desk checker.....	90.00	95.00	Asst. checker.....	87.50	92.50
Desk checker.....	90.00	95.00	Weighman.....	90.00	100.00
Yard clerk.....	87.50	90.00	Night clerk and weighman.....	90.00	110.00
Yard clerk.....	87.50	90.00	Swt. B. clerk.....	87.50	92.50
Yard clerk.....	87.50	90.00	Interchange clerk.....	87.50	120.00
Yard clerk.....	87.50	87.50	Interchange clerk.....	87.50	120.00
Yard clerk.....	87.50	87.50	Stenographer.....	87.50	95.00
Yard clerk.....	87.50	87.50	Way bill clerk.....	87.50	92.50
			Yard clerk.....	87.50	87.50
Mimico Yard Office—			Yard clerk.....	87.50	87.50
Chief clerk.....	120.00	150.00	Yard clerk.....	87.50	87.50
Desk checker.....	115.00	130.00	Yard clerk.....	87.50	87.50
Desk checker.....	115.00	130.00	Yard clerk.....	87.50	87.50
Desk checker.....	115.00	130.00	Yard clerk.....	87.50	87.50
Asst. checker.....	87.50	105.00	Yard clerk.....	87.50	87.50
Asst. checker.....	87.50	105.00	Yard checker.....	87.50	100.00
Seal clerk.....	95.00	95.00	Yard checker.....	87.50	87.50
Seal clerk.....	95.00	95.00	Yard checker.....	87.50	95.00
Crew clerk.....	87.50	87.50	Yard checker.....	87.50	87.50
Crew clerk.....	87.50	95.00	Yard clerk.....	87.50	87.50
Stenographer.....	87.50	97.50			
Yard checker.....	87.50	95.00		Per day.	
Yard checker.....	87.50	95.00	Call boy.....	1.63	1.63
			Call boy.....	1.63	1.63

## TORONTO TERMINALS—(Continued.)

TORONTO TERMINALS—(Continued.)			Recom- mended rate.		
Station and occupation.	Present rate.	Recom- mended rate.	Station and occupation.	Present rate.	Recom- mended rate.
Per month.			Per month.		
West Toronto—			Carload clerk.....	105.00	120.00
Chief clerk.....	\$ 110.00	\$150.00	Prep. postg. O-S clerk.....	105.00	115.00
Accountant.....	100.00	135.00	Extension clerk.....	100.00	110.00
Asst. accountant.....	100.00	125.00	Asst. inw. postg. clerk.....	100.00	110.00
Discrep. clerk.....	95.00	105.00	Asst. claims clerk.....	100.00	110.00
Ch.stk. clerk.....	95.00	130.00	Asst. chief clerk.....	100.00	110.00
Asst. clerk.....	87.50	90.00	Asst. corresp. clerk.....	95.00	100.00
Asst. clerk.....	87.50	100.00	Asst. import clerk.....	95.00	100.00
Claims clerk.....	95.00	115.00	Asst. rate clerk.....	95.00	100.00
Rate clerk.....	95.00	120.00	Asst. rate clerk.....	95.00	105.00
Rate clerk.....	95.00	110.00	Foreman's clerk.....	95.00	105.00
Car service clerk.....	95.00	110.00	Discrepancy clerk.....	95.00	100.00
Billing clerk.....	87.50	90.00	Collector.....	95.00	105.00
Billing clerk.....	87.50	87.50	Collector.....	95.00	105.00
Billing clerk.....	87.50	87.50	Asst. outw. clerk.....	95.00	110.00
Cashier.....	87.50	125.00	Asst. timekeeper.....	95.00	105.00
Abstract clerk.....	87.50	105.00	Asst. inw. abs. clerk.....	95.00	105.00
Abstract clerk.....	87.50	105.00	Night rate clerk.....	95.00	105.00
Abstract clerk.....	87.50	100.00	Asst. inw. clerk.....	95.00	110.00
Inw. L. C. clerk.....	87.50	100.00	Rate checker.....	95.00	100.00
Inw. L. C. clerk.....	87.50	87.50	Asst. cashier.....	95.00	110.00
Collector.....	87.50	100.00	Prepaid clerk.....	95.00	105.00
Clerk.....	87.50	87.50	Collector.....	95.00	105.00
Clerk.....	87.50	87.50	Cashier.....	95.00	105.00
Interchange clerk.....	87.50	95.00	Collector.....	90.00	100.00
Clerk.....	87.50	87.50	Abstract clerk.....	90.00	100.00
Asst. accts. clerk.....	87.50	100.00	Asst. outw. clerk.....	90.00	100.00
Stenographer.....	87.50	87.50	Asst. chms. clerk.....	90.00	100.00
Stenographer.....	87.50	87.50	Pro-ing clerk.....	90.00	95.00
Junior clerk.....	47.50	47.50	Waybill clerk.....	90.00	95.00
Yard checker.....	95.00	100.00	Stenographer.....	90.00	100.00
Shed foreman.....	105.00	125.00	Collector.....	\$ 90.00	\$100.00
Simcoe St.—			Collector.....	90.00	100.00
Chief acct.....	\$165.00	\$200.00	Extension clerk.....	90.00	100.00
Accountant.....	135.00	155.00	Asst. O-S clerk.....	90.00	100.00
Asst. acct.....	135.00	150.00	Asst. outw. clerk.....	90.00	90.00
Cashier.....	135.00	155.00	Chief clerk.....	90.00	110.00
Outward clerk.....	125.00	150.00	Corres. clerk.....	90.00	90.00
Claims clerk.....	125.00	140.00	Asst. outw. clerk.....	90.00	90.00
Import clerk.....	125.00	140.00	Clerk, bond.....	90.00	95.00
Inwards clerk.....	125.00	140.00	Stationery clerk.....	90.00	100.00
Rate clerk.....	125.00	140.00	Asst. claims clerk.....	90.00	100.00
Timekeeper.....	115.00	130.00	Asst. O-S clerk.....	90.00	100.00
Curr. outw. clerk.....	115.00	135.00	Statistical clerk.....	90.00	100.00
Chief biller.....	115.00	130.00	Prepaid Postg. clerk.....	90.00	100.00
Chief clerk.....	115.00	130.00	Collector.....	87.50	95.00
Chief outw. clerk.....	115.00	125.00	Asst. corres. clerk.....	87.50	90.00
Inw. Ov. and sh. clerk.....	110.00	125.00	Claims clerk.....	87.50	87.50
Inw. posting clerk.....	110.00	120.00	Asst. prepaid clerk.....	87.50	90.00
Asst. outw. clerk.....	110.00	120.00	Prep. corres. clerk.....	87.50	90.00
Ledg. outw. clerk.....	110.00	120.00	Corres. clerk.....	87.50	87.50
Suspense clerk.....	110.00	120.00	Posting clerk.....	87.50	87.50
Claims insp.....	110.00	120.00	Cartage clerk.....	87.50	95.00
Outw. O-S clerk.....	110.00	120.00	Abstract clerk.....	87.50	90.00
Inw. abst. clerk.....	110.00	120.00	Collector.....	87.50	95.00
Outw. abst. clerk.....	110.00	120.00	Asst. abst. clerk.....	87.50	95.00
Coal clerk.....	110.00	120.00	Car rental clerk.....	87.50	95.00
Asst. rate clerk.....	110.00	120.00	O.C.S. clerk.....	87.50	95.00
Revision clerk.....	105.00	110.00	Live stock clerk.....	87.50	95.00
Correspondence clerk.....	105.00	115.00	Asst. inw. clerk.....	87.50	95.00
Rate clerk.....	105.00	115.00	Adv. note clerk.....	87.50	87.50
			Asst. tranship clerk.....	87.50	90.00

## TORONTO TERMINALS—(Continued.)

Station and occupation.	Present rate.	Proposed rate.
Simcoe St.—(Continued).		
	Per month.	
Entry clerk.....	87.50	90.00
Stenographer.....	87.50	90.00
Stenographer.....	87.50	87.50
Stenographer.....	87.50	87.50
Stenographer.....	87.50	90.00
Stenographer.....	87.50	90.00
Stenographer.....	87.50	87.50
Stenographer.....	87.50	87.50
Asst. clms clerk.....	87.50	95.00
Binding clerk.....	87.50	90.00
Unc. frt. clerk.....	87.50	95.00
Sheeting clerk.....	87.50	90.00
Asst. ledger clerk.....	87.50	90.00
Posting clerk.....	87.50	90.00
Over and short clerk.....	87.50	90.00
Correction clerk.....	87.50	90.00
Ledger clerk.....	87.50	95.00
Tranship clerk.....	87.50	95.00
Re-advising clerk.....	87.50	95.00
Corres. clerk.....	87.50	90.00
Prepaid clerk.....	87.50	90.00
Stenographer.....	87.50	87.50
Advance clerk.....	87.50	90.00
Asst. inv. clerk.....	87.50	87.50
Comptometer.....	87.50	90.00
Asst. comptometer.....	87.50	87.50
Returned acct. clerk.....	87.50	95.00
Asst. corres. clerk.....	87.50	87.50
Stenographer.....	87.50	95.00
Asst. prep. clerk.....	87.50	90.00
Asst. abst. clerk.....	87.50	90.00
Re-charge clerk.....	87.50	90.00
Asst. claims clerk.....	87.50	87.50
Entry clerk.....	87.50	90.00
Bond clerk.....	87.50	90.00
Asst. abst. clerk.....	87.50	95.00
Sheeting clerk.....	87.50	90.00
Bond clerk.....	87.50	90.00
Bond clerk.....	87.50	90.00
Binding clerk.....	87.50	87.50
Bond clerk.....	87.50	87.50
Correction clerk.....	87.50	95.00
Entry clerk.....	87.50	90.00
Prepaid clerk.....	87.50	95.00
Entry clerk.....	87.50	90.00
O-C register clerk.....	87.50	95.00
Asst. ledger clerk.....	87.50	90.00
Asst. curr. O-S clerk.....	87.50	90.00
Asst. outw. clerk.....	87.50	95.00
Statistical clerk.....	87.50	90.00
Asst. prepaid clerk.....	87.50	87.50
Asst. ledger clerk.....	87.50	95.00
Over and short clerk.....	87.50	95.00
Asst. abst. clerk.....	87.50	87.50
Overcharge clerk.....	87.50	87.50
Car rental clerk.....	87.50	95.00
Sheeting clerk.....	87.50	95.00
Refund clerk.....	87.50	90.00
Asst. O-C clerk.....	87.50	90.00
Asst. curr. O-S clerk.....	87.50	90.00
Asst. ledger clerk.....	87.50	87.50
Asst. outw. clerk.....	87.50	87.50

Station and occupation.	Present rate.	Recommended rate.
	Per month.	
Asst. abst. clerk.....	87.50	87.50
Asst. inv. postg.....	87.50	90.00
Sheeting clerk.....	87.50	87.50
Green label clerk.....	87.50	87.50
Binding clerk.....	87.50	87.50
Foreman's clerk.....	87.50	87.50
Bond clerk.....	87.50	90.00
Assist. discp. clerk.....	87.50	95.00
Posting clerk.....	87.50	90.00
Bond clerk.....	87.50	87.50
Tranship clerk.....	87.50	87.50
Overcharge clerk.....	87.50	87.50
Pro-ing clerk.....	87.50	87.50
Tonnage clerk.....	87.50	87.50
Asst. prepaid clerk.....	87.50	87.50
Tracing clerk.....	85.00	85.00
Interchange clerk.....	80.00	80.00
Overcharge clerk.....	75.00	75.00
Register clerk.....	75.00	75.00
Asst. register clerk.....	75.00	75.00
Carbon clerk.....	70.00	70.00
Stenographer.....	75.00	75.00
Carbon clerk.....	75.00	75.00
Corres. clerk.....	65.00	65.00
Audit. discp. clerk.....	65.00	65.00
Corres. clerk.....	65.00	65.00
File clerk.....	65.00	65.00
Office clerk.....	55.00	55.00
Foreman's clerk.....	55.00	55.00
Car index clerk.....	55.00	55.00
Messengers (7).....	55.00	55.00
Messengers.....	45.00	45.00

## Don—

Chief clerk.....	\$ 140.00	\$155.00
Cashier.....	95.00	115.00
Corres. clerk.....	87.50	100.00
Posting clerk.....	87.50	95.00
Advising clerk.....	87.50	95.00
Clerk.....	87.50	90.00
Stenographer.....	87.50	90.00
Voucher clerk.....	87.50	90.00
Waybill clerk.....	85.00	85.00
Record clerk.....	80.00	80.00
Corres. clerk.....	70.00	70.00
Messenger.....	45.00	45.00

## Parkdale—

Chief clerk.....	140.00	155.00
Cashier.....	95.00	125.00
Inwards clerk.....	90.00	100.00
Acct. clerk.....	87.50	95.00
Messenger.....	87.50	87.50

## Simcoe St. (Freight Shed)—

Foreman.....	110.00	135.00
Foreman.....	110.00	130.00
Asst. foreman (4).....	110.00	125.00
Watchman (4).....	95.00	95.00
	Per hour.	
Carpenter.....	.47	.50
	Per month.	
Janitor.....	70.00	80.00



## TORONTO TERMINALS—(Continued.)

Station and occupation.	Present rate.	Recommended rate.
	Per month.	
Don (Freight Shed)—		
Foreman.....	110.00	125.00
Weighman.....	70.00	85.00
	Per hour.	
Gang checker.....	.47	.50
Parkdale (Freight Shed)—		
	Per month.	
Foreman.....	110.00	125.00
	Per hour.	
Gang checker.....	.47	.50
Simcoe St. (Freight Shed)—		
	Per hour.	
Night foreman.....	.47	.50
Gang checkers (30).....	.47	.50

## BARRIE DIVISION.

Supt's Office—		
	Per month.	
M. of way clerk.....	\$ 100.00	\$120.00
Chief clerk's steno.....	87.50	92.00
Statement clerk.....	87.50	91.00
Record clerk and steno.....	87.50	87.50
Corres. clerk.....	87.50	95.00
Stenographer.....	87.50	90.00
Stenographer.....	87.50	90.00
Junior clerk.....	55.00	55.00
Stenographer.....	65.00	65.00
Car distr.....	125.00	130.00
Car tracer.....	95.00	100.00

## Allandale—

## Station and Yard Staff—

Depot Master.....	110.00	115.00
Car checker.....	87.50	100.00
Car checker.....	87.50	90.00
Yard clerk.....	87.50	90.00
Train checker.....	95.00	95.00
Train checker.....	95.00	95.00
Matron.....	47.00	47.00
Baggageman.....	87.50	95.00

## Freight Shed—

## Supervisors—

Clerk.....	87.50	90.00
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## Orillia—

Ch. clerk and cashier.....	100.00	125.00
Car clerk.....	87.50	92.00
Billing clerk.....	87.50	95.00
Ticket clerk.....	87.50	87.50
Freight clerk.....	87.50	91.00
Day baggageman.....	87.50	95.00
Night baggageman.....	87.50	95.00

## Gravenhurst—

Suprs. clerk.....	87.50	90.00
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## Station and occupation.

Present rate.      Recommended rate.

Per month.

## North Bay—

Representative.....	125.00	135.00
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## Collingwood—

Chief clerk and cashier....	105.00	125.00
Freight clerk.....	90.00	95.00
Stenographer.....	65.00	65.00
Car chkr. and freight clerk.	87.50	95.00
Assistant.....	55.00	55.00
Baggageman.....	87.50	95.00

## STRATFORD DIVISION.

## Station and occupation.

Present rate.      Recommended rate.

Per month.

## Supt's Office—

Corresp. clerk (1).....	\$100.00	\$110.00
M. of w. clerk (1).....	100.00	120.00
Asst. acct. (1).....	90.00	100.00
Stenographer (1).....	87.50	95.00
Stenographer (1).....	87.50	87.50
Stenographer (1).....	75.00	75.00
Jr. clerk (1).....	55.00	55.00
Car distr. (1).....	100.00	115.00
Stenographer (1).....	87.50	92.50
Clerk (1).....	87.50	90.00

## Supervisor's clerks—

Rd. dept. clerk, Guelph (1)	87.50	90.00
Rd. dept. clerk, Stratford (1).....	75.00	75.00
Rd. dept. clerk, Brantford (1).....	90.00	92.50
Rd. dept. clerk, Palmerston (1).....	87.50	90.00
B. and B. clerk Stratford (1)	88.00	95.00

## Guelph—

Chief clerk and acct. (1)...	110.00	130.00
Tkt. clerk (1).....	75.00	75.00
Cashier (1).....	87.50	105.00
Biller (1).....	87.50	100.00
O. abstract (1).....	87.50	87.50
Inwards (1).....	87.50	95.00
Abstract (1).....	87.50	87.50
Steno. (1).....	65.00	65.00
Jr. clerk (1).....	65.00	65.00
Messenger (1).....	65.00	65.00
Dep'm'str. (1).....	87.50	95.00
Baggagemaster (1).....	87.50	92.50

Per day.

Foreman (1).....	3.46	4.02
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Per month.

D. car chkr. (1).....	87.50	90.00
N. car chkr. (1).....	87.50	87.50

## STRATFORD DIVISION—(Continued.)

Station and occupation.	Present rate.	Recommended rate.	Station and occupation.	Present rate.	Recommended rate.
Per month.			Per month.		
Kitchener—			I. abs. clerk (1).....	87.50	87.50
Chief clerk (1).....	125.00	140.00	O. abs. clerk (1).....	87.50	87.50
Accountant (1).....	110.00	120.00	Collector (1).....	87.50	87.50
Cashier (1).....	90.00	105.00	O-S clerk (1).....	87.50	87.50
Rate clerk (1).....	87.50	95.00	Transfer clerk (1).....	87.50	87.50
Ins. clerk (1).....	87.50	92.00	Chf. tkt. clerk (1).....	100.00	105.00
Biller (1).....	87.50	87.50	Tkt clerk (1).....	87.50	90.00
I. abs. clerk (1).....	87.50	87.50	Baggagemaster (1).....	87.50	95.00
O. abs. clerk (1).....	87.50	90.00	Lampman (1).....	40.00	40.00
Asst. inv. clerk (1).....	87.50	87.50	Ngt. biller (1).....	87.50	87.50
Collector (1).....	87.50	87.50	Shed foreman (1).....	100.00	115.00
Jr. clerk (1).....	75.00	75.00	Chief car clerk (1).....	100.00	110.00
Steno. (1).....	55.00	55.00	Per day.		
D. car checker (1).....	95.00	100.00	Car clerk (1).....	2.85	3.00
N. car checker (1).....	87.50	87.50	Buffalo—		
Baggagemaster (1).....	87.50	92.50	Per month.		
Shed foreman (1).....	90.00	110.00	Rate clerk (1).....	115.00	120.00
Stratford—			Claims clerk (1).....	115.00	120.00
Tkt. clerk (1).....	90.00	100.00	Asst. cashier (1).....	95.00	100.00
Tkt. clerk (1).....	87.50	90.00	Manifest clerk (1).....	90.00	97.00
Chief clerk (1).....	110.00	130.00	O-S clerk (1).....	90.00	95.00
Biller (1).....	90.00	100.00	Biller (1).....	87.50	95.00
Cashier (1).....	87.50	105.00	Tracer (1).....	87.50	92.50
Stratford—			Fr. chkr and asst. (1).....	105.00	110.00
Ins. clerk (1).....	87.50	95.00	Foreman (1).....		
Corr. clerk (1).....	87.50	92.50	Goderich—		
Abs. clerk (1).....	87.50	90.00	Chief clerk (1).....	100.00	110.00
Collector (1).....	75.00	75.00	Galt—		
Junior clerk (1).....	55.00	55.00	Chg. clk. and cashier (1)...	105.00	130.00
D. dep'mstr. (1).....	87.50	100.00	Asst. cashier (1).....	75.00	75.00
N. dep'mstr. (1).....	87.50	92.50	Ins. clerk (1).....	87.50	105.00
D. baggagemaster (1).....	87.50	95.00	Biller (1).....	75.00	75.00
N. baggagemaster (1).....	87.50	92.50	Junior clerk (1).....	55.00	55.00
Shed foreman (1).....	95.00	110.00	Baggagemaster (1).....	87.50	92.50
Asst. shed foreman (1).....	87.50	100.00	Shed foreman (1).....	87.50	95.00
Per day.			Palmerston—		
Ydmstrs. clerk (1).....	2.96	95.90	Ticket clerk (1).....	87.50	95.00
Per month.			Clerk (1).....	87.50	90.00
Car chkr. (1).....	87.50	87.50	Clerk (1).....	87.50	92.50
Per day.			Per day.		
Car chkr. (1).....	2.47	2.47	Clerk (1).....	2.21	2.21
Per month.			Per month.		
Car chkr. (1).....	55.00	55.00	Baggageman (1).....	87.50	92.50
Trn. chkr. (1).....	95.00	95.00	Chief car chkr (1).....	87.50	95.00
Trn. chkr (1).....	95.00	95.00	Car chkr. (1).....	87.50	90.00
Brantford—			Car chkr. (1).....	87.50	87.50
Chief clerk (1).....	125.00	145.00	Car chkr. (1).....	87.50	87.50
Accountant (1).....	95.00	120.00	Shed foreman (1).....	90.00	100.00
Chief ins. clerk (1).....	90.00	95.00	LONDON DIVISION.		
Steno. (1).....	87.50	87.50			
Asst. ins. clerk (1).....	87.50	87.50			
Chief claims clerk (1).....	87.50	95.00			
Asst. acct. (1).....	87.50	87.50			
C. inter. clerk (1).....	87.50	90.00			
Asst. biller (1).....	87.50	90.00			
Cashier (1).....	87.50	100.00			
Chf. out biller (1).....	87.50	115.00			
Per day.					
Car clerk (1).....	2.63	3.00			

## LONDON DIVISION.

Station and occupation.	Present rate.	Recommended rate.
Per month.		
St. Catharines—		
Chief clerk and acct.....	105.00	125.00
Cashier.....	87.50	105.00

## LONDON DIVISION—Continued.

Station and occupation.	Present rate.	Recommended rate.	Station and occupation.	Present rate.	Recommended rate.
St. Catharines—(Continued).			Per month.		
Clerk inwards.....	87.50	95.00	Asst. clerk.....	87.50	92.50
Claims clerk.....	87.50	92.50	Switching clerk.....	87.50	95.00
Billing clerk.....	87.50	100.00	Advance book cl.....	87.50	95.00
Abstract clerk.....	75.00	75.00	C. abstract cl.....	87.50	95.00
Invoice clerk.....	65.00	65.00	Prepay clerk.....	87.50	92.50
Clerk 19th district.....	90.00	97.50	Stenographer.....	87.50	90.00
Baggagemaster.....	87.50	92.50	Asst. biller.....	87.50	92.50
Shed foreman.....	90.00	95.00	Asst. biller.....	87.50	92.50
Merritton—			Asst. in. abs. clerk.....	87.50	90.00
Chief clerk.....	105.00	115.00	Utility clerk.....	87.50	95.00
Billing clerk.....	87.50	95.00	Asst. biller.....	87.50	90.00
Inwards clerk.....	87.50	92.50	Adviser.....	87.50	92.50
Car checker.....	87.50	95.00	Asst. carload clerk.....	87.50	90.00
Baggageman.....	87.50	92.50	Asst. inwards clerk.....	87.50	90.00
Thorold—			General clerk.....	87.50	87.50
Chief clerk.....	100.00	110.00	Biller.....	80.00	80.00
Clerk billing.....	90.00	95.00	Biller.....	75.00	75.00
Clerk inwards.....	87.50	92.50	Register clerk.....	75.00	75.00
Car checker.....	87.50	95.00	Asst. discrepancy.....	65.00	65.00
Shedman.....	87.50	90.00	Biller.....	65.00	65.00
Port Colborne—			Waybill messenger.....	65.00	65.00
Ch. clerk and acct.....	105.00	115.00	Waybill messenger (2).....	55.00	55.00
Car service clerk.....	100.00	105.00	Messengers (3).....	45.00	45.00
Cashier.....	90.00	97.50	General clerks (2).....	87.50	87.50
Car checker.....	87.50	95.00	Settlement clerk.....	100.00	110.00
Biller.....	87.50	90.00	Asst. foreman.....	115.00	125.00
Stenographer.....	87.50	90.00	Siding checker (3).....	87.50	92.50
Shedman.....	87.50	90.00	Siding checkers (4).....	87.50	87.50
Baggageman.....	87.50	92.50	Asst. foreman.....	110.00	120.00
Hamilton Freight Office and Shed—			Hamilton Depot Staff—		
Accountant.....	150.00	180.00	Ticket clerk.....	100.00	115.00
Cashier.....	125.00	140.00	Ticket clerk.....	95.00	100.00
Asst. acct.....	125.00	140.00	Ticket clerk.....	90.00	95.00
Carload clerk.....	125.00	135.00	Baggagemaster.....	95.00	115.00
Chief biller.....	125.00	135.00	Asst. Bge. master.....	95.00	97.50
Inwards clerk.....	125.00	135.00	Night bagge. master.....	95.00	100.00
O-S clerk.....	115.00	125.00	Pol. clerk.....	87.50	90.00
Clerk car service.....	115.00	125.00	Pol. clerk.....	87.50	87.50
Claims clerk.....	115.00	125.00	Hamilton Depot—		
Revising clerk.....	110.00	110.00	Train announcer (2).....	95.00	100.00
Clerk A. biller.....	105.00	110.00	Cleaner.....	25.00	30.00
Clerk A. car. serv.....	105.00	105.00	Hamilton Yard Office—		
Clerk asst. O-S.....	105.00	115.00	Chief clerk.....	165.00	175.00
Over and short.....	100.00	110.00	Clerk.....	100.00	135.00
Clerk asst. acct.....	100.00	110.00	Desk checker.....	90.00	100.00
Clerk asst. O-S.....	100.00	105.00	Desk checker.....	87.50	97.50
Clerk N. expense.....	100.00	105.00	Inter. clerk.....	87.50	95.00
Discrepancy clerk.....	100.00	105.00	Order clerk.....	87.50	105.00
Clerk in. abstract.....	100.00	105.00	Labellers.....	75.00	75.00
Ledger clerk.....	100.00	100.00	Train checkers (3).....	95.00	100.00
Timekeeper and steno.....	90.00	105.00	Siding checker.....	87.50	95.00
Collector.....	90.00	95.00	Record clerk.....	87.50	92.50
Collector.....	90.00	92.50	Stenographer.....	87.50	87.50
Ledger.....	90.00	95.00	Desk checker.....	85.00	85.00
Stenographer.....	90.00	90.00	Hamilton Trainmaster's and and Ch. Despr's Off.—		
Correction clerk.....	87.50	100.00	Clerk.....	87.50	87.50
Tonnage clerk.....	87.50	97.05	Clerk.....	87.50	90.00
Collector.....	87.50	92.50			





## LONDON DIVISION—Continued.

Station and occupation.	Present rate.	Recommended rate.
Per month.		
Point Edward—		
Chief clerk.....	110.00	125.00
Cashier.....	95.00	105.00
Billing clerk.....	92.50	97.50
Steno.....	87.50	92.50
Inw. clerk.....	87.50	95.00

## ST. THOMAS DIVISION.

Station and occupation.	Present rate.	Recommended rate.
Per month.		
Black Rock—		
Cashier.....	\$ 125.00	\$140.00
Asst. cashier.....	125.00	130.00
Accountant.....	125.00	140.00
Chief biller.....	125.00	135.00
Accountant.....	120.00	140.00
Live stock clerk.....	115.00	125.00
Claims clerk, Wab.....	115.00	125.00
Discrepancy clerk.....	115.00	125.00
Claims clerk, G.T.R.....	115.00	125.00
O-S clerk.....	115.00	125.00
Corres. clerk.....	115.00	125.00
Biller.....	115.00	125.00
Ticket clerk.....	115.00	120.00
N. chief biller.....	110.00	125.00
Coal clerk.....	110.00	125.00
Rate clerk.....	110.00	125.00
Biller.....	110.00	120.00
Asst. acct., Wab.....	110.00	120.00
Inwards clerk.....	105.00	120.00
Biller.....	105.00	110.00
Inwards clerk, Wab.....	105.00	120.00
Asst. inwards clerk, Wab.....	100.00	105.00
Asst. inwards clerk, G.T.R.....	100.00	105.00
Asst. discpy. clerk.....	100.00	105.00
N. biller.....	100.00	110.00
Biller.....	100.00	110.00
Settlement clerk.....	100.00	105.00
Accountant, Wab.....	100.00	105.00
Settlement clerk.....	100.00	105.00
Stenographer.....	95.00	100.00
Switching clerk.....	95.00	100.00
Abstract clerk.....	95.00	97.50
Accountant, Wab.....	95.00	95.00
Ticket clerk, night.....	95.00	100.00
Tonnage clerk.....	95.00	100.00
Stenographer.....	95.00	95.00
Asst. corres. clerk.....	95.00	95.00
Abstract clerk.....	95.00	100.00
Biller.....	100.00	110.00
Per diem clerk.....	87.50	87.50
Tonnage clerk, Wab.....	87.50	87.50
Accountant, G.T.R.....	87.50	100.00
Accountant, Wab.....	87.50	90.00
Asst. claims clerk.....	87.50	87.50
Telephone operator.....	87.50	87.50
Accountant, G. T. R.....	87.50	87.50

## ST. THOMAS DIVISION—Continued.

Station and occupation.	Present rate.	Proposed rate.
Per month.		
Biller.....	\$ 87.50	\$100.00
File clerk.....	70.00	70.00
Janitor.....	95.00	95.00
Janitor.....	90.00	90.00
Baggage man.....	90.00	100.00
Messengers (2).....	60.00	60.00
Per hour.		
Checkers (2).....	.42	.47
Porters (3).....	.40	.43

Per month.		
Billers (2).....	100.00	110.00

## Yard Staff—

Chief clerk.....	150.00	165.00
Day yard clerk.....	125.00	140.00
N. yard clerk.....	125.00	135.00
Chief car clerk.....	125.00	135.00
Correction clerk.....	115.00	125.00
Interchange clerk.....	105.00	115.00
Car checker.....	105.00	110.00
Checker.....	105.00	110.00
Checker.....	105.00	110.00
Checker.....	100.00	105.00
Checker.....	100.00	105.00
Checker.....	100.00	105.00
Manifest clerk.....	100.00	110.00
Manifest clerk.....	100.00	110.00
Manifest clerk.....	100.00	110.00
Seal taker.....	100.00	107.50
Seal taker.....	100.00	107.50
Seal taker.....	100.00	107.50
Manifest clerk.....	100.00	110.00
Record clerk.....	100.00	105.00
Record clerk.....	92.50	95.00
Stenographer.....	100.00	105.00
Record clerk.....	92.50	100.00
Record clerk.....	92.50	97.50
Stenographer.....	90.00	95.00
Checker.....	90.00	100.00
Checker.....	90.00	100.00
Checker.....	90.00	100.00

## Bridgeburg—

Chief clerk.....	105.75	115.00
Biller.....	100.00	105.00
Per day.		
Porter.....	3.18	3.44
Porter.....	2.83	3.44

## Fort Erie—

Chief clerk.....	120.00	135.00
Billers (2).....	105.00	115.00
Billers.....	100.00	105.00
Billers (2).....	95.00	100.00
Billers.....	90.00	95.00
Per day.		
Sealer.....	3.33	3.44
Porter.....	2.83	3.44
Porter.....	2.83	3.44

## ST. THOMAS DIVISION—Continued.

Station and occupation.	Present rate.	Recommended rate.
	Per month.	
<b>Fort Erie Yard Staff—</b>		
Chief clerk.....	120.00	135.00
Timekeeper.....	110.00	120.00
Checker.....	110.00	120.00
Checker.....	100.00	110.00
Manifest clerk.....	100.00	110.00
Manifest clerk (2).....	100.00	110.00
Car checker.....	100.00	107.50
Car checker.....	95.00	100.00
Desk checker.....	100.00	107.50
Car checker.....	95.00	100.00
Car checker.....	95.00	100.00
Car checker.....	95.00	100.00
Car checker (2).....	95.00	100.00
Car checker.....	87.50	95.00
Caller.....	65.00	65.00
Caller.....	60.00	60.00
<b>Suspension Bridge—</b>		
Ticket clerk.....	95.00	110.00
Ticket clerk.....	87.50	90.00
Frt. foreman.....	115.00	120.00
Clerk.....	100.00	105.00
<b>Niagara Falls—</b>		
Cashier.....	115.00	125.00
Interchange clerk.....	115.00	135.00
Accountant.....	110.00	125.00
Accountant.....	110.00	115.00
Correspondence clerk.....	110.00	120.00
Claims clerk.....	110.00	115.00
O-S clerk.....	105.00	110.00
Billers.....	105.00	110.00
Correspondence clerk.....	105.00	115.00
Night chief clerk.....	105.00	110.00
Asst. claims clerk.....	103.00	105.00
Night chief clerk.....	100.00	105.00
Statistics clerk.....	100.00	105.00
Agent's clerk.....	100.00	105.00
Ledger clerk.....	100.00	105.00
Abstract clerk.....	100.00	105.00
Asst. acct.....	97.00	105.00
Billers.....	97.00	100.00
Discrepancies clerk.....	95.00	100.00
Billers (3).....	95.00	100.00
Adjustments.....	95.00	97.50
Tracer.....	95.00	97.50
Stenographer.....	92.50	95.00
Manifest.....	93.00	95.00
Stenographer.....	92.50	95.00
Asst. cashier.....	87.50	95.00
Billers (5).....	87.50	90.00
Manifest clerk.....	87.50	87.50
Asst. ledger clerk.....	87.50	87.50
Messenger.....	57.00	57.00
Night agent.....	100.00	100.00
Ticket agent.....	110.00	120.00
Ticket clerk.....	87.50	95.00
Tel. messenger.....	45.00	45.00
Policeman.....	95.00	100.00
Baggagemaster.....	110.00	115.00
Baggage porters.. (3).....	90.00	92.50

Station and occupation.	Present rate.	Recommended rate.
	Per day.	
<b>Niagara Falls—(Continued).</b>		
Frt. porters (10).....	3.20	3.44
Frt. porters (4).....	3.33	3.44
<b>Yard Staff—</b>		
Yardmaster's Clerk.....	\$ 105.00	\$115.00
Chief checker.....	125.00	130.00
Checker.....	90.00	105.00
Router.....	95.00	110.00
Router.....	80.00	80.00
Car checker.....	87.50	92.50
	Per day.	
Yard checker.....	3.33	3.75
	Per month.	
Yard checker.....	80.00	80.00
Car checker.....	87.50	92.50
Router.....	95.00	110.00
Stenographer.....	93.00	95.00
Clerk.....	87.50	90.00
Clerk.....	87.50	90.00
Clerk.....	90.00	90.00
Desk checker.....	95.00	105.00
Desk checker.....	95.00	105.00
Train checker.....	95.00	100.00
<b>Welland—</b>		
Chief clerk and acct.....	115.00	130.00
Cashier.....	100.00	100.00
Billers.....	90.00	97.50
Correspondence clerk.....	90.00	92.50
Receiving clerk.....	87.50	87.50
Car checker.....	90.00	95.00
Car clerk.....	87.50	90.00
	Per day.	
Office boy.....	2.21	2.21
	Per month.	
Frt. foreman.....	90.00	95.00
Checker.....	87.50	92.50
Checker.....	87.50	92.50
Baggageman.....	87.50	92.50
<b>St. Thomas—</b>		
<b>Superintendent's Staff—</b>		
Asst. chief clerk.....	110.00	120.00
1st asst. acct.....	110.00	120.00
2nd asst. acct.....	110.00	115.00
Asst. clerk.....	100.00	105.00
Correspondence clerk.....	95.00	100.00
Wheelage clerk.....	90.00	95.00
Stenographer.....	87.50	90.00
Stenographer.....	87.50	92.50
Clerk.....	87.50	87.50
Asst. M. of W. clerk.....	87.50	92.50
Chief Desp. clerk.....	87.50	90.00
Clerk.....	87.50	87.50
Stenographer.....	55.00	55.00
Stenographer.....	55.00	55.00
Clerk ch. despatcher.....	87.50	90.00
Clerk M. of B. & B.....	87.50	90.00
Report clerk.....	87.50	100.00
Stenographer.....	87.50	90.00



## ST. THOMAS DIVISION—(Continued).

ST. THOMAS DIVISION—(Continued).			Station and occupation.		Present rate	Recom- mended rate
Station and occupation.	Present rate.	Recom- mended rate.				
			Per month			
Station Staff—			Windsor (Yard Office)—			
Night agent.....	90.00	92.50	Chief clerk.....	110.00	120.00	
Ticket clerk.....	87.50	92.00	Record clerk.....	95.00	105.00	
Chief clerk and cashier..	100.00	115.00	Car svce. clerk.....	95.00	115.00	
Billor.....	90.00	95.00	Manifest clerk.....	90.00	105.00	
Clerk inwards.....	87.50	95.00	Day desk clerk.....	88.00	100.00	
Abstracts.....	87.50	90.00	Night desk clerk.....	87.50	97.50	
Baggagemaster.....	90.00	92.50	Night desk clerk.....	87.50	97.50	
Per day.			Asst. desk clerk.....	87.50	87.50	
Checker.....	3.46	3.65	Stenographer.....	87.50	90.00	
Frt. porters (3).....	3.16	3.44	Car tracer.....	87.50	92.50	
Yard Staff—			Manifest clerk.....	55.00	55.00	
Clerk.....	90.00	95.00	Asst. car svce. clerk.....	55.00	55.00	
			Boat checkers.....	100.00	105.00	
			Car checkers.....	95.00	100.00	
Chatham—			St. Thomas Motive Power—			
Chief clerk.....	115.00	130.00	Timekeeper.....	87.50	100.00	
Cashier and acct.....	105.00	120.00	Clerk.....	87.50	90.00	
Billor.....	95.00	100.00				
Stenographer.....	87.50	87.50	MOTIVE POWER DEPARTMENT.			
Abstract clerk.....	87.50	87.50	COMPARISON OF PRESENT AND PROPOSED RATES			
Inwards clerk.....	87.50	95.00	OF PAY.			
Corres. clerk.....	87.50	90.00	Station and occupation.	Present rate.	Pro- posed rate.	
Yard clerk.....	95.00	100.00				
Yard checker.....	87.50	92.50	Per month.			
Yard clerk.....	87.50	87.50				
Day baggageman.....	87.50	95.00				
Night baggageman.....	87.50	90.00				
Per day.			Gen'l Supt. M. P. & C. Depts.—			
Frt. foreman.....	3.66	4.00	Clerk.....	\$ 120.00	\$130.00	
Frt. checker.....	3.36	3.65	Clerk.....	100.00	110.00	
Porters (8).....	3.26	3.44				
Team checker.....	3.26	3.44	Motive Power Gen'l. Staff—			
Walkerville—			Clerk.....	120.00	130.00	
Chief clerk.....	115.00	145.00	Clerk.....	110.00	125.00	
Accountant.....	100.00	120.00	Clerk.....	120.00	130.00	
Cashier.....	95.00	105.00	Clerk.....	87.50	100.00	
Inwards clerk.....	90.00	97.50	Clerk.....	87.50	95.00	
Car clerk Wab.....	87.50	100.00	Clerk.....	87.50	95.00	
Billor.....	87.50	90.00				
Billor.....	87.50	95.00	Mech. and Elect. Engineer—			
Asst billor.....	87.50	92.50	Clerk.....	120.00	135.00	
Asst. inwards clerk.....	87.50	90.00	Clerk.....	95.00	110.00	
Interchange clerk.....	87.50	100.00	Clerk.....	87.50	100.00	
Windsor—			Clerk.....	87.50	92.50	
Chief clerk.....	119.00	150.00	Clerk.....	87.50	92.50	
Cashier.....	113.00	125.00	Clerk.....	87.50	87.50	
Ticket clerk.....	125.00	125.00	Clerk.....	87.50	92.50	
Accountant.....	105.00	135.00	Clerk.....	50.00	55.00	
Inwards clerk.....	105.00	115.00	Office boy.....	45.00	50.00	
Claims clerk.....	98.75	115.00	Clerk.....	95.00	95.00	
Customs clerk.....	93.75	110.00				
Outwards clerk.....	87.50	120.00	Montreal Shops—			
Asst. inw. clerk.....	87.50	95.00	Clerk.....	\$ 115.00	\$125.00	
Audit corres. clerk.....	87.50	87.50	Clerk.....	105.00	115.00	
Abstract clerk.....	87.50	87.50	Clerk.....	87.50	95.00	
Baggagemaster.....	105.00	110.00	Clerk.....	87.50	95.00	
Baggageman.....	87.50	95.00	Clerk.....	87.50	95.00	
Asst. baggageman.....	87.50	92.50	Clerk.....	87.50	90.00	

## MOTIVE POWER DEPARTMENT—Continued.

COMPARISON OF PRESENT AND PROPOSED RATES  
OF PAY—Continued.

Station and occupation.	Present rate.	Proposed rate.
Per month.		
Montreal Shops.—Continued.		
Clerk.....	60.00	70.00
Clerk.....	50.00	55.00
Timekeeper.....	100.00	110.00
Timekeeper.....	100.00	100.00
Storeman.....	94.00	94.00
Foreman's clerk.....	87.50	100.00
Foreman's clerk.....	87.50	100.00
Foreman's clerk.....	87.50	100.00
Foreman's clerk.....	87.50	100.00
Storeman.....	94.00	94.00
Storeman.....	94.00	94.00
Shipper.....	120.00	125.00
Shipper's clerk.....	87.50	90.00
Shipper's clerk.....	87.50	90.00
Foreman's clerk.....	87.50	100.00
Foreman's clerk.....	87.50	100.00
Storeman.....	87.50	90.00
Foundry clerk.....	94.00	106.50
Work checker.....	87.50	100.00
Work checker.....	87.50	100.00
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Clerk.....	94.00	106.50
Clerk.....	94.00	106.50
Clerk.....	94.00	106.50
Work checker.....	104.00	110.00
Work order writer.....	75.00	80.00
Clerk.....	115.00	125.00
Work checker.....	131.00	140.00
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Work order writer.....	87.50	90.00
Work checker.....	131.00	140.00
Work order writer.....	75.00	80.00
Work checker.....	104.00	110.00
Work order writer.....	87.50	92.50
Work checker.....	104.00	110.00
Work checker.....	125.00	132.00
Work checker.....	104.00	110.00
Work checker.....	125.00	132.00
Clerk.....	87.50	92.50
Clerk.....	104.00	110.00
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Printing mach. operator.....	81.80	85.00
Work checker.....	87.50	92.50
Clerk.....	87.50	92.50
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Work order writer.....	87.50	92.50
Clerk.....	87.50	92.50
Work checker.....	125.00	132.00
Work checker.....	125.00	132.00
Work checker.....	105.00	110.00
Work checker.....	104.00	110.00
Work order writer.....	75.00	80.00
Work checker.....	131.00	140.00
Clerk.....	87.50	92.50
Work checker.....	125.00	132.00

## Station and occupation.

Present rate.      Recommended rate.

## SMP Office (East Lines)—

Per month.

Clerk.....	\$ 125.00	\$145.00
Clerk.....	110.00	120.00
Clerk.....	110.00	120.00
Clerk.....	105.00	133.00
Clerk.....	100.00	125.00
Clerk.....	100.00	110.00
Clerk.....	95.00	115.00
Clerk.....	90.00	95.00
Clerk.....	87.50	95.00
Clerk.....	87.50	90.00
Clerk.....	87.50	115.00
Clerk.....	87.50	90.00
Clerk.....	87.50	90.00
Clerk.....	87.50	95.00
Clerk.....	87.50	90.00
Clerk.....	87.50	90.00
Clerk.....	87.50	87.50
Clerk.....	87.50	95.00
Clerk.....	87.50	87.50
Clerk.....	55.00	60.00
Clerk.....	45.00	45.00
Clerk.....	87.50	87.50

## Richmond—

Clerk.....	110.00	130.00
Clerk.....	87.50	90.00
Clerk.....	87.50	87.50
Storeman.....	102.00	110.00
Storeman.....	102.00	110.00
Storeman.....	102.00	110.00

## Southwark—

Clerk.....	110.00	130.00
Clerk.....	102.00	110.00
Clerk.....	55.00	60.00
Storeman.....	105.00	110.00
Storeman.....	105.00	110.00
Storeman.....	105.00	110.00

## Pt. St. Charles Fuel—

Clerk.....	105.00	110.00
Clerk.....	102.00	112.00

## Turocot—

Chief clerk.....	\$ 120.00	\$140.00
Work order writer.....	110.00	110.00
Work order writer.....	110.00	110.00
Work order writer.....	110.00	110.00
Timekeeper.....	105.00	125.00
Clerk.....	105.00	120.00
Clerk.....	105.00	115.00
Storeman.....	105.00	115.00
Storeman.....	105.00	115.00
Storeman.....	105.00	115.00
Crew despatchers.....	105.00	115.00
Crew despatchers.....	105.00	115.00
Crew despatchers.....	105.00	115.00
Clerk.....	102.00	110.00
Clerk.....	102.00	110.00

## MOTIVE POWER DEPARTMENT—(Con).

COMPARISON OF PRESENT AND PROPOSED RATES  
OF PAY—Continued.

Station and occupation.		Present rate.	Proposed rate.	Depot Harbor—	Per month.	
				Clerk.....	93.00	110.00
				Storeman.....	90.00	102.00
				Storeman.....	90.00	102.00
				Storeman.....	90.00	102.00
Per month.						
Brockville—				SMP. Office (Ont. Lines)—		
Clerk.....	111.00	130.00		Clerk.....	\$ 125.00	\$ 135.00
Clerk.....	111.00	120.00		Clerk.....	115.00	135.00
Clerk.....	105.00	115.00		Clerk.....	115.00	125.00
Storeman.....	105.00	110.00		Clerk.....	115.00	125.00
Storeman.....	105.00	110.00		Clerk.....	115.00	125.00
Storeman.....	105.00	110.00		Clerk.....	90.00	95.00
Storeman.....	105.00	110.00		Clerk.....	90.00	95.00
Storeman.....	105.00	110.00		Clerk.....	90.00	95.00
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
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Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
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Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
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Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00		Clerk.....	87.50	92.50
Storeman.....	105.00	110.00	</			



## MOTIVE POWER DEPARTMENT—(Continued.)

COMPARISON OF PRESENT AND PROPOSED RATES  
OF PAY—(Continued.)

COMPARISON OF PRESENT AND PROPOSED RATES OF PAY—(Continued.)			Station and occupation.	Present rate.	Pro- posed rate.
Station and occupation.	Present rate.	Pro- posed rate.			
			Allandale—	Per month.	
Hamilton—			Clerk.....	120.00	135.00
Clerk.....	\$120.00	\$135.00	Clerk.....	87.50	92.50
Clerk.....	99.00	110.00	Clerk.....	87.50	92.50
Stenographer.....	87.50	92.50	Stenographer.....	102.00	107.00
Stenographer.....	87.50	92.50	Storeman.....	87.50	92.50
Storeman.....	102.00	107.00	Storeman.....	96.00	100.00
Storeman.....	102.00	107.00	Storeman.....	96.00	100.00
Storeman.....	93.00	100.00	Messenger.....	50.00	50.00
Niagara Falls—			Tunnel Power Plant—		
Clerk.....	130.00	150.00	Clerk.....	104.00	115.00
Clerk.....	120.00	130.00			
Stenographer.....	87.50	92.50	Stratford Shops—		
Storeman.....	105.00	110.00	Clerk.....	105.00	125.00
Storeman.....	105.00	110.00	Clerk.....	87.50	100.00
Storeman.....	105.00	110.00	Clerk.....	87.50	90.00
Fort Erie—			Asst. timekeeper.....	87.50	100.00
Clerk.....	127.00	140.00	Asst. timekeeper.....	87.50	87.50
Stenographer.....	87.50	92.50	Clerk.....	87.50	90.00
Storeman.....	102.00	110.00	Contract clerk.....	87.50	87.50
Storeman.....	90.00	100.00	Contract clerk.....	85.00	87.50
Windsor—			Clerk.....	87.50	87.50
Clerk.....	125.00	140.00	Clerk.....	87.50	95.00
Clerk.....	110.00	120.00	Storeroom attendant.....	84.00	84.00
Storeman.....	97.00	105.00	Work checker.....	87.50	85.00
Storeman.....	97.00	105.00	Clerk.....	87.50	95.00
Stenographer.....	87.50	92.50	Clerk.....	87.50	87.50
Sarnia—			Clerk.....	87.50	95.00
Clerk.....	120.00	140.00	Clerk.....	95.00	115.00
Clerk.....	87.50	92.50	Clerk.....	87.50	105.00
Clerk.....	87.50	92.50	Clerk.....	87.50	87.50
Storeman.....	96.00	105.00	Clerk.....	87.50	87.50
Storeman.....	96.00	105.00	Clerk.....	87.50	100.00
Storeman.....	96.00	105.00	Clerk.....	87.50	100.00
London—			Clerk.....	87.50	100.00
Clerk.....	120.00	140.00	Clerk.....	75.00	75.00
Stenographer.....	87.50	92.50	Messenger.....	45.00	45.00
Stenographer.....	87.50	92.50	Messenger.....	45.00	45.00
Storeman.....	99.00	105.00	Clerk.....	87.50	95.00
Storeman.....	87.50	92.50	Work checker.....	119.00	130.00
Storeman.....	87.50	92.50	Work checker.....	119.00	125.00
Storeman.....	87.50	92.50	Work checker.....	119.00	125.00
Stratford—			Work checker.....	114.00	125.00
Clerk.....	120.00	135.00	Work checker.....	114.00	125.00
Stenographer.....	87.50	92.50	Work checker.....	104.00	110.00
Storeman.....	105.00	110.00	Work checker.....	104.00	110.00
Storeman.....	105.00	110.00	Work checker.....	104.00	110.00
Storeman.....	97.50	105.00	Work checker.....	104.00	110.00
Palmerston—			Work checker.....	104.00	110.00
Clerk.....	120.00	130.00	Work checker.....	104.00	110.00
Stenographer.....	87.50	92.50	Work checker.....	104.00	125.00
Storeman.....	93.00	98.00	Work checker.....	87.50	87.50
Storeman.....	87.50	92.50	Work checker.....	87.50	87.50
Storeman.....	87.50	92.50	Work checker.....	87.50	87.50

## CAR DEPARTMENT.

COMPARISON OF PRESENT AND PROPOSED RATES  
OF PAY.

	Present rate.	Pro- posed rate.
Per month.		
Montreal—Gen'l M. C. B. Office—		
Chief billing clerk.....	\$ 155.00	\$170.00
Billing clerk.....	124.00	136.00
Record clerk.....	115.00	130.00
Voucher clerk.....	114.00	130.00
Clerk.....	114.00	130.00
Record clerk.....	112.00	120.00
Record clerk.....	110.00	121.00
Record clerk.....	103.00	115.00
Statistical clerk.....	102.00	120.00
Clerk.....	98.00	110.00
Clerk.....	98.00	110.00
Clerk.....	98.00	112.00
Clerk.....	98.00	115.00
Clerk.....	98.00	115.00
Clerk.....	90.00	100.00
Clerk.....	87.50	87.50
Clerk.....	87.50	97.50
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50
Clerk.....	87.50	94.50
Stenographer.....	87.50	94.50
Stenographer.....	87.50	94.50
Clerk.....	87.50	87.50
Junior stenographer.....	87.50	87.50
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50
Junior stenographer.....	87.50	87.50
Junior stenographer.....	87.50	87.50
Office boy.....	50.00	50.00
Office boy.....	50.00	50.00
Montreal shops—		
Clerk.....	110.00	122.00
Clerk.....	103.00	117.00
Clerk.....	105.00	117.00
Clerk.....	105.00	120.00
Clerk.....	100.00	110.00
Clerk.....	100.00	110.00
Clerk.....	94.00	104.00
Clerk.....	94.00	104.00
Clerk.....	94.00	104.00
Clerk.....	93.00	102.00
Clerk.....	87.50	87.50
Clerk.....	87.50	97.50
Clerk.....	87.50	96.50
Clerk.....	87.50	97.50
Clerk.....	87.50	97.50
Clerk.....	65.00	75.00
Office boy.....	45.00	50.00
Clerk.....	110.00	122.00
Asst. timekeeper.....	95.00	107.00
Work order writer.....	90.50	97.50
Work order writer.....	90.50	97.50
Work order writer.....	90.00	97.00
Work order writer.....	95.00	101.00
Work order writer.....	104.00	112.00
Work order writer.....	104.00	112.00

## Station and occupation.

Present  
rate.Pro-  
posed  
rate.

Per month.

Work order writer.....	87.50	92.50
Work checker.....	104.00	109.00
Work order writer.....	87.50	92.50
Work checker.....	114.00	124.00
Work order writer.....	75.00	80.00
Work checker.....	104.00	114.00
Work checker.....	104.00	114.00
Work checker.....	104.00	114.00
Work checker.....	104.00	114.00
Work checker.....	104.00	114.00
Work order writer.....	94.00	102.00
Work checker.....	104.00	112.00
Work checker.....	114.00	125.00
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Work order writer.....	87.50	92.50
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Work checker.....	104.00	110.00
Work order writer.....	87.50	90.00
Work checker.....	104.00	106.00
Storeman's asst.....	94.00	104.00
Clerk.....	65.00	70.00
Clerk.....	87.50	92.50
Clerk.....	94.00	99.00
Clerk.....	90.50	95.50
Storeman's agent.....	87.50	92.50
Clerk.....	110.00	115.00
Clerk.....	94.00	99.00
Clerk.....	94.00	99.00
Clerk.....	110.00	115.00
Clerk.....	94.00	99.00
Clerk.....	95.00	105.00
Clerk.....	100.00	105.00
Work checker.....	104.00	111.00
Clerk.....	105.00	115.00
Clerk.....	100.00	105.00
Clerk.....	95.00	105.00
Clerk.....	102.00	112.00

## Montreal MCB Office—

Chief bill clerk.....	\$ 135.00	\$150.00
Clerk.....	93.00	105.00
Clerk.....	93.00	108.00
Clerk.....	93.00	105.00
Clerk.....	93.00	105.00
Clerk.....	87.50	87.50
Clerk.....	87.50	87.50

## Ottawa Shop—

Clerk.....	100.00	110.00
Clerk.....	87.50	92.50
Clerk.....	87.50	91.00
Clerk.....	87.50	91.00
Storekeeper.....	94.00	100.00
Work order writer.....	87.50	91.00

## CAR DEPARTMENT—(Continued).

COMPARISON OF PRESENT AND PROPOSED RATES  
OF PAY—(Continued).

Station and occupation.	Present rate.	Proposed rate.		Per month	
			Stenographer.....	87.50	87.50
			Stenographer.....	87.50	95.00
			Work checker.....	87.50	100.00
			Work checker.....	87.50	100.00
			Work order writer.....	87.50	90.00
			Work order writer.....	87.50	90.00
			Work order writer.....	87.50	90.00
			Work order writer.....	87.50	87.50
			Work order writer.....	87.50	90.00
			Billing clerk.....	87.50	120.00
			Clerk.....	87.50	90.00
			Clerk.....	87.50	90.00
			Clerk.....	87.50	90.00
			London MCB Office—		
			Record clerk.....	\$105.00	\$125.00
			Clerk.....	110.00	125.00
			Chief bill clerk.....	110.00	125.00
			Asst. timekeeper.....	87.50	87.50
			Billing clerk.....	87.50	100.00
			Billing clerk.....	87.50	100.00
			Billing clerk.....	87.50	95.00
			Billing clerk.....	87.50	90.00
			Billing clerk.....	87.50	90.00
			Billing clerk.....	87.50	95.00
			Stenographer.....	87.50	95.00
			Stenographer.....	87.50	87.50
			Stenographer.....	87.50	95.00
			File clerk.....	87.50	87.50
			Clerk.....	87.50	87.50
			London Yard—		
			Clerk.....	87.50	100.00
			Toronto—		
			Clerk.....	100.00	110.00
			Clerk.....	100.00	110.00
			Clerk.....	100.00	110.00
			Clerk.....	100.00	110.00
			Clerk.....	100.00	105.00
			Mimico—		
			Clerk.....	100.00	105.00
			Checker.....	87.50	87.50
			Stratford—		
			Clerk.....	100.00	110.00
			Hamilton—		
			Clerk.....	100.00	110.00
			Clerk.....	87.50	90.00
			Sarnia—		
			Clerk.....	100.00	110.00
			Clerk.....	87.50	87.50
			Windsor—		
			Clerk.....	100.00	110.00
			Clerk.....	100.00	100.00



## CAR DEPARTMENT—(Continued.)

COMPARISON OF PRESENT AND PROPOSED RATES  
OF PAY—(Continued.)

Station and occupation.	Present rate.	Pro- posed rate.
	Per month.	
Fort Erie—		
Clerk.....	100.00	110.00
Clerk.....	100.00	100.00
Clerk.....	87.50	95.00
Clerk.....	87.50	87.50
Niagara Falls—		
Clerk.....	87.50	95.00
Clerk.....	87.50	87.50
St. Thomas.—		
Clerk.....	100.00	110.00
Clerk.....	100.00	100.00
Allandale—		
Clerk.....	100.00	110.00
Apprentice clerk.....	55.00	55.00

OFFICE OF GENERAL SUPERINTENDENT CAR  
SERVICE

Occupation.	Present rate.	Recom- mended rate.
	Per month.	
Clerk (1).....	\$110.00	\$120.00
Clerk (1).....	110.00	120.00
Clerk (1).....	110.00	120.00
Stenographer (1).....	110.00	110.00
Stenographers (2).....	100.00	110.00
Stenographer (1).....	95.00	110.00
Stenographer (1).....	95.00	110.00
Stenographer (1).....	95.00	110.00
Clerk (1).....	95.00	110.00
Clerk (2).....	95.00	105.00
Clerk (1).....	95.00	100.00
Stenographers (2).....	95.00	95.00
Stenographer (1).....	95.00	95.00
Clerk (1).....	95.00	95.00
Clerk (1).....	95.00	95.00
Clerk (1).....	87.50	87.50
Junior clerks (2).....	65.00	65.00
Office boy.....	45.00	45.00

## OFFICE OF CAR ACCOUNTANT.

Occupation.	Present rate.	Recom- mended rate.
	Per month.	
Fixing system records (1)....	\$92.50	\$95.00
Fixing system records (1)....	87.50	90.00
Local record books (2).....	87.50	90.00
Local record books (9).....	87.50	87.50
Local record books (5).....	65.00	65.00
Fixing foreign records (1)....	92.50	102.50
Fixing foreign records (1)....	87.50	102.50

## OFFICE OF CAR ACCOUNTANT—(Continued)

Occupation.	Present rate.	Recom- mended rate.
	Per month.	
Fixing foreign records (1)....	87.50	100.00
Fixing foreign records (2)....	87.50	97.50
Foreign record books (1)....	87.50	90.00
Foreign record books (3)....	87.50	92.50
Foreign record books (4)....	87.50	90.00
Foreign record books (5)....	87.50	92.50
Foreign record books (8)....	87.50	95.00
Foreign record books (1)....	87.50	95.00
Foreign record books (1)....	87.50	92.50
Sorting and filing clerks (4) ..	65.00	65.00
Sorting and filing clerks (4) ..	55.00	55.00
Clerk in charge (1).....	100.00	110.00
Per diem extension (2).....	125.00	135.00
Per diem extension (2).....	120.00	130.00
Per diem extension (1).....	100.00	110.00
Per diem extension (1).....	92.50	100.00
Per diem extension (1).....	87.50	92.50
Per diem extension (1).....	92.50	95.00
Per diem extension (1).....	87.50	92.50
Per diem extension (1).....	95.00	95.00
Special statistics (1).....	95.00	105.00
Special statistics (1).....	87.50	95.00
Special statistics (1).....	87.50	90.00
Special statistics (1).....	65.00	65.00
Discrepancy claims (1).....	113.70	125.00
Discrepancy claims (1).....	100.00	110.00
Discrepancy claims (1).....	95.00	105.00
Discrepancy claims (1).....	92.50	100.00
Discrepancy claims (1).....	95.00	100.00
Discrepancy claims (1).....	87.50	100.00
Discrepancy claims (2).....	87.50	95.00
Discrepancy claims (1).....	87.50	92.50
Discrepancy claims (1).....	87.50	95.00
Discrepancy claims (1).....	87.50	92.50
Discrepancy claims (7).....	87.50	92.50
Discrepancy claims (5).....	87.50	87.50
Foreign discrepancies (1)....	100.00	105.00
Foreign discrepancies (3)....	100.00	115.00
Foreign discrepancies (1)....	100.00	110.00
Foreign discrepancies (1)....	95.00	110.00
Foreign discrepancies (1)....	87.50	100.00
Reclaim clerks (1).....	115.00	135.00
Reclaim clerks (1).....	100.00	110.00
Reclaim clerks (1).....	92.50	100.00
Interchange reports (1).....	95.00	105.00
Interchange reports (1).....	65.00	65.00
Asst. ledger keeper (1).....	95.00	105.00
Mileage and Pass'r. records (1).....	92.50	100.00
Mileage and Pass'r. records (1).....	87.50	90.00
Repair bills clerk (1).....	95.00	105.00
Repair bills clerk (1).....	87.50	92.50
Repair bills clerk (1).....	87.50	87.50
Tracing clerks (1).....	95.00	100.00
Tracing clerks (1).....	95.00	100.00
Home route clerk (1).....	100.00	110.00
Junction report clerk (1)....	87.50	92.50
Statistical clerk (1).....	110.00	135.00
Statistical clerks (3).....	100.00	115.00
Statistical clerk (1).....	100.00	110.00
Statistical clerk (1).....	95.00	105.00

## OFFICE OF CAR ACCOUNTANT—(Continued).

Occupation.	Present rate.	Recommended rate.
	Per month.	
Statistical clerk (1).....	95.00	105.00
Statistical clerk (1).....	95.00	100.00
Statistical clerks (2).....	95.00	100.00
Statistical clerks (3).....	95.00	100.00
Statistical clerks (2).....	87.50	95.00
Statistical clerk (1).....	92.50	95.00
Statistical clerks (2).....	87.50	90.00
Stenographers (1).....	110.00	125.00
Stenographers (1).....	95.00	110.00
Stenographers (1).....	92.50	105.00
Stenographers (1).....	87.50	100.00
Stenographers (1).....	87.50	95.00
Office boys (1).....	60.00	60.00
Office boys (1).....	50.00	50.00

## SCHEDULE "C"

STATEMENT SHOWING OCCUPATION, NUMBER OF MEN AND RATES PER HOUR PAID HOURLY RATED EMPLOYEES—NOT INCLUDED IN COMPANY'S OFFER COVERING INCREASE IN RATES.

## SUPPLY DEPARTMENT

Station and Occupation	No. of men	Present rate.
Montreal Stores:—		
		Per hour
Assistant Storeman.....	5	.43
Petty Storemen.....	1	.43
Petty Storemen.....	2	.41
Storemen.....	4	.48
Receiver.....	1	.48
Bolt Threader.....	1	.50½
Shipper.....	1	.43
Signal Storeman.....	1	.53
Hose Fitter and Charge		
Hand.....	1	.57½
Hose Fitters.....	3	.48½
Hose Fitter.....	1	.52½
Labourers.....	179	.40

## EASTERN LINES—TRANSPORTATION DEPARTMENT

Station and Occupation.	No.	Present rate.
Pointe Lévis:—		
		Per day
Lampman.....	1	3.16
Watchman.....	1	3.16
Porter.....	1	3.16
St. Johns, Que.:—		
Watchman.....	1	3.26
Depot Harbour:—		
		Per hour.
Checkers.....	4	.43
Cooper.....	1	.43
Porters.....	40	.42
Watchman.....	1	.43

## Occupation

No. of men Present rate.

Per hour.

## Montreal Terminals:—

Freight checkers.....	74	.48¼
Freight sorters.....	29	.43
Freight porters.....	248	.43
Weighman.....	1	.32
Janitor.....	1	.37

## ONTARIO LINES—TRANSPORTATION DEPARTMENT.

Station and occupation. No. Present rate.

## York:—

Per hour.

Baggageman and porter..	1	.40
Icehouse foreman.....	1	.50
Labourers, icehouse.....	7	.45

## Mimico:—

Siding checker.....	2	.47
Shed checker.....	1	.47
Porters.....	5	.43

## Davenport:—

Shed man.....	1	.47
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## Bathurst St. Yard:—

Lampman.....	1	.36½
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## West Toronto:—

Jr. Inter. checker.....	1	.47
Outside checker.....	1	.47
Joint checker.....	1	.47
Shed checkers.....	2	.47
Porters.....	22	.43

## Toronto:—

Per 100 bills.

Advisers.....	3	1.11
Billers.....	5	1.11

Per hour

Door checkers.....	53	.47
Siding checkers.....	20	.47
Stowers.....	44	.43
Car sealers.....	4	.43
Porters.....	112	.43
Loaders.....	15	.43
Constables.....	2	.45

## Don:—

Freight checkers.....	11	.47
Car sealer.....	1	.43
Porters.....	13	.43

## Parkdale:—

Freight checkers.....	4	.47
Porters.....	4	.43

## Allandale:—

Station porters.....	2	.37
Call boys.....	3	.24
Freight foreman.....	2	.46½
Porters.....	13	.40½

Station and occupation.	No. of men	Present rate.	Station and occupation	No. of men.	Present Rate.
		Per hour.			Per month.
<b>Orillia:—</b>			<b>Owen Sound:—</b>		
Shed foreman.....	1	.46½	Freight checker.....	1	87.50
Night Watchman.....	1	.37			Per day.
Freight porters.....	3	.40¼	Freight porters.....	3	2.96
<b>Guelph:—</b>			<b>St. Catharines:—</b>		
		Per day.			Per hour.
Baggage porters.....	4	2.71	Baggage porter.....	1	.34
Checkers.....	4	3.46	Checkers.....	2	.41
Car sealer.....	1	3.44	Porters.....	6	.39½
		Per hour	<b>Merriton:—</b>		
Porters.....	10	.40¾	Porter.....	1	.39½
		Per day	<b>Hamilton:—</b>		
Janitor.....	1	2.71			Per month.
<b>Kitchener:—</b>			Checkers.....	13	100.00
					Per hour.
Baggage porter.....	1	2.17	Floormen.....	6	.43
Watchman.....	1	2.42	Stowers.....	3	.43
Lampman.....	1	2.47	Car sealers.....	3	.43
Janitor.....	1	3.00	Porters.....	60	.43
Asst. shed foreman.....	1	3.45	Baggage porters.....	8	.37
Checkers.....	8	3.45			Per day.
Porters.....	11	.42	Matron.....	1	2.53
<b>Stratford:—</b>			Call boys.....	2	1.96
			<b>Paris Junction:—</b>		
Yard checker.....	1	2.47			
Lampman.....	1	2.82	Yard foreman.....	1	3.46
Baggage porters.....	3	2.76	Shed foreman.....	1	3.37
Janitors.....	2	2.62	Lampman.....	1	2.96
Caretaker.....	1	2.56	Freight porters.....	3	2.86
		Per month:	<b>Woodstock:—</b>		
Checkers.....	6	87.50			
		Per hour.	Baggage porter.....	1	2.73
Porters.....	25	.40¾	Freight porters.....	7	3.21
		Per day	<b>London:—</b>		
Call boys.....	3	1.92			Per hour.
<b>Brantford:—</b>			Freight checkers.....	17	.46
			Porters.....	52	.43
Caretaker.....	1	2.33	Janitor.....	1	.43
Baggageman.....	1	2.83	Stowers.....	4	.43
Baggage porters.....	3	2.83	Janitor.....	1	.36
Caretaker.....	1	2.83	Baggage porters.....	10	.36
Asst. shed foreman.....	1	3.46	<b>Sarnia tunnel:—</b>		
Checkers.....	8	3.46			
Car sealer.....	1	3.46	Baggage porters.....	3	2.73
		Per hour	Policemen (station)....	3	2.92
Porters.....	20	.39½	Charwoman.....	1	1.53
<b>Buffalo, N.Y.:—</b>			Shed foreman.....	1	3.56
		Per day	Porters.....	17	3.44
Checkers.....	3	3.66	Call boys.....	3	2.08
Night watchman.....	1	3.66	Stationary engineers.....	3	3.67
Porters.....	6	3.44	<b>Sarnia:—</b>		
<b>Galt:—</b>					
			Night watchman.....	1	2.83
Checker.....	1	3.46	Shed foreman.....	1	3.56
		Per hour	Checker.....	1	3.46
Porters.....	3	.40¾	Porters.....	4	3.44
<b>Palmerston:—</b>			<b>Point Edward:—</b>		
		Per day.			
Call boys.....	3	1.57	Watchmen.....	3	2.82
		Per month.	<b>Black Rock:—</b>		
Checkers.....	7	87.50			Per hour.
		Per day.	Janitor.....	1	.40
Stowers.....	2	3.06			
Porters.....	23	2.96			



Station and occupation.	No. of men.	Present rate.	Station and occupation.	No. of men.	Present rate.
					Per hour.
Fort Erie:—		Per day.	Watchmen.....	9	.42
Lampman.....	1	2.83	Watchmen.....	14	.40½
Niagara Falls:—			Labourers, leading hand.	1	.54
Porter (station).....	1	2.83	Labourers, leading hand.	1	.50
Matron.....	1	1.58	Labourers, leading hand.	3	.49
Freight porters.....	2	2.83	Labourers, leading hand.	2	.42
Foreman.....	1	4.00	Labourers.....	259	.39
Asst. foreman.....	1	3.60	Labourers.....	1	.32½
Lampman.....	1	2.33	Labourers.....	3	.31¼
St. Thomas:—			Labourers.....	1	.25
Baggage porter.....	1	2.48	Janitresses.....	10	.33½
Call boys.....	2	2.08	Richmond:—		
Walkerville:—			Ashpitmen.....	6	.39½
Freight foreman.....	1	4.16	Stationary firemen.....	3	.39½
Checker.....	1	3.90	Hostler helpers.....	3	.39½
Asst. checker.....	1	3.71	Turntable operators.....	3	.38¼
Porters.....	5	3.71	Fire builders.....	3	.38¼
Janitor.....	1	1.50	Coal heavers.....	6	.38¼
Windsor:—			Bunk room attendant..	1	.38¼
Freight foreman.....	1	4.16	Engine wipers.....	7	.38¼
Checkers.....	4	3.91	Labourers.....	6	.38¼
Porters.....	16	3.71	Call boys.....	3	.25¾
Lampman.....	1	2.83	Pointe Lévis:—		
St. Thomas, M.P. Dept.:—		Per hour.	Ashpitmen.....	4	.35¾
Storemen.....	3	.39	Coal heavers.....	4	.35¾
Stationary firemen.....	3	.51	Victoriaville:—		
Toolmen.....	3	.43	Watchmen.....	1	.34½
Lubricator men.....	3	.43	Coal plant operators....	1	.45
Fire builders.....	3	.43	Coal heavers.....	2	.34½
Coal men.....	6	.40	Southmark:—		
Ashpitmen.....	6	.42	Crane engineer.....	1	.58
Labourer.....	1	.43	Stationary firemen.....	1	.45
Labourers.....	15	.40	Stationary firemen.....	3	.42
Engine wipers.....	6	.39	Fire builders.....	3	.42
Turntable boys.....	3	.37	Ashpitmen.....	6	.42
Call boys.....	2	.27	Hostlers' helpers.....	3	.39½
Nixon:—			Engine cleaners.....	3	.40
Coalman, leading hand..	1	.39½	Coal plant operator....	1	.45
Coalmen.....	2	.37½	Labourers.....	7	.40
Glencoe:—			Coal heavers.....	3	.43
Coalman, leading hand..	1	.39½	Call boys.....	2	.24½
Coalmen.....	2	.37½	Pt. St. Charles Fuel:—		
			Dump foremen.....	1	.45
			Chargehand.....	1	.43
			Weighman.....	1	.43
			Coal crane engineers....	3	.58
			Coal heavers.....	17	.43

## MOTIVE POWER DEPARTMENT

STATEMENT SHOWING OCCUPATION, NUMBER OF MEN AND RATES PER HOUR PAID HOURLY RATED EMPLOYEES.—NOT INCLUDED IN COMPANY'S OFFER COVERING INCREASE IN RATES.

Station and occupation	No. of men.	Present rate.
		Per hour.
Montreal Shops:—		
Stationary engineers.....	14	.50
Stationary firemen.....	12	.48
Water tenders.....	8	.50
Eng. tester's asst.....	3	.48
Gardener.....	1	.45¾

Turcot:—		
Stationary firemen.....	3	.46½
Stationary firemen.....	3	.43¼
Ashpitmen.....	24	.43
Fire builders.....	21	.43
Engine preparers.....	12	.43
Turntable operators.....	5	.43
Coal heavers.....	12	.43
Coal heaver, leading hd.	1	.48
Labourer, leading hand..	1	.45
Labourers.....	33	.40
Engine cleaners.....	26	.37
Call boys.....	10	.27

Station and occupation.	No. of men.	Present rate.	Station and Occupation	No. of men	Present rate.
St. Hyacinthe:—		Per hour.	Coboconk:—		Per hour.
Watchman.....	1	.34½	Watchman.....	1	.33¼
Hemmingford:—			Sutton:—		
Watchman.....	1	.31	Watchman.....	1	.39½
Rouse's Point:—			Haliburton:—		
Coal heavers.....	3	.43	Watchmen.....	1	.35¾
Watchmen.....	3	.43	Peterborough —		
Ft. Covington:—			Watchman.....	1	.42
Coal Plant operator....	1	.45	Watchmen.....	5	.40¾
Coal heaver.....	1	.37	Port Hope:—		
Watchmen.....	3	.37	Watchman.....	1	.38¼
Brockville:—			Watchmen.....	2	.37
Ashpitmen.....	12	.43	Tiffin Elevators:—		
Turntable operators....	3	.43	Stationary engineer.....	1	.58
Engine preparers.....	2	.42	Stationary firemen.....	3	.42
Engine preparers.....	1	.43	Coteau:—		
Hostlers' helpers.....	3	.42	Ashpitmen.....	6	.35¾
Fire builders.....	6	.42	Coal heaver.....	1	.37
Stationary firemen.....	3	.43¼	Coal heavers.....	4	.35¾
Coal heavers.....	9	.42	Fire builders.....	1	.38¼
Engine cleaners.....	2	.42	Fire builders.....	1	.37
Labourers.....	9	.40	Fire builders.....	1	.35¾
Call boys.....	3	.27	Stationary firemen.....	3	.37
Belleville:—			Engine preparers.....	3	.35¾
Ashpitmen.....	12	.43	Engine cleaners.....	1	.35¾
Call boys.....	6	.24½	Pumpman.....	1	.36
Coal heavers.....	6	.43	Call boys.....	3	.24½
Engine cleaners.....	27	.40	Bunk room attendant...	1	.35¾
Engine preparers.....	9	.43	Labourers.....	16	.35¾
Fire builders.....	10	.43	Hawkesbury:—		
Labourers.....	22	.40	Watchman.....	1	.35¾
Stationary firemen.....	1	.48	Coal heavers.....	1	.35¾
Stationary firemen.....	3	.46½	Labourer.....	1	.35¾
Turntable operators....	3	.43	Ottawa Shops:—		
Cobourg:—			Caretaker.....	1	.33¾
Coal heaver.....	1	.40¾	Watchman.....	1	.37
Oshawa:—			Watchman.....	2	.36¾
Watchmen.....	1	.43	Stationary firemen.....	2	.43¼
Madoc:—			Chargehand.....	1	.40
Watchman.....	1	.37	Labourers.....	7	.38
Lindsay:—			Labourers.....	2	.36¾
Call boy.....	2	.27	Labourers.....	1	.32¼
Call boys.....	1	.27	Ottawa Roundhouse:—		
Engine cleaners.....	5	.40	Hostlers' helpers.....	2	.38¼
Ashpitmen.....	6	.43	Fire builders.....	3	.40¾
Fire builders.....	3	.43	Ashpitmen.....	8	.40¾
Labourers.....	12	.40	Engine preparers.....	2	.39½
Engine preparers.....	3	.43	Call boys.....	1	.27¾
Stationary firemen.....	3	.46½	Labourers.....	2	.38
Coal plant operator....	1	.45	Engine cleaners.....	1	.39½
Coal heavers....	2	.43	Engine cleaners.....	3	.38
Tiffin:—			Coal plant operator....	1	.45
Ashpitmen.....	3	.43	Coal heavers.....	3	.43
Hostler helpers ..	3	.46			
Stationary firemen ..	3	.43¼			
Coal heavers.....	2	.43			
Engine cleaners ..	1	.40			
Labourer.....	1	.40			

Station and Occupation	No. of men	Present rate.	Station and occupation.	No. of	Present rate.
Ottawa Power Plant:—			Toronto Roundhouse:—		
		Per hour.			Per hour.
Second engineer.....	1	.49½	Engine despatchers.....	2	.43
Stationary engineers.....	3	.45	Fire builders.....	6	.43
Refrigerator engineers.....	3	.45	Stationary firemen.....	5	.47
Stationary firemen.....	6	.43¼	Engine preparers.....	2	.43
Labourers.....	5	.38	Coal plant operator.....	1	.45
Pembroke:—			Coal heavers.....	2	.43
Watchman.....	1	.43	Ashpitmen.....	6	.43
Coal heaver.....	1	.39½	Engine cleaners.....	4	.40
Rockland:—			Labourers.....	5	.40
Watchman.....	2	.33¼	Turntable operators.....	2	.32
Madawaska:—			Call boy.....	1	.27
Stationary firemen.....	2	.43¼	Mimico:—		
Ashpitmen.....	3	.43	Call boys.....	2	.30¾
Engine preparers.....	2	.43	Call boys.....	1	.30¾
Coal heavers.....	2	.43	Turntable operators.....	3	.40
Labourers.....	6	.40	Fire builders.....	10	.43
Bunk room attendants.....	2	.33¼	Ashpitmen.....	13	.43
Call boy.....	1	.24½	Engine cleaners.....	14	.40
Rainy Lake:—			Hostlers' helpers.....	3	.43
Coal plant operator.....	1	.45	Stationary firemen.....	3	.48
Coal heaver.....	1	.33¼	Engine preparers.....	5	.43
Eganville:—			Coal heavers, charge hd..	1	.48
Coal plant operator.....	1	.45	Coal heavers.....	8	.43
Stationary firemen.....	1	.37	Labourers.....	3	.40
Depot Harbour:—			Hamilton:—		
Call boy.....	1	.20	Hostler helpers.....	2	.43
Ashpitmen.....	2	.43	Ashpitmen.....	11	.43
Fire builder.....	1	.43	Coal heavers.....	7	.43
Stationary firemen.....	2	.43¼	Fire builders.....	6	.43
Crane engineer.....	1	.58	Turntable operators.....	3	.43
Crane engineer.....	1	.48	Engine preparers.....	5	.42
Coal foreman.....	1	.47	Call boy.....	2	.33¼
Coal heavers.....	24	.43	Call boys.....	1	.33¼
Depot Harbour Power Plant:—			Engine cleaners.....	9	.40
Stationary engineers.....	2	.48	Labourers.....	7	.40
Stationary firemen.....	3	.43¼	Stationary firemen.....	3	.47
Coal heaver.....	1	.43	Niagara Falls:—		
York:—			Stationary firemen.....	3	.47
Call boy.....	1	.27	Coal heavers.....	3	.43
Hostler helpers.....	3	.43	Hostler helpers.....	2	.43
Stationary firemen.....	2	.48	Turntable operator.....	1	.37
Fire builders.....	3	.43	Engine despatcher.....	1	.43
Ashpitmen.....	9	.43	Call boy.....	2	.29½
Coal heavers.....	6	.43	Call boys.....	1	.29½
Labourers.....	7	.40	Ashpitmen.....	7	.43
Toronto Shop:—			Engine preparers.....	3	.43
Labourer, charge hand...	1	.60	Engine cleaners.....	3	.40
Labourer, charge hand...	1	.42	Port Dalhousie:—		
Labourers.....	38	.40	Watchmen.....	1	.43
Labourers.....	1	.39½	Fort Erie:—		
Stationary firemen.....	3	.47	Fire builders.....	5	.43
Watchman.....	1	.39½	Ashpitmen.....	9	.43
Engine cleaners.....	2	.40	Turntable operator.....	1	.33¼
Ashpitmen.....	3	.43	Equipment men.....	3	.40¾
Turntable operator.....	1	.40	Coal heavers.....	7	.43
			Engine cleaners.....	2	.40
			Labourer.....	8	.40
			Coal heavers, charge hand	1	.45
			Call boys.....	2	.30¼
			Call boy.....	1	.30¼



Station and occupation.	No. of men.	Present rate.	Station and occupation.	No. of men.	Present rate.
<b>Port Colborne:—</b>		<b>Per hour.</b>	<b>Stratford—</b>		<b>Per hour</b>
Watchmen.....	2	.39½	Turntable operators ....	3	.35¾
<b>Black Rock:—</b>			Ashpitmen .....	6	.43
Coal plant operator.....	1	.45	Coal heaver .....	1	.43
<b>Buffalo:—</b>			Coal heavers .....	6	.40¾
Watchman.....	1	.39½	Fire builders .....	4	.43
<b>Windsor:—</b>			Call boy .....	2	.29½
Call boy.....	1	.30¾	Call boys .....	1	.29½
Call boy.....	1	.30¾	Engine preparers .....	3	.43
Stationary firemen.....	2	.47	Engine preparers .....	1	.40
Fire builders.....	3	.43	Engine preparers .....	1	.34½
Hostler helpers.....	2	.43	Engine cleaners .....	6	.40
Ashpitmen.....	5	.43	Labourers .....	8	.40
Engine preparers.....	2	.43	Labourers .....	2	.39½
Coal heavers.....	5	.43	Stationary firemen .....	3	.44½
Equipment man.....	1	.43			
Bunkroom attendant....	1	.40	<b>Brantford—</b>		
Engine cleaners.....	3	.40	Coal heavers .....	5	.43
Labourers.....	12	.40	<b>Guelph—</b>		
<b>Chatham:—</b>			Watchman .....	1	.43
Watchman.....	1	.40¾	Coal heavers .....	7	.43
<b>Sarnia:—</b>			<b>Kitchener—</b>		
Stationary Firemen.....	3	.47	Coal heaver .....	1	.40¾
Hostler helpers.....	3	.43	Coal heavers .....	2	.35¾
Fire builders.....	5	.43	<b>Goderich—</b>		
Turntable operators.....	3	.35¾	Coal heavers .....	3	.38¼
Engine preparers.....	5	.43	<b>Elmira—</b>		
Ashpitmen.....	7	.43	Coal heaver .....	1	.37
Coal heavers.....	6	.43	<b>Port Dover—</b>		
Engine cleaners.....	4	.40	Coal heavers .....	3	.40
Labourers, foreman.....	1	.60	<b>Palmerston—</b>		
Labourers, charge hand..	1	.48	Stationary firemen .....	2	.43¼
Labourers.....	6	.40	Engine preparers .....	2	.43
Call boys.....	2	.27	Ashpitmen .....	6	.43
Call boy.....	1	.27	Fire builders .....	3	.42
<b>Petrolia:—</b>			Coal heavers .....	4	.42
Watchmen.....	2	.40¾	Labourers .....	2	.40
<b>London—</b>			Engine cleaners .....	4	.31
Stationary firemen.....	2	.45¾	Call boys .....	2	.24
Engine preparers .....	6	.37	Call boy .....	1	.24
Hostler helpers .....	3	.43	<b>Kincardine—</b>		
Fire builders .....	6	.43	Watchman .....	1	.40¾
Call boy .....	2	.24	Watchman .....	1	.39½
Call boys .....	1	.24	<b>Owen Sound—</b>		
Ashpitmen .....	8	.43	Watchmen .....	3	.42
Engine cleaners .....	12	.37	Coal heaver .....	1	.42
Turntable operators .....	3	.37	<b>Southampton—</b>		
Coal heavers .....	1	.43	Watchmen .....	2	.40¾
Coal heavers .....	7	.42	<b>Wingham—</b>		
Labourers .....	1	.40	Watchman .....	2	.38¼
Labourers .....	1	.39½	<b>Woodstock—</b>		
Labourers .....	7	.40	Watchman .....	1	.38¼
Engine despatcher .....	1	.48			
<b>Wingham—</b>			<b>Warton—</b>		
Watchman .....	2	.38¼	Watchman .....	1	.37
<b>Woodstock—</b>			<b>Durham—</b>		
Watchman .....	1	.38¼	Watchman .....	1	.37

Station and occupation.	No. of men.	Present rate.	Station and occupation.	No. of men.	Present rate.
Allandale—			Stratford Shops—		
		Per hour.			Per hour.
Clerk (temp.) .....	1	.40	Labourers, L.H. ....	1	.51
Messenger .....	1	.37	Labourers, L.H. ....	2	.49
Engine preparers .....	3	.39½	Labourers .....	1	.40
Engine preparers .....	1	.39½	Labourers .....	63	.38
Fire builders .....	2	.43	Labourers .....	1	.34½
Ashpitmen .....	3	.43	Labourer .....	1	.31
Fire knockers .....	3	.43	Stationary engineers ...	4	.58
Pumpman .....	1	.42	Stationary firemen ....	4	.44½
Coal heavers .....	2	.40	Coal plant operators ...	2	.49
Coal heavers .....	1	.39½	Coal plant operators ...	3	.40
Coal heavers .....	1	.38¾	Watchman .....	1	.42
Coal plant operator ....	2	.45	Watchman .....	1	.38
Labourers .....	18	.40	Watchman .....	1	.34½
Labourers .....	4	.39½	Watchmen .....	2	.38¾
Labourers .....	1	.38¾	Watchmen .....	2	.33½
Labourers .....	1	.35¾	Caretaker .....	1	.34½
Turntable operator ....	1	.40	Labourers .....	30	.38
Engine cleaners .....	3	.40	Tunnel Power Plant—		
Engine cleaners .....	1	.39½	Stationary engineers ...	3	.58
Engine cleaners .....	1	.38¾	Stationary firemen ....	4	.55
Call boys .....	2	.27	Oilers .....	3	.50
Call boy .....	1	.27	Coal plant operators ....	2	.50
Stationary firemen ....	3	.44½	Labourers .....	2	.45
Orillia—			Pumpmen .....	6	.43
Coal plant operator ....	1	.45	Watchman .....	1	.43
Coal heaver .....	1	.39½	Montreal Shops—		
Gravenhurst—			Watchmen .....	10	.40½
Watchmen .....	2	.37	Stationary engineers ....	3	.58
Coal plant operator ....	1	.45	Coal trimmers .....	4	.40
Coal heaver .....	1	.40	Water tenders .....	3	.50
Coal heaver .....	1	.39½	Stationary firemen ....	6	.48
South River—			Labourers .....	54	.39
Coal plant operator ....	2	.45	Ottawa Shop—		
Coal heaver .....	1	.40	Labourers .....	9	.38
Coal heaver .....	1	.39½	Stationary firemen ....	1	.50
Watchman .....	1	.39½	Assistant storemen ....	2	.37½
Huntsville—			Watchmen .....	2	.40½
Watchman .....	2	.37	St. Henry Coach Yard—		
Collingwood—			Coalmen .....	1	.45
Watchman .....	1	.39½	Watchman .....	1	.45
Penetang—			Stationary firemen ....	10	.48
Watchman .....	1	.35¾	London Shops—		
Meaford—			Stationary engineers ...	1	.58
Watchman .....	1	.37	Stationary firemen ....	3	.48
			Labourers .....	31	.39
			Watchmen .....	2	.40½
			Janitors .....	2	.39

Station and occupation.	No. of men.	Present rate.
London Yards—		
	Per hour.	
Stationary firemen .....	3	.45
Windsor—		
Labourer .....	1	.39
Niagara Falls—		
Labourer .....	1	.39
Fort Erie—		
Labourer .....	1	.40

(Sgd.) F. S. MACLENNAN,  
Chairman.

## SCHEDULE "D."

GRAND TRUNK RAILWAY SYSTEM,  
EASTERN LINES.

## TRANSPORTATION DEPARTMENT.

## COMPANY'S OFFER.

Station and occupation.	Present rate.	Recommended rate.
General Superintendent's Office—		
	Per month.	
M. of W. clerk (1) .....	\$125.00	\$145.00
Statements clerk (1) .....	120.00	140.00
Stenographer (1) .....	115.00	125.00
Register clerk (1) .....	91.00	110.00
Stenographer (1) .....	91.00	110.00
Stenographer (1) .....	87.50	110.00
Stenographer (1) .....	87.50	95.00
Asst. timekeeper (1) ....	130.00	140.00
Time clerks (6) .....	115.00	120.00
Time clerk (1) .....	100.00	105.00
Junior clerks (1) .....	74.50	74.50
Messenger (1) .....	52.50	52.50
Messenger (1) .....	52.50	52.50

## Superintendent of Transportation—

	Per month.	
Freight car distributor (1)	135.00	170.00
Passenger car distrib. (1)	125.00	160.00
Statement clerk (1) .....	110.00	125.00

Station and occupation.	Present rate.	Proposed rate.
	Per month.	
Car tracer (1) .....	115.00	145.00
Stenographers (2) .....	87.50	95.00
Junior clerk (1) .....	75.00	87.50
Junior clerk (1) .....	70.00	75.00

## Toronto:

## General Supt's. Office—

M. of W. clerk (1) .....	130.00	145.00
Asst. timekeeper (1) ....	130.00	145.00
Statement clerk (1) .....	125.00	140.00
Stenographer (1) .....	115.00	125.00
Time clerks (8) .....	115.00	120.00
Register clerk (1) .....	105.00	110.00
Stenographer (1) .....	110.00	120.00
Stenographer (1) .....	103.00	110.00
Stenographer (1) .....	95.00	105.00
Fyle clerk (1) .....	68.00	90.00
Office boy (1) .....	60.00	60.00

## Supt. Transportation—

Pass. car distributor (1) ..	150.00	175.00
Freight C.D. (1) .....	145.00	170.00
Tracer (1) .....	125.00	140.00
Statement clerk (1) .....	110.00	125.00
Stenographers (3) .....	90.00	95.00
Stenographers (3) .....	87.50	87.50
Clerks (2) .....	87.50	87.50
Clerk (1) .....	65.00	65.00
Messenger (1) .....	45.00	45.00

OFFICE OF COMMISSIONER OF INDUSTRIES,  
MONTREAL.STATEMENT SHOWING OCCUPATION AND RATE OF  
PAY FOR MONTHLY PAID EMPLOYEES.

## COMPANY'S OFFER.

Occupation.	Present rate.	Recommended rate.
	Per month.	
Clerk and stenographer ....	\$105.00	\$125.00
Stenographer .....	87.50	95.00
Junior clerk .....	45.00	45.00



## OFFICE OF MANAGER OF TELEGRAPHS—OFFICE OF SUPERINTENDENT OF TELEGRAPHS.

## STATEMENT SHOWING POSITION AND PRESENT RATE OF PAY AND PROPOSED RATES.

## COMPANY'S OFFER.

Station.	Number of employees.	Position.	Present rate.	Proposed rate.
Montreal.....	1	General clerk and stenographer supt. of telegraphs.....	\$ 95.00	\$ 115.00
	1	Stenographer, manager of telegraphs and chief clerk.....	105.00	115.00
	1	Accountant and stenographer.....	87.50	100.00
	3	Time service clerks.....	87.50	95.00
	1	Chief telephone operator, McGill Street.	80.00	95.00
	1	Asst. chief telephone operator, McGill Street.....	75.00	85.00
	1	Telephone operator, McGill Street.....	72.50	82.50
	2	Telephone operator, McGill Street.....	70.00	80.00
	1	Telephone operator, McGill Street.....	60.00	75.00
	2	Junior clerks.....	55.00	60.00
	1	Delivery clerk telegraph office.....	87.50	90.00
	2	Messengers telegraph office.....	45.00	50.00
Toronto.....	1	Messenger "C" office.....	55.00	55.00
	1	Messenger "C" office.....	50.00	50.00
	1	Messenger "C" office.....	30.00	30.00

## OFFICE OF CHIEF ENGINEER.

## STATEMENT SHOWING NAME, OCCUPATION AND RATE OF PAY FOR MONTHLY AND DAILY PAID EMPLOYEES.

## COMPANY'S OFFER.

Station.	Name.	Occupation.	Rate Jan. 1918.	Present rate per month.	Rate recommended.	Increase per month.
Montreal.....	Ackerman, E.....	Clerk.....	\$ 90.00	\$ 150.00	\$162.00	\$12.00
" .....	Blackburn, W. J.....	Clerk.....	90.00	100.00	108.00	8.00
" .....	Bentley, George.....	Material clerk.....	90.00	115.00	124.00	9.00
" .....	Smith, J. L.....	Filing clerk.....	65.00	90.00	97.00	7.00
" .....	MacLeod, Miss M.....	Stenographer.....	75.00	95.00	103.00	8.00
" .....	Yellion, Miss D. C.....	Stenographer.....	50.00	87.50	95.00	7.50
" .....	MacLeod, Miss M. M.....	Stenographer.....	50.00	87.50	95.00	7.50
" .....	Mathews, V. L.....	Senior clerk.....	25.00	45.00	50.00	5.00
" .....	Regan, Miss C. A.....	Stenographer.....	85.00	91.00	98.00	7.00
" .....	Adams, D.....	Blue printer.....	20.00	45.00	50.00	5.00
" .....	Guilboard, N. B.....	Blue printer.....	25.00	45.00	50.00	5.00

F. S. MACLENNAN,  
Chairman.

MONTREAL, June 7th, 1920.

**Reports of Board in dispute between the Dominion Transport Company, Toronto, and Dominion Transport Company, London, and certain of their employees, being teamsters, chauffeurs, etc.**

**R** EPORTS were received from the Board established to deal with the disputes between the Dominion Transport Company and certain of their employees in Toronto and London, Ont., being teamsters, chauffeurs, stablemen and helpers, members of Local Unions 191 and 663, respectively, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America. The Board was composed as follows: His Honour Judge J. H. Denton, Hamilton, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. J. G. Merrick, Toronto, appointed by the Minister in the absence of a recommendation from the Company, and Mr. Jas. T. Gunn, Toronto, nominee of the employees. This Board was originally appointed to deal with the Toronto dispute, but its jurisdiction was later extended to the London case. The reports were unanimous and contained recommendations as to settlement, which the employees expressed their willingness to accept.

**Report of Board**

In the matter of the Industrial Disputes Investigation Act, and of a dispute between the Dominion Transport Co., Ltd., employer, and certain of its teamsters, chauffeurs, stablemen, and helpers, at Toronto, being members of Local Union 191, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America, employees.

To the Honourable  
the Minister of Labour,  
Ottawa.

The Board of Conciliation herein has the honour to report as follows:

On Monday, May 10th, 1920, the Board established by you in this dis-

pute met in the City Hall, Toronto, and continued in session on the 18, 19, 21, 25, 26 and 31st of May, and on June 1st, 2nd and 3rd.

Notice in writing of the time and place of the first sitting of the Board was served on Mr. Walker, the local Manager of the Dominion Transport Company in Toronto, and upon J. S. Jones, the Business Agent of the Brotherhood of Teamsters.

Mr. Jones, together with a number of employees, including Hobert Kirby and William Clark, attended all the meetings at which evidence was heard. Neither Mr. Walker nor any other representative of the Company, appeared at our earlier meetings.

At these early meetings we heard the evidence of the employees. We then caused a subpoena to be served on Mr. Walker, the local Manager in Toronto, and upon other employers of a similar class of labour in Toronto. In response to the subpoena, Mr. Walker, together with Mr. Langton, General Manager of the Dominion Transport Company, in Montreal, attended. Mr. Langton stated that his Company took the same position that they took when the application for a Board was first made, viz., that the Minister of Labour had no jurisdiction to set up a Board of Conciliation in this matter, as the Company was not an agency of transportation within the meaning of the statute, being in no way connected with the Canadian Pacific Railway, and that they attended out of respect only to the wishes of the members of the Board.

We then proceeded to get information from them and hear the statements and evidence of other employing cartage companies in Toronto.

Every effort was made on the part of the members of the Board to have the parties come together and agree upon the matters in dispute, which would

thus have made it unnecessary for this Board to make any recommendation, but our efforts in that direction failed.

The principal points in dispute between the parties are wages and hours of labour.

After hearing the statements and evidence bearing upon the wages paid by other employing cartage companies and upon the cost of living and all other matters that seemed to have a bearing upon the questions before us, and having considered these statements and evidence and the documents and papers submitted, the Board unanimously recommends for acceptance by the employers and employees the following rates of pay and working hours:

First: The normal working day shall be from seven a.m. to five-thirty p.m. on Mondays to Fridays, both inclusive, and from seven a.m. to one-thirty p.m. on Saturdays, with an hour off for the mid-day meal on all working days except Saturdays. This makes a normal working week of fifty-four hours.

Second: Time and a half shall be allowed for all work done after the normal working day on the days specified above until 10 p.m. After ten p.m. and on holidays and Sundays double time shall be allowed. Should the men be called out in the morning before seven a.m. they shall have time and a half until seven a.m.

Third: Chauffeurs shall be paid 47½¢ an hour and their helpers the same rates as teamsters.

Fourth: Teamsters in the employment of the Company one year or more shall be paid 47¢. an hour; in the employment of the Company less than one year but for six months or more, 46¢. an hour; in the employment of the Company less than six months, 45¢. per hour.

Fifth: Head stablemen, including Patterson and Brown, and any others who may occupy similar positions, \$25 per week, and all other stablemen \$24 per week.

Sixth: The proposed rates of pay to become effective from 1st of May, 1920, **and to remain in effect to 31st of December, 1920, and thereafter until either**

party gives thirty days' notice of their desire for a change.

In presenting this Report the members of the Board wish to state that while they may not have been able to get such information and evidence from the Dominion Transport Company as might have been secured had the Company voluntarily appeared before us, yet that the rates above are based not only upon the evidence presented by the employees but also upon such evidence as we were able to procure from the Company under compulsion and from other employers of similar labour.

All of which we have the honour to submit.

Dated at Toronto, this 3rd day of June, 1920.

(Signed) J. H. DENTON,  
Chairman.

(Signed) JAMES J. MERRICK,  
Employers.

(Signed) JAMES T. GUNN,  
Nominee of Employees.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Dominion Transport Company, Ltd., employer, and its teamsters at London, being members of Local Union No. 663, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers, employees.

To the Honourable  
the Minister of Labour, Ottawa.

The Board of Conciliation herein has the honour to report as follows:

The Board was established on Monday, May 10th, 1920, to deal with the dispute between the Dominion Transport Company, Limited, and its teamsters, chauffeurs, stablemen and helpers in Toronto.

During the progress of the hearing of the evidence bearing upon such dispute the Board received from the Deputy Minister of Labour and Registrar the following communication:



Ottawa, May 26, 1920.

*Re* Industrial Disputes Investigation Act, 1907, and *re* differences between the Dominion Transport Company, Limited, and its teamsters at London, Ontario, being members of Local Union No. 663, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers.

Sir,—

I beg to enclose copies of communications which have been addressed to the representatives of the employer and workmen concerned respectively in this dispute. You will observe that the Minister has decided to refer the dispute to be dealt with by your Board. I enclose also three copies of the application received from the employees and of communications received from the employer. The Minister asks that the Board will extend its enquiry to the London dispute, and will generally deal with the London dispute as if it had been included with the dispute for which the Board was constituted.

The members of the Board proceeded to London, Ont., on Friday, the 4th of June, 1920, and on Saturday heard the evidence tendered on behalf of the employees involved, and also heard the evidence of the local agent of the Dominion Transport Company, Limited, in London and of the representatives of two other employers of similar labour in London.

The principal points in dispute between the parties are wages and hours of labour.

After hearing the statements and evidence bearing upon the wages paid by other employing cartage companies and upon the cost of living and all other matters that seemed to have a bearing upon the questions before us, and having considered these statements and evidence and the documents and papers submitted, the Board unanimously recommends for acceptance by the employers and employees the following rates of pay and working hours:

First: The normal working day shall be from seven a.m. to five-thirty p.m. on Monday to Fridays, both inclusive, and from 6.45 a.m. to 1.15 p.m. on Saturdays, with an hour off for the mid-day meal on all working days except Saturdays. This makes a normal working week of fifty-four hours.

Second: Time and a half shall be allowed for all work done after the nor-

mal working day on the days specified above until 10 p.m. After ten p.m. and on Sundays double time shall be allowed. Work done on holidays shall be paid for at the rate of additional straight time. Should the men be called out in the morning before seven a.m. on Mondays to Fridays, both inclusive, or 6.45 a.m. on Saturdays they shall have time and a half until seven a.m. or 6.45 a.m. respectively.

Third: Teamsters in the employment of the Company one year or more shall be paid \$22.50 per week, and in the employment of the Company less than one year but for six months or more, \$22.00 per week, and in the employment of the Company less than six months, \$21.50 per week.

Fourth: Proposed rates of pay to become effective from Monday, May 17th, 1920, and to remain in effect until the 31st of December, 1920, and thereafter until either party gives thirty days' notice of their desire for a change.

In presenting this report the members of the Board wish to state that while they may not have been able to get such information and evidence from the Dominion Transport Company as might have been secured had the Company voluntarily appeared before us, yet that the rates above are based not only upon the evidence presented by the employees but also upon such evidence as we were able to procure from the Company under compulsion and from other employers of similar labour.

We are glad to be able to report that at our meeting at London the best of feeling seemed to exist between the employers and employees and a strong desire to maintain friendly relations was manifested.

All of which we have the honour to submit.

Dated at Toronto this 9th day of June, 1920.

(Sgd.) J. H. DENTON,  
Chairman.

(Sgd.) JAMES G. MERRICK,  
Nominee of Employers.

(Sgd.) JAMES T. GUNN,  
Nominee of Employees.

## Report of Board in dispute between the Canadian General Electric Company, Peterborough, and certain of its employees

**A** REPORT was received from the Board established to deal with the dispute between the Canadian General Electric Company and certain of its employees at Peterborough, being machinists and electrical workers. The employees in this case had gone on strike on May 18, and the application for a Board of Conciliation and Investigation was made by the City of Peterborough under the authority of Section 62A of the Industrial Disputes Investigation Act. A Board was established composed as follows: His Honour Judge R. D. Gunn, Ottawa, appointed on the joint recommendation of the other two members, His Honour Judge T. A. McGillivray, Whitby, appointed by the Minister in the absence of a recommendation from the company, and Mr. John Munro, named by the city as representing the employees concerned. Mr. Fred Bancroft was first appointed a member of the Board on the recommendation of the city, but later resigned, and Mr. Munro was appointed in his stead. The report was signed by the chairman and Mr. Munro, and contained recommendations as to settlement. Judge McGillivray presented a minority report.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and amendments, and of a dispute between the Canadian General Electric Company, Ltd., employers, and members of the International Association of Machinists and International Brotherhood of Electrical Workers, employees.

To the

Honourable Gideon D. Robertson,  
Minister of Labour, Ottawa.

The Board of Conciliation appointed to investigate the above dispute met at

the Court House in the Town of Peterboro on the 18th day of June, A.D. 1920, and were attended by His Worship A. A. McIntyre, Mayor, and Alderman Whitehouse of the City Council and Mr. H. W. Harper and committee representing the machinists, employees, and Mr. Alexander Morrison and Mr. W. J. Flynn, representing the Electrical Workers, and Mr. E. C. Patterson, Superintendent, and Mr. R. E. Layfield representing the company.

It will be remembered that this Board was granted on application in accordance with a resolution and by-law of the municipal council of the city of Peterboro bearing date the 21st day of May, 1920, and pursuant to the provisions of Section 6 of Chap. 27 of R.S.C. 1918, authorizing the creation of a Board of Conciliation and Investigation for the purposes herein mentioned.

The dispute outlined in the application alleges that "the machinist employees presented schedules asking hours, minimum rates of wages, overtime rates, classification of work and recognition of shop committees to take effect on and after the 1st of April, A.D. 1920."

The machinist employees, numbering about 275, having failed to reach an agreement with the employers, went on strike on or about 6th May, 1920.

The electrical workers presented their schedule of rates and rules to take effect the 16th day of April, 1920, and after negotiation the parties failed to agree, and the electrical workers, about 325, also struck on or about the 16th day of May, 1920.

After much negotiation and conference that brought no satisfactory results the City Council, represented by the Mayor and Aldermen, intervened and continued the negotiations for settlement with the local management of the Company, employers, and also inter-

viewed the chief executive of the Company, in Toronto, with a view to adjustment, and all negotiations having failed, the City Council, by resolution and by-law formally passed in Council, applied on the 21st of May, 1920, pursuant to the powers above mentioned, for a Board and this Board was constituted.

After negotiations had failed, the Company by notice posted at their works withdrew all offers after the 10th day of June, 1920, intending that all employees that remained on strike after that date should be considered out of the Company's employ, and since then it does appear that many of the striking employees have sought other employment in Peterboro and elsewhere and some others have returned to work.

It was further stated to the Board that by a Report of a former Board bearing date the twenty-fourth day of August, A.D. 1918, rates of pay and working rules were recommended and went into force and continued in force until these strikes, except as altered by increases of pay voluntarily granted since by the Company employers to the employees, and as varied by a further report of a Board bearing date 5th day of March, A.D. 1920, affecting only about 32 armature winders—electrical employees—who applied for and were granted such Board, and by the terms of that last report an increase of 15 per cent was recommended for these 32 or more armature winders—electrical workers—with some other recommendations to take effect from the 6th day of January, A.D. 1920, but this report was adopted in its entirety by the employers only, and the evidence before this Board established that the Company employers offered such increased rates and an additional 5 cents per hour to those employees—armature winders, electrical workers.

It would also appear that in the negotiations, prior to and since the strike, upon the schedule lastly presented by the electrical workers that the rates proposed in accordance with the terms of the Report of the 5th of March, 1920, and supplemented as aforesaid, should be extended to the other employees—

electrical workers—but this proposal was not adopted by the Company, who thereafter withdrew all offers as aforesaid.

The Board immediately after appointment desired the employees to offer to return to work pending its investigation and report upon the dispute, and again upon opening up the matter in the presence of the parties, and again after hearing the evidence and representations the Board urged that such course be adopted, but without avail, and the efforts sometimes hopeful ultimately were entirely in vain owing to the attitude of the parties, though, as before stated, some employees had gone back to work, others had found employment in other places, and there are a number in or about 160 still on strike.

The strikingly peculiar feature of the unfortunate situation above fairly outlined is that the material differences are not on rates of pay, but insofar as the machinists employees are affected fall under the head of classification of work and minimum rate and overtime. It being the present and past system of the employers long established that the premium system prevails in their shop, that being a system by which, say, 10 hours is allotted for the production of a piece of work, and if accomplished in eight hours the employee gets one hour's pay as a bonus, or in other words, is allowed nine hours' pay—this system obviously has its advantages, but is strongly opposed by the employees who ask their wages to be measured and paid for by hours, and for overtime at the usual overtime rates, and the proper classification of the machinists' work with a minimum rate for each class.

It does appear that the electrical workers by their proposed schedules had asked increases in rates and overtime rates, but were agreeable to accept the increased rates recommended by last Board whose report you have for the armature winders, plus 5 cents an hour offered by the Company, and submitted their claims for increases for the other electrical workers and working rules to the judgment of the Board, and were willing to abide thereby.



The Company employers are unalterably opposed to any change being made in their long established premium system and any additional pay for overtime on premium work, as they contend that there is no overtime worked (except on great emergency) and the system is fair, reasonable and equitable, as it rewards the efficient and skilful and does not penalize any other employee, and it would, if changed, be very disastrous to their business in the lines to which it applies.

The Company employers took the ground that the notice to the electrical workers posted on the works, dated 8th day of June, 1920, advising the electrical workers who continued on strike after the date set therein would be considered as out of the employment of the Company, and withdrawing all offers of increases, effectually disposed of the striking electrical workers.

It will be found upon a fair examination of the terms of the Report of the Board dated 6th August, A.D. 1918, that the working rules proposed in the machinists' proposed schedule provide very little ground for difference of opinion and offered no excuse for the present serious troubles.

The Company employers have about 1,400 or more employees. They have been established in business for a great many years in Peterboro, enjoy a fixed assessment on their plant, expend a large and increasing pay roll every month in that city and contemplate large expenditures in new buildings and plant. Conditions are fairly well established and the interest of the City Corporation is manifest, and the steps taken by the Council are deserving of commendation in every respect.

The fullest and most careful consideration has been given by the Board to the representations, contentions and statements, both written and oral, placed before us by and on behalf of the several parties, and no material affecting the matters and differences in dispute have been omitted from our consideration, and we have concluded to make the recommendations following:

1. That when and so often as the circumstances arise calling for the application for a Board of Conciliation and Investigation by a municipal corporation, that the most beneficial results will more effectually be reached if the application precedes a strike or lockout.

2. That in the circumstances here established and hereinbefore set out, the Board was prevented and hindered in effecting any satisfactory result by conciliation owing to the conditions created prior to their institution.

3. That the rates recommended by the Report of the former Board bearing date 5th March, 1920, as increased as aforesaid by the Company to the armature workers—electrical employees, are fair and reasonable.

4. That the increased rates offered by the Company to the electrical workers (other than the armature winders) with 45c. per hour lowest hourly wage paid, being in all an increase of from 32½c. to 49½c. per hour in 1918, to 45c. to 68c. per hour in 1920, are fair and reasonable.

We have considered the schedule presented on behalf of the machinists seeking classification of work and increased rates of pay and the undersigned submit the recommendations following:

That all men employed on the following class of work will be considered first class machinists. This classification to include all departments where machinists are employed:

Men operating all lathes, unless hereinafter mentioned, planers, vertical and horizontal boring mills, slotters, milling machines, gish holts, Jones and Lamson tool and die work, repairs on tools and dies, general fitting and floor work, general assembling, assembling in test, assembling field and pole pieces, laying out, assembling D. C. machines, assembling collector rings.

2nd class work:

General maintenance men, fitting on bearings and brackets including solid bearings, repairs in wire department, assembling induction motors, balancing, fitting standards, assembling small motors, small disc, controller switches,

small fuses, auxiliary fuses for oil switch K. 20, oil switches, lightning arrestors, bell alarm switches, overload relays, low voltage releases, armature and rings, assembling in controller department, assisting in assembly, special coil winding and fitting, fitting pulleys and keys, switch board wiring and assembling, old Bullard boring mill, grinding shafts, new assembling in brass department, grinders.

The following work will be designated as special work: Radial drills using boring bars and facing heads, saws, monitors and shapers in brass department, key seaters, hydraulic slotter (Warren Swazie) operators after three months' experience. Libby lathe to be in same class as Warren Swazie, gear cutting where machines are under supervision of machinist and tools are set for operator, screw machines, machine men in transformer department, marking off in transformer, marble drilling and pipe fitting, shipping with air hammer, drilling and tapping name plates, chipping bearing brackets, chipping motor bases.

The following work will be designated as 2nd class specialists' work: Compensator Department, and all other drills not mentioned as 1st class specialist work.

The following are considered as helpers: Men oiling air compressors and tapping.

We would recommend that no more improvers be employed on machinist work in tool room.

When through slackness of work men are employed on a lower grade of work they shall not receive reduction in wages.

Where men employed in any of the above grades were receiving the minimum rate as recommended by this Board they shall receive an increase of 5 cents per hour.

We further recommend for machinists the rates following:

First class machinists, not less than 75c. per hour.

Second class machinists, not less than 70c. per hour.

Specialists, not less than 60c. per hour.  
Second class specialists, not less than 55c. per hour.

Helpers, not less than 50c. per hour.

We further recommend that the working rules and regulations set out in the Report of the 24th day of August, A.D. 1918, be continued in force except as hereby altered or by and with the consent of the parties.

Dated this 25th July, A.D. 1920.

(Sgd.) R. D. GUNN,  
Chairman.

(Sgd.) J. MUNRO,  
For Employees.

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and amendments, and in the matter of a dispute between the Canadian General Electric Company, Ltd., employers, and members of the International Association of Machinists and International Brotherhood of Electrical Workers, employees.

To the  
Honourable Gideon D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

The Report of the Board of Conciliation herein, I am informed, has been made to you. I refrained from signing the Report as I found myself unable to agree with the other members of the Board as to some of the recommendations, and I beg to submit the reasons for same:

Practically the members of the Board agreed upon the findings which were, as I understand, to the effect following:

1. That the rates recommended to be paid the armature winders by the Report of a former Board bearing date the 5th of March, 1920, as increased by the Company by 5c. per hour, were fair and reasonable.

2. That the increased rates offered by the Company to the electrical workers

(other than the armature winders) with 45c. per hour as the lowest hourly wage paid, being in all an increase of from 32½c. to 49½c. per hour in 1918 to from 45c. per hour to 68c. per hour in 1920, are fair and reasonable.

3. That the unfortunate situation was not caused by the rates of pay, but that insofar as machinist employees are concerned the differences between them fall under the heading of classification and minimum rates of wage.

So far as the above are concerned the members of the Board, I may say, were unanimous.

Now I wish to add that I find that the offer made by the Company to the machinist employees to increase the pay they were receiving on the 1st of May, 1920, brought their wages up to where they must be considered as fair and reasonable. This finding of mine is, of course, only in keeping with the Board's finding that the rate of pay received by the employees was not the material matter in difference between them. These differences are, first, classification, and second, minimum rate.

I find that an offer of increased wages made by the Company to the employees was withdrawn on and after the tenth day of June, 1920.

Now I beg to recommend that that offer of increased pay made by the Company and withdrawn on the 10th of

June, 1920, be renewed and published in such a manner that there can be no possibility of misunderstanding by any man engaged with the Company as to what the terms of his engagement were.

Nothing in the evidence submitted to the Board shows where the Company has violated or taken advantage of any of the working rules and regulations established in the Company's works at the time of the present trouble, and I recommend that no change be made in such working rules now in force, except such as may be made by mutual consent of the parties interested.

From the evidence submitted to the Board I find that the Company has during the years 1916-1920, inclusive, voluntarily increased the wages of their employees as the cost of living increased, and were paying as much and in some cases more than the rate of wages paid in similar works in the country.

I beg to recommend that the offer withdrawn by the Company on the 10th June, 1920, be renewed by the Company and accepted by the employees.

All of the above I beg respectfully to submit.

Dated at Ottawa the 26th day of June, A.D. 1920.

(Sgd.) THEO. A. MCGILLIVRAY,  
Member of the Board.

### **Report of Board in dispute between the Toronto Railway Company and its motormen, conductors, etc.**

**A** REPORT was received from the Board established to deal with the dispute between the Toronto Railway Company and its motormen, conductors, shedmen, motor and truck repairmen, compressor and fender room men and trackmen. The Board was composed as follows: The Honourable Mr. Justice F. S. MacLennan, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. W. H. Moore and John T. Vick, Toronto, nomi-

nees of the Company and employees respectively. The report was signed by all three members of the Board and contained recommendations as to settlement of the dispute. Later Mr. Vick advised that he did not concur in all the recommendations contained in the award and presented a minority report. The original report was accepted by the Company, but rejected by the men, and a strike occurred on June 23. The men returned to work on June 27, an amicable adjustment having been reached.



### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Toronto Railway Company, employer, and its motormen, conductors, shedmen, motor and truck repair men, and other employees, members of Division No. 113, Amalgamated Association of Street and Electric Railway Employees of America, and other employees of same class not connected therewith, employees.

Toronto, June 11, 1920.

The Hon. G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

The Board of Conciliation and Investigation appointed herein, consisting of Mr. William H. Moore, Mr. John T. Vick, of the City of Toronto, Ont., and the Honourable Mr. Justice F. S. MacLennan, of Montreal, Que., chairman, met in the City Hall, in the City of Toronto, on the 9th instant, and the members, having taken the oath of office, proceeded at once with the investigation.

The Company was represented by Messrs. R. J. Fleming, Manager; F. L. Hubbard, Assistant Manager, and Walter McRae, Master Mechanic. The employees were represented by Comptroller Joseph Gibbons, business agent for the Union; W. D. Robbins, Secretary of the Union, and by B. Merson, A. Conn, Joseph Tompkins, and James Davis, members of the Committee of the Union.

The matter in dispute had reference to working conditions and increased rates of pay for the employees of the Company.

The working conditions now in force between the Company and its employees were recommended by a Board of Conciliation in a report dated the 2nd of August, 1919, and have been in force since 4th of July, 1919, and they are set out in full in the LABOUR GAZETTE

of August, 1919, from pages Nos. 883 to 887. The modifications in these working conditions asked for by the employees had reference to a demand for a closed shop, for additional pay for training new men, additional conditions as to uniforms, seats for motormen and conductors, Saturday afternoon holiday for trackmen, some modifications of the clauses dealing with discipline, and some modifications with reference to the hours of work, including a payment for overtime after eight hours' work, instead of after eight and a half hours' work.

The Board has taken into consideration everything that was said on behalf of the employees and on behalf of the Company, with reference to the modifications of working conditions asked for; and has come unanimously to the conclusion that no change should be made in the working conditions.

The principal demand of the employees was on the question of increased rates of pay. The present pay for motormen and conductors, in operation since 4th July, 1919, are: for the first three months, 50c. per hour; for the succeeding nine months, 52½c. per hour; and thereafter 55c. per hour. The demand of the employees is that the wages should be increased to 85c. per hour for all employees mentioned in the application of the Union.

Both the representatives of the Union and of the Company placed before the Board very full evidence with reference to rates of pay prevailing on other street railways in different cities in Canada and in the United States. The pay of motormen and conductors was within the last three weeks fixed by Boards of Conciliation in Brantford, as follows:

1st year .....	46c. per hour.
2nd year .....	48c. per hour.
3rd year .....	50c. per hour.

Hamilton:

1st six months .....	38c. per hour.
2nd six months .....	40c. per hour.
2nd year .....	45c. per hour.
3rd year .....	52c. per hour.

**London and Port Stanley Railway:**

1st year .....	46c. per hour.
2nd year .....	48c. per hour.
3rd year .....	50c. per hour.
4th year .....	52c. per hour.

**Ottawa:**

1st year .....	49c. per hour.
2nd year .....	51c. per hour.
3rd year .....	53c. per hour.
4th year .....	55c. per hour.

The only other street railway in Canada, so far as the evidence shows, where motormen and conductors are paid a higher rate, is in the City of Vancouver, where the rate is 60c. per hour.

In the Toronto Civic Railway, which has twenty-four miles of track, and 239 employees, the wages since the 4th of July, 1919, was 55c. per hour, until a short time ago, when it was increased to 66c. The Board does not consider that the conditions applicable to these lines should govern this case.

Very complete evidence was put before the Board showing the increased cost of living in Canada and in Toronto, which prevails at the present time, compared with conditions when the war broke out and each year since. Evidence was also given that the Company is able to procure all the men it requires at the present rates of pay.

Briefly stated, the result of the evidence on wages and the cost of living shows:

1. The wages now paid are equal to or exceed those paid by any other street railway company in Eastern Canada;

2. The wage increases during the past few years, going back to the commencement of the war, are fully equal to all increases in the cost of living.

3. The amounts actually paid to motormen and conductors as wages during the last six months of 1919 and during the month of May, 1920, show that, on an average, motormen and conductors were paid amounts equal to or averaging more than the skilled trades of the city, without taking into account uniforms and free tickets or other advantages which the employees enjoy in

the Company's service.

The franchise of the Company expires on the 31st of August, 1921, at which date the Board was informed by the Mayor the City would take possession of the road.

The Board having carefully considered all evidence and representations made to it, recommend unanimously as follows:

That the working conditions and rates of pay at present in force since the 4th of July, 1919, should be continued until the 31st of August, 1921, and trust that this recommendation will be accepted by all parties concerned.

The whole respectfully submitted.

(Sgd.) F. S. MACLENNAN,  
Chairman.

(Sgd.) W. H. MOORE.

(Sgd.) JOHN T. VICK.

**Minority Report**

Toronto, June 12th, 1920.

The Hon. G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,—

*Re* the Industrial Disputes Investigation Act, 1907, and dispute between the Toronto Railway Company and its motormen, conductors, shedmen, motor and truck repair men, and other employees, members of Division No. 113, Amalgamated Association of Street and Electric Railway Employees of America, and other employees of same class not connected therewith.

I have been reading the award carefully and I find that I signed it under a misapprehension. I am agreeable to recommend most of the conditions as they prevailed and which have been recommended. I certainly had no idea that my signature placed me in the position of agreeing with the other two of the Board on the rate of wages. I contended for an increase and am going to recommend the same.

That while the figures and evidence presented show that at the present time

wages paid equal and exceed in some cases that paid other roads in Eastern Canada per hour, but not per day, yet it was shown by the evidence that the wages paid in border cities of a like size exceeded that paid in Toronto both in hourly and daily rates, Cleveland paying 75c. per hour, Detroit 75c. per hour, Chicago 65c. per hour, and the Corporation of the City of Toronto paying their street railway employees from 60c. to 66c. per hour with holidays added.

The amounts actually paid some motormen and conductors show that these men work a great deal of overtime in order to make amounts submitted by the Company, and without working this overtime the men could not earn the rates paid skilled trades.

That for the sake of harmony and everybody concerned, I recommend that the present working conditions be con-

tinued until the 31st day of August, 1921, which is the expiration of the franchise.

And also recommend that in my opinion the men working for the Toronto Railway Company should receive at least the same wages as paid by the Corporation of the City of Toronto, where they made an exhaustive investigation by the heads of the Department and the Board of Control before striking the rates named, namely:

60 cents per hour for the first three months,

63 cents per hour for the next nine months, and

66 cents per hour thereafter.

All of which is humbly submitted.

(Sgd.) JOHN T. VICK,  
Member of Conciliation Board.

### **Report of Board in dispute between the Canadian National Express Company and certain of its employees**

**A** REPORT was received from the Board established to deal with the dispute between the Canadian National Express Company and certain of its employees, being members of the Canadian Brotherhood of Railroad Employees. The Board was composed as follows: The Honourable Mr. Justice T. G. Mathers, Winnipeg, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. W. J. Christie, Winnipeg, and Fred Bancroft, Toronto, nominees of the company and employees respectively. The report was unanimous and was accompanied by a signed agreement between the disputants.

#### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian National Express Company, employer, and certain of its employees

being members of the Canadian Brotherhood of Railroad Employees, employees.

Hon. G. D. Robertson,  
Minister of Labour,  
Ottawa, Ontario.

Sir,—

The undersigned Board of Conciliation and Investigation, to whom the above mentioned dispute was referred by your order dated 26th day of April last past, report as follows:

The Chairman held meetings with representatives of the employees and the company on the 23rd and 28th of May and the 1st of June to arrange for the meeting of the Board at Winnipeg on the 9th June and for the release and transportation to Winnipeg of employees of the company which the officers of the Brotherhood desired to have present as witnesses, from Calgary, Edmonton, North Battleford, Saskatoon, Regina, Brandon, Toronto and Montreal.



The Chairman held further meetings of the parties on the 9th and 10th of June, when the date of meeting originally fixed was postponed until the 16th of June, and upon the representation of the company that all the witnesses asked for could not be released without seriously disorganizing its business, arranged for a conditional reduction in the number of witnesses to be brought to Winnipeg from ten to five. Thereafter the full Board held meetings on the 16th, 17th, 21st., 22nd., 23rd., 24th., 25th and 26th days of June.

At the hearings the Company was represented by Mr. W. C. Muir, General Superintendent, and Mr. G. E. Belrose, Superintendent. The Canadian Brotherhood of Railroad Employees was represented by Mr. N. L. Preston, Vice-Chairman, Mr. V. Costello, Second Vice-President, Mr. J. W. Watson, Chairman of the Committee, and by several members of the Committee. The United Railway Express Workers of Canada were represented by Mr. James Robertson, Grand Vice-President.

It appeared that in March last requests for revision of wage schedule had been made to the company on behalf of both these organizations, and a dispute at once arose as to which organization was entitled to conduct negotiations with the company. The company was willing to negotiate with a joint committee representing both organizations, but, as the company claimed, one organization represented approximately fifty per cent and the other thirty per cent of the employees, and the company refused to negotiate with either separately.

It appeared to the Board that as neither organization could be fairly said to represent all the employees a reasonable solution of the difficulty would be for each organization to appoint three representatives upon a joint committee and that such committee should negotiate a schedule on behalf of the members of both organizations. The suggestion of the Board was accepted by all parties, the joint committee was appointed, and the 21st day of June was fixed for the

opening of such negotiations with the company.

The nature of the dispute as set out in the application for the Board was stated to be the "refusal to deal with and recognize the duly authorized committee of the employees of the Canadian National Express Company." At the time the application was made no dispute had arisen as to wages. Requests for revision of schedules had been made and the company had expressed its readiness to discuss the question, but before any negotiations took place the preliminary difficulty arose as to which of the organizations should conduct the negotiations. It appeared to us, therefore, doubtful whether the reference to the Board included the negotiation of a wage schedule.

In order that all doubt as to the scope of the reference should be removed, the Chairman wired you as follows: "Re Canadian National Express and employees. When Board appointed sole dispute was which of two rival organizations of employees should negotiate schedule with company. Board has succeeded in settling that dispute by inducing organizations to appoint joint committee to conduct negotiations. Negotiations of schedule open Monday. Parties do not anticipate disagreement but desire this Board should have authority to deal at once with any dispute as to wages if such should occur. Board doubts whether terms reference covers wages as no dispute as to wages when Board appointed. Please authorize."

To this telegram you replied as follows:—

"Your message nineteenth to Minister received. Jurisdiction of Board was not intended to be expressly limited to question of the manner of negotiating schedule and Minister desires it to be understood that if doubt is entertained as to Board's jurisdiction and disagreement arises as between company and its employees with respect to the determination of a wage schedule, the Board is authorized to extend to such differences its good

"offices by way of conciliation and investigation, and to endeavour to bring about a settlement precisely as if this subject had been expressly included in the matters of difference originally set forth in the application."

The negotiation of a revised wage schedule, which was thereupon proceeded with in accordance with the Board's suggestion, and has continued from day to day since the 21st inst., has, we are pleased to be able to report, resulted in an agreement being arrived at.

A duplicate copy of this agreement is annexed hereto marked A.

All of which is respectfully submitted this 26th day of June, A.D., 1920.

(Sgd.) T. G. MATHERS,  
Chairman of Board.

(Sgd.) FRED BANCROFT,  
Member of Board.

(Sgd.) W. J. CHRISTIE,  
Member of Board.

"A"

#### CANADIAN NATIONAL EXPRESS CO.

Rules and Rates of Pay Governing certain classes of Employees.

##### ARTICLE 1.

For the purpose of this Schedule the word "Employee" shall be understood to mean any employee, male or female, filling any position incorporated in these rules, regulations and rates of pay, irrespective of title by which designated.

##### ARTICLE 2.

Employees governed by this schedule will be required to furnish guarantee bonds in such amount as the company may deem necessary to fully protect its interests. Premium thereon will be paid by the company.

##### ARTICLE 3.

Employees will not be discriminated against for being members of a Union or Brotherhood, nor for service on committees representing employees; members of committee shall be relieved when required for committee work and will be furnished necessary transportation. Sufficient notice must be given Superintendent so that the service will not suffer, but at no time should it be necessary to give more than fifteen days' notice.

##### ARTICLE 4.

Employees called upon to attend Court or investigations at the request of the proper officials of the Express Company will receive pay at their stated rate of salary, and if away from home, will be allowed transportation and reasonable hotel and living expenses when supported by proper vouchers.

##### ARTICLE 5.

(a) Employees off duty on proper leave of absence, or on account of sickness for a reasonable length of time, will not lose their seniority rights. The company, however, reserves the right to determine seniority rights after six months' absence, except that employees on War Leave will retain their seniority.

(b) In the event of the employees desiring to maintain a paid General Chairman, the employee accepting same will not lose his seniority standing while so engaged.

##### ARTICLE 6.

(a) Any qualified employee, except messengers, called on by the proper authority to do relief work will be paid the minimum rate of pay specified for the position filled by the employee he relieves, provided it is not less than his own, and if away from home will be allowed reasonable living and travelling expenses when supported by proper vouchers.

(b) Any qualified employee doing messenger relief work if required to take a route other than from his home terminal, will be allowed reasonable travelling expenses incurred while going to or from terminal out of which relief work is to be done.

##### ARTICLE 7.

(a) Right of promotion will extend over each Superintendent's Division and will be governed by fitness, the senior employee to be given the preference. Promotion rights, however, will not extend to an employee in the service less than six months.

(b) In the case of employees under local agent or claim agent promotion shall be confined to positions under such agent, except where such employee's seniority entitles him to the following positions, namely: Messengers, Agents, Depot or Assistant Agents, Accountants, Cashiers, Chief Clerks and Shed or Depot Foremen.

(c) When a vacancy occurs, or a new position is created to which employees are entitled to promotion as per Clause "b" hereof, it will be bulletined for fifteen days in all Agents' Bulletin Books in each Superintendent's District during which time employees may apply for same.

(d) When a vacancy occurs in any specified position under a local agent, or a similar new position is created, it will be bulletined in the Agent's Bulletin Book for five days during which time employees may apply for same.



(e) When there is a change in train service which materially affects messengers' runs, such runs will be bulletined. All runs, however, will be bulletined when the summer time card is issued. Bulletins covering messengers' routes will state at which end of route the long lay-over will be.

(f) Bulletins will close at the expiration of the time provided in the foregoing clauses, assignments will be made within five days thereafter, and change will take place within ten days from date of assignment. The name of the employee awarded the position shall be immediately bulletined.

(g) It is understood when an employee is promoted to a higher paid position he will, if fully qualified to fill the position, be paid the specified minimum rate for the position. If not fully qualified for the position he will be placed under probation for thirty days. If he qualifies within that time he will be paid the specified minimum rate from the date appointed to the position. If he does not qualify within that time he will be paid only the same rate of pay that he received in former position, and may be removed from the position and revert to his previous one.

(h) Any employee, except Chairman of the General Committee, refusing promotion offered him, where such promotion would take him into another class, shall become junior (within that class only), to the employee accepting the position.

(i) All temporary vacancies in positions mentioned in Clause "b" shall be filled by the company for any period up to thirty days thereafter, said vacancy to be awarded to senior qualified employee making application.

(j) It will be understood that when owing to special qualifications or length of service, etc., increases of pay are granted to an employee which makes his monthly pay higher than the specified minimum for the position occupied by him, it will in no way be construed as establishing the rate of pay for the position.

(k) Bulletin Books shall be supplied at all offices and terminals of the company.

#### ARTICLE 8.

In reducing forces seniority shall govern. When forces are increased employees will be returned to the service and positions formerly occupied in the order of their seniority. Employees desiring to avail themselves of this rule must file their names and addresses with the proper official. Employees failing to report for duty or give satisfactory reason for not doing so within seven days from date of notification will be considered out of the service.

#### ARTICLE 9.

(a) A list showing seniority of all employees (including those on War Leave) governed by this Schedule, and the date of their last entry into the service of the company, will be posted by the company at all offices and terminals in each Divi-

sion within sixty days after the adoption of this Schedule and will be revised and so posted in the month of January, in each succeeding year in which the Schedule remains in effect. Corrections will be made on proper representation by any employee; but if any employee does not avail himself of the privilege within three months the list shall be considered as accurate and closed. This time limit will be extended in the case of employees on leave of absence.

(b) New employees entering the service will be considered as on probation for a period of fifteen (15) days, and, if found unsatisfactory within that time may be retired from the service without question.

(c) The seniority of an employee shall date from the time he last entered the service.

(d) The seniority of a messenger will date from the time he was last appointed as messenger, provided, however, that messengers will retain their seniority standing as employees.

#### ARTICLE 10.

Employees shall, on application, have returned to them all service cards or letters of recommendation that may have been taken up for inspection.

#### ARTICLE 11.

When an employee is dismissed, or leaves the service, he will immediately be paid all money due him and also be given, upon request, the usual certificate of service, showing capacity in which employed and whether discharged or left of his own accord. If discharged, cause of dismissal to be stated if requested.

#### ARTICLE 12.

(a) Motormen or wagonmen in permanent service will be supplied each year with a complete uniform made of material as specified in Clause "b", which shall consist of one three piece suit, with one extra pair of trousers of same material, one winter reefer, one winter and one summer cap; to be supplied as follows: Three piece suit and summer cap on or about May first of each year, one extra pair of trousers, winter reefer and cap, on or about October first of the same year.

In the case of motormen or wagonmen entering the service, if the date falls between April first (1st) and August thirtieth (30th), they will be supplied with one three piece suit and summer cap. If the date falls between September first and April first, they will be supplied with one pair of trousers, winter reefer and cap; it is to be understood, however, that only one complete uniform will be supplied in any one year.

(b) Uniform will be of indigo blue serge, weight to be not less than nineteen ounces per yard. The reefer will be of good Irish frieze cloth, weight to be not less than forty-four ounces per yard. If possible, material supplied will contain not less than sixty per cent wool.



(c) The employees will pay one-third cost of uniform which amount will, if the employee so desires, be deducted from his monthly pay in three equal monthly instalments.

In the event of the employee being dismissed or leaving the service before his proportion is paid, any balance due will be deducted at the time he is paid off and he may retain the uniform.

#### ARTICLE 13.

(a) An employee disciplined, or who considers himself unjustly treated, shall have a fair and impartial hearing, provided written request is presented to his immediate superior within five days of the date of the advice of discipline, and the hearing shall be granted within five days thereafter.

(b) A decision will be rendered within seven days after the completion of the hearing. If an appeal is taken it must be filed with the next higher official and a copy furnished the official whose decision is appealed within five days after day of decision. The hearing and decision on the appeal shall be governed by the time limits of the preceding section.

(c) At the hearing or on the appeal the employee may be assisted by a committee of employees or by one or more duly accredited representatives.

(d) The right of appeal by employees or representatives, in regular order of succession and in the manner prescribed up to and inclusive of the highest official designated by the company, to whom appeals may be made, is hereby established.

(e) An employee on request will be given a letter stating the cause of discipline. A transcript of evidence taken at the investigation or on the appeal will be furnished on request to the employee or representative.

(f) If the final decision decrees that charges against the employee were not sustained, the record shall be cleared of the charge; if suspended or dismissed, the employee shall be returned to former position and paid for all time lost.

(g) Committees of employees shall be granted leave of absence and free transportation for the adjustment of differences between the company and employees.

#### ARTICLE 14.

(a) Female employees who have been in the service of the company one or more consecutive years, male employees (except messengers), who have been in the service of the company two or more consecutive years, and messengers who have been in the service of the company three or more consecutive years, will be allowed two weeks' leave of absence each year with full pay.

(b) If the company finds it inconvenient to grant leave of absence during any year to an employee entitled to it under this Article, the employee shall, at his option, receive either extra compensation at his regular salary for the period, or in the next year additional leave of absence for like period.

(c) Applications for holidays filed in January of each year will be given preference in order of seniority of applicant, and applicants will be advised in February of dates allotted to them. January applicants will have preference over later applicants, and applicants after September 30th will not be entitled to salary compensation if the company is unable to relieve them that year. The company will, as far as practicable relieve all applicants during the summer season when so desired.

Holidays or leave of absence, except as provided for in Clause "e" will not be granted in the month of December.

(d) Application received for transfers in the month of December will not be considered or dealt with during that month.

(e) Employees will be granted leave of absence by local Agent or official in charge in special cases such as death, serious illness, or unusual event in employee's family.

(f) All employees governed by this Schedule shall be subject to the regulations governing Canadian National Railway employees as regards transportation for themselves and dependent members of their families.

(g) Employees will be granted transportation of their household goods in accordance with the general regulations of the Canadian National Railway Company.

NOTE:—It is understood that the company's rules in connection with Clause "g" of this Article are that when an employee receives his change through Bulletin, provided that he has not moved within one year, his household goods will be transported free, otherwise one-half rate will be given.

#### ▲ARTICLE 15.

The following holidays will be granted with pay to employees not engaged in messenger service, viz:

New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day.

When it is necessary to call upon employees to work on the holidays named they will be paid one-half day extra for that day. Employees will not be expected to work on holidays and will not be paid extra unless they are especially instructed by their foreman, or head of department to do so.

Employees, except messengers, called to work on Sundays shall be allowed overtime for actual time required at time and one-half rates, minimum call to three hours.

#### ARTICLE 16.

(a) Monthly rated employees, except messengers, who work less than a full month will be paid *pro rata* on the basis of the actual number of days in the month exclusive of Sundays.

(b) The pay of female employees for the same class of work shall be the same as that of men, and their working conditions must be healthful and fitted to their needs. The laws enacted

for the government of their employment must be observed.

#### ARTICLE 17.

(a) Eight consecutive hours, exclusive of the meal periods, shall constitute a day's work, provided that employees will not be required to take more than one hour and a half for meals.

(b) Overtime shall be computed for the ninth and tenth hour of continuous service, *pro rata* on the actual minute basis, and thereafter at the rate of time and one-half time.

(c) When notified or called to work outside of established hours employees will be paid a minimum allowance of three hours.

(d) Employees will not be required to suspend work during regular hours to absorb overtime.

(e) Generally, employees are expected to have one day's rest in seven.

#### ARTICLE 18.

Where a change of business conditions at an office necessitates an addition to the specified positions the employee appointed will receive the same rate of pay as paid for a similar position at an office of like size and importance.

#### ARTICLE 19.

(a) When a messenger is required to work more than one car containing express matter, he will be supplied with a helper when reasonably necessary.

(b) When a messenger or driver is required to handle heavy shipments either in quantity or weight, he will be supplied with help when reasonably necessary.

#### ARTICLE 20.

(a) Messengers' rates of pay will be \$145.00 per month.

(b) The above rates are for average monthly mileage of 5,000 miles or less on passenger trains and 2,800 miles or less on mixed trains. All excess mileage will be paid *pro rata*.

Messengers on passenger runs making less than 4,500 miles will include detention to make up 4,500 miles. Messengers on mixed trains making less than 2,800 miles will include detention to make up 2,800 miles.

(c) Messengers will be paid for all time required to report for duty before the starting time of their train on the basis of twenty (20) and twelve and a half ( $12\frac{1}{2}$ ) miles an hour respectively.

(d) Messengers delayed at initial terminal, after time set for departure of train, will be allowed detention time *pro rata* in addition to pay for the trip, to the extent of such time as is not made up on the trip. Delays of fifteen minutes or less not to count.

(e) Messengers required to remain on duty after registered arrival of their train at objective terminal will be paid on the basis of twenty (20) and twelve and a half ( $12\frac{1}{2}$ ) miles per hour respectively.

#### ARTICLE 21.

When the combined extra mileage on any regular run exceeds 5,000 miles per month an additional messenger will be appointed thereto.

#### ARTICLE 22.

All messengers will be allowed eight consecutive hours' rest in each twenty-four consecutive hour period except in cases of extreme emergency.

#### ARTICLE 23.

Messengers' helpers will be paid on the basis of eighty per cent of the messengers' rate of pay.

#### ARTICLE 24.

Messengers will not be required to remain in car or unload freight after arrival at objective terminal except where car is taken over by connecting messenger.

#### ARTICLE 25.

When a regular passenger train averages less than twenty miles an hour and a mixed train less than twelve and a half miles per hour, overtime will be allowed *pro rata* on the basis of twenty (20) and twelve and a half ( $12\frac{1}{2}$ ) miles per hour respectively, for the time so occupied from the time train actually leaves initial terminal until arrival at objective terminal.

#### ARTICLE 26.

(a) Unless notified to the contrary, messengers will be required to report for duty at initial terminals in accordance with time as set forth in Bulletin Notice, but not to exceed one hour before departure time of train.

(b) In the event of a train being cancelled, delayed or set back, and in consequence of not having been so notified, a messenger reports for duty at the regular time, he may, if not required, be then set back to actual time required for duty, but will be allowed one hour's pay at regular schedule rates for having so reported.

#### ARTICLE 27.

Messengers will not be required to handle Government Mail.

#### ARTICLE 28.

Messengers covering train between Prince Albert and East Prince Albert will be allowed for actual time necessary for the round trip on the basis of twenty (20) miles per hour, minimum one hour.

#### ARTICLE 29.

(a) Messengers will submit time tickets for each trip to cover their own time and that of helpers, (when helpers are employed on the

route). All time tickets as to terminal detention to be certified by Agents or their accredited representatives at initial and objective terminals.

(b) If for any reason some portion of time claimed by messengers and messengers' helpers is not allowed they will be advised in writing with the reason for same. Time not in dispute will be paid for in the current pay-roll.

#### ARTICLE 30.

(a) Wagonmen, motormen and porters at the following points will be divided into two classes, Junior and Senior, becoming senior after one year's actual service.

Brandon,	Vancouver,
Calgary,	Winnipeg,
Edmonton,	Montreal,
Moose Jaw,	Ottawa,
Prince Albert,	Quebec.
Regina,	Toronto,
Saskatoon,	West Toronto.

(b) Monthly Rates of Pay.

At points specified in Clause (a).

Motormen, junior.....	\$115.00
Motormen, senior.....	125.00
Wagonmen, junior.....	112.50
Wagonmen, senior.....	121.00
Porters, junior.....	107.50
Porters, senior.....	112.50
Stablemen.....	87.50

(c) At the following points:—

Chicoutimi,	North Battleford,
Dauphin,	Parry Sound,
Drumheller,	Sudbury,
Fort Frances,	Trenton,
Jonquiere.	

Motormen, wagonmen and porters.... \$102.50

(d) At the following points:—

Neepawa, Portage la Prairie, Smith's Falls.  
Motormen, wagonmen and porters.... \$ 95.00

(e) In the case of any employee transferring to the wagon or motor service he will carry his seniority with him.

#### ARTICLE 31.

##### Monthly Rates of Pay.

Stenographers.....	\$ 87.50
Clerks, under 18 years of age.....	50.00
Clerks, over 18 years of age—	
First six months.....	87.50
Second six months.....	95.00
Over one year.....	100.00

#### ARTICLE 32.

The rates of pay specified for the different positions at the various offices, as shown herein, will be the minimum rates, and nothing herein contained will be understood as reducing the present rate being paid to an employee in any position.

Office and position.	Rate per month.
Brandon—	
Cashier.....	\$ 132.50
Night foreman.....	117.50
Calgary—	
Chief clerk.....	145.00
Cashier.....	135.00
General clerk.....	115.00
Shed foreman.....	140.00
Night foreman.....	120.00
Waybill clerk.....	120.00
Scaleman.....	117.50
Dauphin—	
Cashier.....	125.00
Drumheller—	
Cashier.....	130.00
Edmonton—City Office—	
Chief clerk.....	155.00
Cashier.....	140.00
Settlement clerk.....	120.00
On hand clerk.....	120.00
Correspondence clerk.....	115.00
General clerk.....	115.00
Collector.....	110.00
Depot Office—	
Shed foreman.....	145.00
Night foreman.....	135.00
Asst. shed foreman.....	125.00
Waybill clerk.....	120.00
Money clerk, day.....	115.00
Money clerk, night.....	120.00
Scaleman.....	117.50
Moose Jaw—	
Cashier.....	125.00
North Battleford—	
Cashier.....	125.00
Prince Albert—	
Cashier.....	132.50
Shed foreman.....	122.50
On hand clerk.....	112.50
Regina—	
Chief clerk.....	145.00
Cashier.....	135.00
On hand clerk.....	115.00
General clerk.....	115.00
Shed foreman.....	140.00
Night foreman.....	130.00
Asst. shed foreman.....	120.00
Waybill clerk.....	120.00
Scaleman.....	117.50
Saskatoon—	
Chief clerk.....	155.00
Cashier.....	145.00
Settlement clerk.....	125.00
On hand clerk.....	125.00
General clerk.....	115.00
Shed foreman.....	145.00



Office and position.	Rate per month.	Office and position.	Rate per month.
<b>Saskatoon.—Con.</b>		<b>Claims Office.—Con.</b>	
Asst. shed foreman.....	120.00	Desk D.....	125.00
Wagon despatcher.....	125.00	Desk E.....	115.00
Waybill clerk, day.....	125.00	Desk F.....	115.00
Waybill clerk, night.....	120.00	Chief stenographer.....	120.00
Transfer clerk.....	120.00		
Scaleman.....	117.50	<b>Montreal—</b>	
Stable foreman.....	120.00	Chief clerk.....	150.00
		Cashier.....	140.00
<b>Vancouver—</b>		Settlement clerk.....	125.00
Cashier.....	135.00	On hand clerk.....	115.00
Shed foreman.....	130.00	Intrip clerk.....	115.00
		Waybill clerk.....	120.00
<b>Winnipeg—Depot Office—</b>		Scaleman.....	117.50
Accountant.....	165.00	Wagon service foreman.....	130.00
Cashier.....	140.00	Stable foreman.....	122.50
Settlement clerk.....	130.00	Foreman (Moreau St. Depot).....	120.00
Asst. settlement clerk.....	115.00		
C.O.D. and debit transfer clerk.....	120.00	<b>Ottawa—City Office—</b>	
On hand clerk.....	125.00	Chief clerk.....	145.00
Collector.....	120.00	Accountant and cashier.....	142.50
General clerk.....	120.00	<b>Ottawa—Depot Office—</b>	
General clerk.....	115.00	Shed foreman, day.....	\$ 135.00
Money clerk, day.....	130.00	Shed foreman, night.....	122.50
Money clerk, night.....	120.00	Waybill clerk.....	120.00
Value clerk.....	120.00	Settlement clerk.....	117.50
Money delivery clerk.....	115.00	Stable foreman.....	120.00
Intrip clerk, day.....	120.00		
Intrip clerk, night.....	120.00	<b>Quebec—</b>	
Intrip checker, day.....	117.50	Cashier.....	130.00
Intrip checker, night.....	117.50	Waybill clerk.....	115.00
Money order clerk.....	110.00	General clerk.....	110.00
Freight solicitor.....	145.00		
Wagon service foreman.....	135.00	<b>Toronto—City Office—</b>	
Wagon despatcher.....	130.00	Chief clerk.....	160.00
Telephone clerk.....	110.00	Accountant and cashier.....	145.00
Depot foreman, day.....	135.00	Settlement clerk.....	130.00
Depot foreman, night.....	145.00	Expense clerk.....	120.00
Asst. depot foreman, day.....	120.00	On hand clerk.....	120.00
Asst. depot foreman, night.....	120.00	Correspondence clerk.....	120.00
Waybill clerk, day.....	125.00	General clerk.....	110.00
Waybill clerk, night.....	130.00	Collector.....	117.50
Transfer clerk.....	120.00	Freight solicitor.....	145.00
Asst. transfer clerk.....	115.00	<b>Warehouse—</b>	
Scaleman, day.....	117.50	Chief clerk.....	145.00
Scaleman, night.....	120.00	Night foreman.....	140.00
Stable foreman.....	132.50	Money clerk, day.....	120.00
		Money clerk, night.....	115.00
<b>City Office—</b>		Waybill clerk.....	120.00
Chief clerk.....	150.00	Intrip clerk, day.....	115.00
Expense clerk.....	120.00	Intrip clerk, night.....	110.00
General clerk.....	115.00	Scaleman.....	117.50
Claim clerk.....	110.00	Wagon service foreman, day.....	130.00
		Wagon service foreman, night.....	130.00
<b>Customs Office—</b>		Car pilers.....	117.50
Chief clerk.....	140.00	Stable foreman.....	125.00
General clerk.....	120.00		
		<b>Eaton's Shipping Room—</b>	
<b>Eaton's Shipping Room—</b>		Waybill clerk.....	120.00
Chief clerk.....	135.00		
		<b>Trenton—</b>	
<b>Claims Office—</b>		Night foreman.....	120.00
Chief clerk.....	155.00		
Desk A.....	145.00	<b>West Toronto—</b>	
Desk B.....	140.00	Cashier.....	130.00
Desk C.....	140.00	Waybill clerk.....	120.00

## ARTICLE 33.

Any question of interpretation of this schedule which may arise will be adjusted by the General Committee with the Superintendent, or, if necessary, with the General Superintendent.

## ARTICLE 34.

This schedule shall become effective as applying to office positions from May 1st, 1920, and as from June 1st, 1920, to Messengers' rates, and shall constitute an agreement between the Canadian National Express Company and its employees and no portion thereof shall be changed or abrogated without the approval of

the General Superintendent of the Company and employees' General Committee and then not until thirty days' notice in writing by either party.

(Sgd.) W. C. MUIR,

For the Company.

(Sgd.) N. L. PRESTON,  
J. R. MAXWELL,  
E. BOOTH,  
G. H. McCULLOUGH,  
J. A. WARD,  
F. GILLESPIE,

For the Employees.

### Report of Board in dispute between the Nova Scotia Steel and Coal Company and certain of their employees

**A** REPORT was received from the Board established to deal with the dispute between the Nova Scotia Steel and Coal Company and certain of their employees, members of the three organizations, namely: (1) the Amalgamated Association of Iron, Steel and Tin Workers of America, (2) the International Brotherhood of Electrical Workers, and (3) the International Association of Machinists. On account of the nature of the work of the industry involved it was not considered that the dispute was one falling within the scope of the I.D.I. Act and a Board could be established only upon receipt of the joint consent of the disputants. The company granted this consent and a Board was established composed as follows: His Honour Judge G. Patterson, New Glasgow, chairman, appointed on the joint recommendation of the other two members, Prof. Howard Murray, Halifax, and Mr. J. C. Watters, Glace Bay, N.S., nominees of the company and employees respectively. The report was unanimous and contained a proposed schedule and recommendations regarding settlement of the dispute.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, and of a dispute between the Nova Scotia Steel & Coal Company, Limited, hereinafter

called the "Company", and certain of its employees, being members of the Amalgamated Association of Iron, Steel and Tin Workers, and of the International Brotherhood of Electrical Workers and of The International Association of Machinists, hereinafter called the "employees".

The Honourable,  
The Minister of Labour,  
Ottawa.

The Conciliation Board in above held its first meeting in the Town Hall, Trenton, on Tuesday morning, May 25th at ten a.m. That day and the next two following were spent in hearing what was alleged by the representatives of the employees in support of their claim for an increased rate of pay. Friday, May 28th, was devoted to hearing the company's statement.

An effort was made at the first meeting to reopen negotiations between the parties themselves looking to a settlement of the matters in dispute, the services of the Board only to be enlisted when, and on those points on which negotiations failed. But it was at once made clear to us that negotiations had been carried on over a long period with little or no success, and there was no hope that any good result could be obtained by longer

continuing them. That being the case, we at once began to hear evidence.

The employees based their claim to an increase upon two grounds, or rather one class based their claim on one ground, another class upon another. That is to say, the lower paid men upon the ground that their wages were not sufficient to provide them and their families with the actual necessities of life, let alone live with any degree of comfort and provide properly for the education of their children, the higher paid men upon the ground that being of equal skill at least to their fellow employees on other similar plants they were paid at very much lower rates.

The company's attitude was an honest and straightforward one. Briefly stated, it was this—we have been generous with our men in the past—we do not deny their right to an increase, if we were in a position to grant it—business conditions are improving, we have already given a small increase, and when we have to some extent recovered from our losses of last year, we will gladly give a further and larger increase.

Both sides we can say with truth made out their case. The employees proved conclusively that as for the lower paid men, they were not getting sufficient decently to live upon, as for the higher, they were not paid as much as in other steel-working plants. Without going into evidence in any detail, let it suffice to point out in regard to the former that there were men who, working full time, only received \$72.00 for four weeks. In regard to the latter, machinists here receiving 53½ cents per hour would in a neighbouring and competitive company receive 68 cents.

On the other hand, the company proved conclusively that during last year, more particularly during the last months of last year, good business required that the plant be shut down, but that for the sake of its employees it had kept the plant running at great loss—that it continued to operate at a loss through January and February of this year—that it had had a profit in its March operations, but that six months of such profits would not recoup

it for the losses of the previous six months.

In a word, it was established that the employees should be paid higher wages, and at the same time that the company, up to the present at least, had not been in a position to pay higher wages. Under the circumstances, what was the duty of the Board? None of the members has been without experience on questions of wage disputes, but individually we frankly admit that never before have we had so difficult a question to deal with. Rightly or wrongly, we have reached the conclusion that we must give the employees some increases. We have used in fixing the amount of these increases our best endeavours to reach a happy medium—on the one hand giving a fair measure of much needed relief, on the other, not excessively adding to the burden of the company or unduly reducing its profits now in sight, all of which it might legitimately hope to retain. We do not wish that the schedule we are proposing should be considered as a final adjustment of the matters in dispute. We propose that it should go into effect as from May 3rd and continue in force until the end of July. Then if either party desire to resubmit any of the matters dealt with to us, the Board will meet again, have another hearing and then make a final report. Meantime, we hope negotiations will be reopened between the company and the employees, and that the result of these negotiations will be that no further service of ours will be required.

#### SCHEDULE.

(a) On numbers 1, 2, 3 Plate and Blooming Mills, the men will receive an increase of 4½ cents per hour. The guaranteed minimum pay of these men shall be \$3.60 per day.

(b) Common labourers will receive an increase of 5 cents per hour.

(c) Axle makers, helpers and furnace men will receive an increase of 1½ cents per axle. On each axle over the present quota of 36 for the smaller and 30 for the larger axles, the increase will be 2½ cents.

(d) Shippers will receive an increase of 3 cents per ton.



(e) Machinists now paid over 51 cents per hour will receive an increase of  $6\frac{1}{2}$  cents; those now paid 51 or less will receive an increase of 7 cents.

(f) Electricians.

1. Sectionmen, construction men, shop men, power house operators, oilers and line men, will receive an increase of 7 cents per hour.

2. Press forge, and twenty-eight inch mill, crane operators will receive an increase of  $6\frac{1}{2}$  cents per hour.

3. Other crane operators now receiving less than 35 cents an hour will receive an increase of 5 cents, those receiving 35 cents and over, an increase of 4 cents.

(g) All other men.

1. Men receiving under 31 cents per hour to receive such an increase as will bring them up to 35 cents.

2. Men receiving 31 cents per hour or over will receive an increase of 4 cents.

3. Riggers will receive an increase of 7 cents per hour.

All bonuses at present granted are to continue unaffected by above schedule. We desire to recommend that by negotiation between the men and management, wages should be so fixed that these bonuses, where at all practicable, should be absorbed in a tonnage rate.

One of the grounds set out in the employees' application for a Board was, "that the shift of  $12\frac{1}{4}$  hours be reduced to 10 hours until the eight-hour day comes into effect." We may say that to this matter we have given much earnest consideration, but have not reached any satisfactory conclusion. We regard it as axiomatic that a shift of  $12\frac{1}{4}$  hours is too long and should if possible be shortened, but in what way a change can be brought about we are not able to suggest. These shifts are in force only on the mills, and were so arranged in order that the mills might run continuously, as it is most important they should—the hour and three-quarters in the day when they are not running is occupied in cleaning the furnaces, which has to be done four times in the twenty-four hours. In the only other rolling mill plant in Nova Scotia they have gas burning furnaces requiring no cleaning, and there the shifts in the

mills are eleven and thirteen hours. To make three shifts of eight hours has been tried and found not practicable—if the mills were working on large orders of one special size of stuff, three shifts per day would do all right. But where as here the mills are not doing that, but are working on widely different material of many different sizes, involving frequent changes in the mills, with consequent loss of time, the short shift is not yet desired either by the company or the employees. Nor can the difficulty be solved by considering the extra  $2\frac{1}{4}$  hours overtime—it is not more money the men want, it is the opportunity for more rest or leisure, and if left to themselves, they would not work the  $2\frac{1}{4}$  hours even for the extra pay allowed for overtime. Regretfully, we admit that though we have canvassed the matter from every point of view suggested, we have nothing to propose by way of relief, but we do strongly recommend to the company to take the matter up at once with its employees, and see if it be not possible to come to such an arrangement as will alleviate a situation that is becoming, if it has not already become, acute.

In concluding our report, we desire very cordially to thank the representatives both of the company and the employees for their kindness to us during the whole course of the inquiry, and for the fine spirit shown to us and to one another by both sides. It was apparent that men and management mutually respect each other and are willing to go as far as they can without injustice to meet each other's views. We have never seen such friendly relations between naturally opposed interests, and we venture to hope that our findings will tend rather to strengthen than to weaken those relations.

All of which is respectfully submitted.  
New Glasgow, N.S., June 1st., 1920.

(Sgd.) GEORGE PATTERSON,  
Chairman.

(Sgd.) J. C. WATERS.

(Sgd.) HOWARD MURRAY.

## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

**F**IVE new decisions of the Canadian Railway Board of Adjustment No. 1 have been received by the Department. Case No. 80 has reference to a claim of an agent of the Canadian Pacific Railway Company to employment on Sundays. Case No. 81 relates to a dispute between the Canadian National Railways (Western Lines) and railway conductors concerning the interpretation of a clause in the Conductors' Schedule. Case No. 82 has reference to a claim for way freight rates on a passenger train of the Canadian National Railways (Western Lines) made by a conductor and crew. Case No. 83 has reference to a claim of a conductor and crew of the Canadian National Railways (Western Lines) for switching time at Fort Frances, Ont. Case No. 84 relates to a claim of conductors and crews of the Canadian National Railways (Western Lines) for payment for continuous time when employed on wrecking service.

### **Case No. 80.—The Canadian Pacific Railway Company (Western Lines) and The Order of Railroad Telegraphers.**

An agent of the Canadian Pacific Railway Company at Agassiz, B.C., claimed the right of being allowed to work on Sundays meeting passenger trains, a duty which the Company had assigned to the assistant agent. The Company claimed that there was nothing in the Telegraphers' Schedule to prevent it requiring the assistant agent to perform this work. It was further claimed that the Company had agreed to relieve telegraphers so far as possible from Sunday work and overtime work. On behalf of the employees the fourth paragraph of Clause "D," Article 20, of the schedule was quoted, which reads as follows: "The regular hours of duty of telegraphers will be specified by superintendent and will be the same on all

days of the week, provided, however, that telegraphers will not be paid for Sundays or holidays mentioned in Article 15, except for such service as may be rendered on those days. If required for service on any day outside regular hours of duty, telegraphers will be given official order as authority and excused in the same manner". The telegraphers contended that the assigned hours of telegraphers, as outlined above, included Sundays and holidays, that the Sunday train was due at Agassiz during the assigned hours of the agent, and that the meeting of this train was a service which should be performed by him. The assistant agent, on Sundays and holidays, was required to perform all the work of the agent except to telegraph and block trains, and to carry on the duties that he does not perform on other days of the week within the agent's assigned hours. It was held that the fact of the Company paying the assistant agent overtime for this Sunday and holiday service was proof that he did not do this work prior to the operation of the present schedule.

After hearing additional evidence the Board made the following general statement with reference to the matter under dispute:

"It appears evident that since the change was made in having the Assistant Agent, instead of the Agent, perform the Sunday service referred to, there is a change in the conditions in that telegraph service is not required or performed. The service is also performed on Sundays within the limits of the Assistant Agent's regular hours on week days. There does not appear to be any specific provision in the schedule requiring that a Telegrapher shall necessarily be called upon to perform any station service required during any punitive overtime period, even within the limits of the same hours on Sundays

as regularly assigned week day hours. In the particular case in question, however, it appears that the Agent previously performed the Sunday service referred to, and under the Schedule, the Assistant Agent now being required to perform it has been paid a punitive overtime rate".

The decision of the Board was as follows:

"Inasmuch as a punitive overtime rate is paid for the Sunday service specifically referred to, which is performed within the limits of the Agent's regular hours on week days and was previously performed by him, the Board decides, under all the circumstances and the existing conditions, that in this particular case the contention of the employees is sustained to the extent that the Agent should be allowed to perform the service referred to when such service is required. There having been, in the opinion of the Board, reasonable ground for a difference of opinion on the question, the Board also decides that the claim for back time is not sustained, and this decision shall be effective from the date hereof, the Company having already incurred expense for the service performed."

**Case No. 81.—The Canadian National Railways (Western Lines) and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.**

A dispute arose between the Canadian National Railways (Western Lines) and the Order of Railway Conductors and Railroad Trainmen with reference to the interpretation of Rule 9, Clause "B" of the Conductors' Schedule, and Rule 14, Clause "B" of the Trainmen's Schedule. This clause reads as follows:

"Through freight rates on the basis of twelve and one-half ( $12\frac{1}{2}$ ) miles per hour will be paid Conductors in through freight service for all time occupied in switching at Canadian National junction points, and this time will be paid in addition to pay for trip. Such time will be deducted in computing overtime for the trip, and this switching will not be regarded as constituting switching at an intermediate point under Article 5, Rule 7.

"Interrupted time of thirty (30) consecutive minutes or more preventing continuance of switching operations

will be deducted in computing time for switching at Canadian National junction points."

The Superintendent of the Canadian National Railways issued a bulletin on October 16, 1919, addressed to the agents at Dalmeny, Warman, and Denholm, to the following effect: "I find a number of switching tickets issued to freight trains for time occupied in making straight pick-ups or straight set-outs in connection with trains at your station. The fact that your station being a junction point does not entitle crews to such time unless switching is performed on these movements. Be governed accordingly".

The representatives of the conductors and trainmen appealed against this bulletin to higher officials of the railways but the action of the superintendent was sustained. The representatives of the railways did not dispute the justice of the employees' claim to time for switching at Canadian National junction points, such as Dalmeny, Warman, and Denholm, when such work was performed, but on behalf of the railways it was contended that the picking up of a car standing first out or the setting out of a car on a designated track, without being required to make any additional moves beyond the straight "Pick-up" or "Set-out" did not constitute switching within the meaning of the clause quoted above. The representatives of the Railways quoted a portion of the clause in the existing schedules in which switching is not construed to apply to through trains setting out or picking up cars belonging to their trains unless a switch has to be made to spot cars which are set out. The representatives of the conductors and trainmen contended that under the clauses of the schedule referred to above the men were entitled to payment for all time consumed in switching operations at junction points and that there were no restrictions as to the nature of the switching to be paid for at such a point.

By decision of the Board, the contention of the employees was sustained.



**Case No. 82.—The Canadian National Railways (Western Lines) and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen**

A conductor and crew on a passenger train of the Canadian National Railways (Western Lines), which handled way freight en route, made a claim for payment at way freight rates. It appears that it is frequently necessary to handle rush shipments of repair material, boarding car supplies, other stores, etc., on passenger trains, and the conductors and trainmen contended that on such occasions they should be remunerated in accordance with Rule No. 7, Article 5, of the Conductors' Schedule, and Rule No. 12, Article 5, of the Trainmen's Schedule. These rules provide that conductors and trainmen be required to load or unload way freight or switch en route, and be paid overtime at way freight rates for time so occupied, but not in excess of way freight rates for the full trip, the men to be paid way freight rates over the full trip if they load or unload way freight or switch at three or more points, or a combination of three of both.

The railways contended that these rules were not applicable to passenger service and that while conceding the advisability of reducing to the lowest possible minimum, in its own interest, the volume of material of the railways, such as stores, tools, supplies, etc., handled on passenger trains, the management reserved to itself the right to determine the volume or quantity of such materials, supplies, etc., that may be handled in its baggage cars.

The representatives of the employees contended that conductors and trainmen, on any class of train performing way work or switching en route, came under the rule governing the service.

By decision of the Board the claim of the employees was denied.

**Case No. 83.—The Canadian National Railways (Western Lines) and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.**

A conductor and crew of the Canadian National Railways (Western Lines)

made a claim for switching time at Fort Frances, Ont. The claim was based on Clause "B", Rule 9, Article 5, of the Conductors' Schedule, and Clause "B", Rule 14, Article 5, of the Trainmen's Agreement. These clauses read as follows:

"Through freight rates on the basis of twelve and one-half ( $12\frac{1}{2}$ ) miles per hour will be paid Conductors (Trainmen) in through freight service for all time occupied in switching at Canadian Northern (National) Railway junction points, and this time will be paid in addition to pay for trip. Such time will be deducted in computing overtime for the trip and this switching will not be regarded as constituting switching at an intermediate point under Article 5, Rule 7."

"Interrupted time of thirty (30) consecutive minutes or more preventing continuance of switching operations will be deducted in computing time for switching at Canadian Northern (National) Railway junction points."

At the station at Fort Frances a connection is made with the Duluth, Winnipeg and Pacific Railway. The Railways contended that as the Duluth, Winnipeg and Pacific Railway is a line separate and distinct entirely from the Canadian National Railways, switching performed at Fort Frances, the junction point between the two lines, cannot properly be considered as coming within the scope of the above clauses of the Conductors' and Trainmen's Schedule. It was further submitted that although the Duluth, Winnipeg and Pacific Railway was placed under the same managerial and executive control as the Canadian National Railways, it was, in all other respects, operated as an entirely separate railway. The representatives of the employees contended that inasmuch as Fort Frances was the point at which the interchange of traffic takes place between the Canadian National Railways and the Duluth, Winnipeg and Pacific Railway, and that inasmuch as the Duluth, Winnipeg and Pacific Railway is a branch line of the Canadian National Railways, the provisions of the rules covering junction

switching should apply. Further evidence produced before the Board showed that the men employed on the Duluth, Winnipeg and Pacific Railway worked under a different schedule to that of employees of the Canadian Northern Railway, and that the Canadian Northern Railway now included in the Canadian National Railways was part owner of the Duluth, Winnipeg and Pacific Railway.

The decision of the Board was as follows:

The Board decides that Fort Frances, within the intent of the rule referred to, shall be regarded as a junction point on the Canadian National Railways.

**Case No. 84.—The Canadian National Railways (Western Lines) and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen**

Two conductors with their crews, employed on the western lines of the Canadian National Railways, entered a claim for payment for continuous time while employed on the wrecking service, and a request was made for the interpretation of Clauses "E" and "F", Article 4, of the Conductors' Schedule, and Clauses "C" and "D", Article 4, of the Trainmen's Schedule. These clauses read as follows:

Clause C (E)—"When work trains run forty (40) miles or more to or from loading or unloading point, they will be paid time or mileage, whichever amounts to the most, in addition to actual time loading or unloading.

"In any case where trainmen (conductors) make more actual mileage than hours in any one day, they will be paid on a mileage basis."

Clause D (F)—"Trainmen (conductors) assigned to work train service and held in that service will be paid on the basis of twelve and one-half (12½) miles per hour, computed from the time they come on duty until tied up, and will be paid for not less than one hundred (100) miles or eight (8) consecutive hours at work train rates for every working day so held, not including overtime lapping over from previous day."

One conductor and crew were called for auxiliary service at Rainy River, on August 24, 1919, where they worked at a wreck for three days, being tied up at night at Fort Frances. The crew submitted tickets covering continuous time, that is, sixty-seven hours, or 844 miles. These tickets were reduced by the amount of time they were actually tied up at Fort Frances, bringing their mileage down to 676. The case of the other crew was similar, being tied up for one night on the occasion of a wreck. On behalf of the railways it was contended that a train engaged in wrecking service was properly a "work" train and the employees on such a train were governed by Clause "F", Article 4, of the Trainmen's Agreement, which reads as follows: "Conductors (Trainmen) on wrecking train will be allowed actual mileage to and from wrecks, work train rates while working at same, and will be paid for not less than one day's pay for such combined service."

The representatives of the men contended that unassigned or temporary work trains should not be tied up under the provisions of the schedule.

In its general statement the Board declared that it could not consistently support a contention that men should be permitted to work indefinitely and receive pay for continuous time. On the other hand, the Board had no desire to make a decision that might be regarded as in conflict with provisions of existing agreements in effect, or practices that may have prevailed under such provisions.

The decision of the Board was accordingly as follows:

The Board, therefore, refers the matter back to the parties to the dispute and suggests that they get together and dispose of these questions on the basis of equity.

The Board is of the opinion that no injustice was forced on Conductor W— and crew when they were required to take fourteen hours' rest in a spread of sixty-seven hours.

In the case of Conductor H— and crew the Board is of the opinion that the Railway was within its rights in tying up the crew, but that in discontinuing pay adequate compensation was not allowed.

## STRIKES AND LOCKOUTS IN CANADA DURING JUNE, 1920

**T**WENTY-SEVEN strikes, involving about 8,224 employees, were reported as having commenced during June. There were in existence at some time or other during the month 60 strikes, involving about 12,406 workpeople. The total time loss on account of industrial disputes was estimated at 155,502 working days, as compared with 145,168 in May, and 1,370,601 in June, 1919. The time loss occasioned by the 27 strikes which began in June was 111,429 working days, while a loss of 44,073 is charged to the 33 strikes that commenced prior to June. Termination was reported in the case of 15 disputes which commenced prior to June. Twelve of the disputes commencing during June terminated during the month, leaving the following 33 strikes affecting ap-

proximately 5,182 workpeople on record on June 30: Loggers, North Vancouver, Simoon Sound and Union Bay; lumber workers, Fort Frances; miners, South Minto; pottery workers, St. John's; carpenters, Campbellton; hod carriers and labourers, London; painters, Windsor; electrical workers, machinists and toolmakers, Peterborough; engineers, moulders, tinsmiths, garment workers and glass workers, Hamilton; machinists, woodworkers and finishers, Owen Sound; machinists, Lethbridge, St. John and Toronto; moulders, Amherst, Collingwood and Montreal; shipyard employees, Halifax; woodworkers, Ottawa; bakers, New Westminster and Victoria; teamsters, Fernie; 'longshoremen, Prince Rupert, and Hydro electric employees at Queenston and Chippawa.

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes:

**LUMBERING.**—This group showed six strikes, involving 1,155 employees with time losses estimated at 24,620 working days. The chief strike in the group was that of 500 lumber workers at Fort Frances, which commenced June 1. The employees demanded an 8-hour day at the 10-hour rate of pay.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—Strike activity was somewhat reduced in this group. Sixty coal miners at Coalspur, Alta., went on strike to enforce a demand for a change in the management of part of the com-

pany's business. After three days they resumed work under previous conditions. There were three strikes involving 95 employees and a time loss of approximately 180 working days.

**BUILDING AND CONSTRUCTION.**—Hod carriers and labourers at London struck for increased wages and an eight-hour day. About 20 firms and 160 employees were involved in the strike which was unteminated. The strike of carpenters at Campbellton was still unteminated, while that of plumbers at Stratford ended on June 29. Four strikes, involving 281 employees with an approximate time loss of 3,542 working days, constituted the summary for this group.

**METALS, MACHINERY AND CONVEYANCES.**—This group indicated the great-



est strike activity, there being 24 strikes, involving 4,309 employees, with time losses estimated at 81,345 working days. There were ten of these strikes which commenced during the month, the largest being that of the Halifax shipyards' employees. This strike, involving 2,000 employees, commenced on June 1, the cause being the refusal of a demand for increases in wages averaging about 25 per cent. The strike continued in existence at the close of the month. Strikes of machinists and moulders existed at Lethbridge, Toronto, Amherst, Collingwood, Kitchener, Ottawa, Owen Sound, Sydney, St. John, Peterborough, Dundas, Hamilton and Montreal.

**WOODWORKING.** — Woodworkers were on strike at Ottawa and Owen Sound. The Ottawa woodworkers presented a new wage schedule with increases averaging about 10 to 15 per cent. The principle of collective bargaining was also an issue. About 450 employees in 14 firms were involved. At Owen Sound the local, with 259 members, demanded wage increases averaging 15 per cent for employees receiving less than \$4 per day and 10 per cent for those receiving over \$4 per day. Both these strikes were unterminated.

**CLOTHING.** — The union local at Hamilton called out 60 garment workers on strike because of an alleged under-payment of wages to twenty-five employees.

**FOODS, LIQUORS AND TOBACCO.** — The strike of bakers at Ottawa and Vancouver, and of sugar refinery workers at Montreal, terminated during the month. Bakers at Victoria and New Westminster were still out.

**TRANSPORTATION.** — The chief strike in this group was that of 2,500 street railway employees at Toronto. The original demands of the employees was for a wage of 85 cents per hour. Later, this was modified to 60, 62½ and 66 cents per hour. The former rate was 50, 52½ and 55 cents per hour. The Board of Conciliation, appointed under the Industrial Disputes Investigation Act, recommended that the former rate was to continue in effect until August 31, 1921. The employees refused to accept the finding and struck on June 23. After four days of strike conditions, the dispute was adjusted by the Ontario Railway Board, which awarded a general increase of 5 cents per hour.

**PUBLIC UTILITIES.** — Employees of several crafts engaged on the Chippawa-Queenston development project of the Hydro-Electric Power Commission went on strike on June 16 in protest against the re-introduction of a 10-hour day, straight time. The Ontario Legislature appointed a Commission to investigate and report on the situation. The result was a divided report. On June 15, notices were posted at the construction camps that the conditions of work would be a 10-hour basis with straight time wages to be paid at 10 cents per hour above last year's rate. Over 1,000 employees struck the next day. A few days later the Hydro-Electric Power Commission completely closed down all construction. This was the situation at the end of the month.

**MISCELLANEOUS.** — Included in this group were strikes of cooks and waiters at Toronto, and glass workers at Toronto and Hamilton.

## STRIKES AND LOCKOUTS DURING JUNE, 1920

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>Strikes commencing prior to June, 1920</b>			
<b>LUMBERING—</b>			
✓ Loggers, Courtenay, B.C.....	Commenced May 25. For increased wages. Settled by negotiations; work resumed June 7.	425	2,125
✓ Loggers, North Vancouver, B.C.....	Commenced April 24. Alleged grievances against food and cook. Unterminated.	65	1,690
Simoon Sound, B.C.....	Commenced May 26. For better living conditions. Unterminated..	65	1,690
✓ Union Bay, B.C.....	Commenced May 8. For improved camp conditions. Unterminated.	70	1,820
Loggers and teamsters, Usk, B.C.....	Commenced May 1. For a reduction in hours. Strikers' places were filled; work resumed June 7.	30	180
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS—</b>			
Etc.—			
Miners, South Minto, N.B.....	Commenced December 6, 1919. For increased wages and improved working conditions. Unterminated.		
Pottery workers, St. Johns, Que.....	Commenced November, 1913. Against a reduction in wages. Unterminated.	35	
<b>BUILDING AND CONSTRUCTION—</b>			
Carpenters, Campbellton, N.B.....	Commenced May 1. For increased wages. Unterminated.....	100	2,600
Painters, Windsor, Ont.....	Commenced April 1. For increased wages. Unterminated.....		
Plumbers and steamfitters, Stratford, Ont..	Commenced May 1. For increased wages. Men returned to work under conditions existing prior to strike. Work resumed June 29.	21	462
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Electrical workers, Peterborough, Ont.....	Commenced May 18. For increased wages and better conditions. Unterminated.	140	3,640
Engineers, Hamilton, Ont.....	Commenced May 1. For increased wages and better working conditions. Unterminated.	24	624
Labourers and helpers, Montreal, Que.....	Commenced May 5. For increased wages and shorter hours. Information received indicates work has been obtained elsewhere by the strikers		
Machinists, Owen Sound.....	Commenced May 17. For increased wages. Unterminated.....	24	624
Machinists, St. John, N.B.....	Commenced January 26. For increased wages and shorter hours. Unterminated.	25	650
Machinists, Sydney, N.S.....	Commenced April 22. For increased wages and shorter hours. Settled by negotiations; work resumed June 21.	150	2,550
Machinists, toolmakers, etc., Peterborough, Ont.	Commenced May 6. For increased wages and shorter hours. Unterminated.	92	2,392
Moulders, Dundas, Ont.....	Commenced May 21. For increased wages and shorter hours. Settled by negotiations; work resumed June 3.	27	54
Moulders, Hamilton, Ont.....	Commenced May 5, 1919. For increased wages and shorter hours. This strike still exists in a few shops.	17	442
Moulders, Montreal, Que.....	Commenced May 5. For increased wages and shorter hours. Unterminated.	200	5,200

STRIKES AND LOCKOUTS DURING JUNE, 1920—*Continued.*

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
<i>(Continued)</i>			
Moulders, Toronto, Ont.....	Commenced May 1, 1919. For increased wages and shorter hours.....		
Shipbuilders, Port Arthur, Ont.....	Commenced May 15. For increased wages and shorter hours. Settled by negotiations; work resumed June 8.	1,000	6,000
Tinsmiths, Hamilton, Ont.....	Commenced May 1. For increased wages, shorter hours and recognition of the union. Unterminated.	12	312
<b>CLOTHING—</b>			
Garment workers, Montreal, Que.....	Commenced May 15. Alleged broken contract. Information received indicates conditions no longer affected.		
<b>FOODS, LIQUOR AND TOBACCO—</b>			
Bakers, New Westminster, B.C. ....	Commenced May 8. For increased wages. Unterminated.....	7	182
Bakers, Ottawa, Ont.....	Commenced May 2. Alleged refusal of master bakers to sign a closed shop agreement. Settled by negotiations; work resumed June 12.	60	600
Bakers, Vancouver, B.C.....	Commenced May 1. For increased wages and a demand that an agreement be signed. Settled by replacement of strikers and resumption of work on the part of strikers for whom vacancies still existed. Work resumed June 18.	110	1,650
Bakers, Victoria, B.C.....	Commenced May 1. For increased wages and a new agreement. Unterminated.	28	728
Cigarmakers, Toronto, Ont.....	Commenced May 12. For increased wages. Settled by negotiations; work resumed June 7.	100	500
Sugar refinery workers, Montreal, Que... ..	Commenced May 17. For increased wages and shorter hours. Settled by negotiations; work resumed June 5.	1,300	6,500
<b>MISCELLANEOUS—</b>			
Glass workers, (bevel) Toronto, Ont.....	Commenced May 1. For increased wages. Settled through mediation of the Department; work resumed June 18.	52	780
Tire builders, Guelph, Ont.....	Commenced April 12. For increased wages on piece work. Unterminated.	3	72
<b>Strikes commencing during June, 1920</b>			
<b>LUMBERING—</b>			
Lumber workers, Fort Frances, Ont.....	Commenced June 1. Demand for 8-hour day. Unterminated.....	500	13,000
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Coal miners, Coalspur, Alta.....	Commenced June 2. Demand for a change in the management of part of the Company's business. Men resumed work June 5; no change.	60	180
<b>BUILDING AND CONSTRUCTION—</b>			
Hod carriers and labourers, London, Ont....	Commenced June 26. For increased wages. Unterminated.....	160	480
<b>MACHINERY, METALS AND CONVEYANCES—</b>			
Furnace workers and labourers, Welland, Ont.	Commenced June 2. For increased wages. Settled by negotiations; work resumed June 16.	283	3,255
Machinists, Lethbridge, Alta.....	Commenced June 25. For recognition of the union. Unterminated	8	32
Machinists, Toronto, Ont.....	Commenced June 17. For a minimum rate of wages. Unterminated.	30	360
Moulders, Amherst, N.S.,.....	Commenced June 22. For increased wages. Unterminated.....	51	408



STRIKES AND LOCKOUTS DURING JUNE, 1920—*Continued.*

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>MACHINERY, METALS AND CONVEYANCES—</b>			
<i>(Continued)</i>			
Moulders, Collingwood, Ont.....	Commenced June 1. For increased wages. Unterminated.....	10	260
Moulders, Kitchener and Waterloo, Ont....	Commenced June 9. For increased wages and shorter hours. Settled by negotiations; work resumed June 17.	40	280
Moulders, Ottawa, Ont.....	Commenced June 1. For increased wages and shorter hours. Settled by negotiations; work resumed June 14.	18	198
Moulders and coremakers, Amherst, N.S....	Commenced June 3. For a minimum wage scale. Unterminated...	30	720
Shipyard employees, Halifax, N.S.....	Commenced June 1. For increased wages and shorter hours. Unterminated.	2,000	52,000
Steel erectors, Montreal, Que.....	Commenced June 3. For increased wages. Settled by negotiations; work resumed June 17.	128	1,344
<b>WOODWORKING—</b>			
Woodworkers, Ottawa, Ont.....	Commenced June 12. Demand for a minimum wage scale and recognition of the union. Unterminated.	450	6,750
Woodworkers and finishers, Owen Sound, Ont	Commenced June 22. For increased wages. Unterminated.....	259	1,943
<b>CLOTHING—</b>			
Garment workers, Hamilton, Ont.....	Commenced June 23. Alleged short payment of a number of employees. Unterminated.	60	420
<b>FOODS, LIQUORS AND TOBACCO—</b>			
Brewery workers, Fernie, B.C.....	Commenced June 1. For increased wages. Settled by negotiations; work resumed June 7.	16	80
<b>TRANSPORTATION—</b>			
Street railway employees, London.....	Commenced June 8. For increased wage. Negotiations between employees and Ontario Railway Board, who have been operating road; work resumed June 16.	262	2,227
Street railway employees, Toronto.....	Commenced June 23. For increased wages. Adjusted by Ontario Railway Board; work resumed June 27.	2,500	10,000
Teamsters, Fernie, B.C.....	Commenced June 12. For increased wages. Unterminated.....	12	180
Teamsters, Medicine Hat, Alta.....	Commenced June 3. For increased wages and shorter hours. Settled by negotiations; work resumed June 5.	30	60
Longshoremen, North Sydney, N.S.....	Commenced June 10. For increased wages. Settled by negotiations; work resumed June 25.	100	1,300
Longshoremen, Prince Rupert, B.C.....	Commenced June 4. For increased wages and better working conditions. Unterminated.	75	1,650
<b>PUBLIC UTILITIES—</b>			
Hydro Electric employees, Chippewa-Queens- ton, Ont.	Commenced June 16. Against the re-introduction of a straight 10-hour day. Unterminated.	1,000	13,000
<b>MUNICIPAL EMPLOYMENT—</b>			
Asphalt workers, Montreal, Que.....	Commenced June 1. For increased wages. Settled by negotiations; work resumed June 9.	10	30
<b>MISCELLANEOUS—</b>			
Cooks and waiters, Toronto, Ont.....	Commenced June 17. For increased wages and improved working conditions. Settled by negotiations; work resumed June 26.	125	1,125
Glass workers, Hamilton, Ont.....	Commenced June 7. For increased wages and shorter hours. Un- terminated.	7	147

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING MAY, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during May, 1920, based on returns from employers and workpeople, are taken from the June issue of the *British Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes reported to the Department as beginning in May was 204, as compared with 134 in the previous month, and 170 in May 1919. In these new disputes about 78,000 workpeople were directly and over 32,000 workpeople indirectly involved (*i.e.*, thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition, over 27,000 workpeople were involved, either directly, or indirectly, in 80 disputes which began before May, and were still in progress at the beginning of that month. The total number of disputes in progress in May was thus 284, involving about 138,000 workpeople, as compared with about 140,000 workpeople involved in disputes in progress in April, 1920, and about 105,000 in May, 1919.

**CAUSES.**—Of the 204 new disputes, 141, directly involving nearly 48,000 workpeople, arose on demands for advances in wages; 13, directly involving nearly 11,000 workpeople, on other wages questions; 11, directly involving about 3,000 workpeople, on questions respecting working hours; 4, directly involving about 1,000 workpeople, on details of working arrangements; 25, directly involving nearly 6,000 workpeople, on questions respecting the employment of particular classes or persons; 8, directly involving about 5,000 workpeople, on questions of Trade Union principle; and 2, directly involving nearly 5,000 workpeople, in sympathy with other disputes.

**RESULTS.**—During the month settlements were effected in the case of 105 new disputes, directly involving about 35,000 workpeople, and 37 old disputes, directly involving over 7,000 workpeople. Of these new and old disputes,

41, directly involving about 14,000 workpeople, were settled in favour of the workpeople; 30, directly involving nearly 10,000 workpeople, in favour of the employers; and 71, directly involving nearly 19,000 workpeople were compromised. In the case of 34 other disputes involving nearly 17,000 workpeople, work was resumed pending negotiations.

The following table classifies the disputes by groups of trades, and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time lost during May:—

Groups of trades	Number of Disputes			Number of workpeople involved in all disputes in May.	Aggregate loss of working days during May.
	Started before May 1.	Started in May.	Total.		
Building.....	12	41	53	18,000	188,000
Metal, Engineering and Shipbuilding.....	20	44	64	50,000	266,000
Textile and Clothing.....	10	25	35	17,000	174,000
Transport.....	4	15	19	9,000	69,000
Woodworking & Furnishing....	7	9	16	12,000	247,000
Other Trades....	27	70	97	32,000	225,000
Total, May 1920	80	204	284	138,000	1,169,000
Total, April, 1920.....	84	134	218	140,000	889,000
Total May, 1919	55	170	225	105,000	673,000

Of the 1,169,000 working days lost in May by all disputes in progress, over 450,000 were lost by disputes which began before May and were still in progress at the beginning of that month, and over 718,000 by disputes which began in the month.



## CANADA AND THE INTERNATIONAL LABOUR OFFICE

**Report to the Minister of Labour for Canada of the Mission of the Deputy Minister of Labour as Government Representative on the Governing Body of the International Labour Organization at its Meetings in January and March, 1920, in Paris and London respectively.**

**T**HE Minister of Labour has received from the Deputy Minister of Labour a report on the mission of the latter to Europe to attend meetings of the Governing Body of the International Labour Office, and as the report includes an outline of the steps and incidents marking the development of the International Labour Organization, it has been decided to include the same in the pages of the LABOUR GAZETTE. The report is as follows:

To the Hon. G. D. Robertson, LL.D.,  
Minister of Labour.

Sir,—

I beg to present a report of my mission to France and Great Britain as substitute member of the Governing Body of the International Labour Office. The main features of matters arising have been already indicated by cable and otherwise, but it would seem desirable to submit a more formal statement than has been hitherto possible; and, the occasion of the report being one which emphasizes in a special way the social and industrial progress of Canada, it has seemed convenient not only to state particularly the outcome of the mission, but briefly to note also the circumstances and conditions leading thereto.

### PROPOSED INTERNATIONAL LABOUR BODY.

Those who have endeavoured to follow even in a general way the matters growing out of the Peace Treaty and the creation of the League of Nations will have become aware of the establishment concurrently with the League of

Nations of a body designed to serve in a measure as a world labour parliament, not indeed invested with the right of enacting universal laws on any subject but definitely entrusted with the duty of recommending legislation for the enactment of laws by the nations of the world. The first formal action looking to the creation of such a body took place on January 25, 1919, when the Peace Conference at Paris appointed a Commission on International Labour Legislation, the terms of the resolution on the subject being as follows:

That a Commission, composed of two representatives apiece from the five Great Powers, and five representatives to be elected by the other Powers represented at the Peace Conference, be appointed to inquire into the conditions of employment from the international aspect, and to consider the international means necessary to secure common action on matters affecting conditions of employment, and to recommend the form of a permanent agency to continue such inquiry and consideration in co-operation with and under the direction of the League of Nations.

Later, it was found desirable to depart slightly from the terms of this resolution in so far as concerned the question of representation of countries other than the five Great Powers, and also as to the measure of control which the League of Nations should exercise over the proceedings of the body to be created.

As to the first point it was agreed among the nations other than the five Great Powers that Belgium, Serbia, Cuba (for the South American Group), Poland and Czecho-Slovakia, should each name one member of the proposed Commission. The Serbian delegates, however, desired to yield their place to Belgium so that that country might rank



with the five Great Powers in having two seats on the Commission.

#### MEMBERSHIP OF COMMISSION.

A Commission was accordingly appointed with the following membership:

*United States of America:* Mr. Samuel Gompers, president of the United States Federation of Labour; Hon. E. N. Hurley, president of the American Shipping Board. (Substitutes: Hon. H. M. Robinson, Dr. J. T. Shotwell, professor at Columbia University.)

*The British Empire:* The Right Hon. G. N. Barnes, M.P., member of the War Cabinet. (Substitute: Mr. H. B. Butler, C.B., assistant secretary, Ministry of Labour.) Sir Malcolm Delevingne, K.C.B., assistant under-secretary of state, Home Office.

*France:* Mr. Colliard, minister of labour. (Substitute: Mr. Arthur Fontaine, counsellor of state, Director of Labour.) Mr. Loucheur, minister of industrial reconstruction. (Substitute: Mr. Léon Jouhaux, general secretary of the Confédération Générale du Travail.)

*Italy:* Baron Mayor des Planches, former ambassador to the United States, commissioner-general for emigration. Mr. Cabrini, deputy, vice-president of the Supreme Labour Council. (Substitute: Mr. Coletti.)

*Japan:* Mr. Ochiai, envoy extraordinary, minister plenipotentiary of His Majesty the Emperor of Japan at The Hague. Mr. Oka, formerly director of commercial and industrial affairs at the Ministry of Agriculture and Commerce.

*Belgium:* Mr. Vandervelde, minister of justice and of state. (Substitute: Mr. La Fontaine, senator.) Mr. Mahaim, professor at Liège University, secretary to the Belgian Section of the Association for the Legal Protection of Workmen.

*Cuba:* Mr. de Bustamante, professor at Havana University. (Substitutes: Mr. Raphael Martinez Ortiz, minister plenipotentiary; Mr. de Blanck, minister plenipotentiary.)

*Poland:* Count Zoltowski, member of the Polish National Committee, afterward replaced by Mr. Stanislas Patek, counsellor of the Court of Cassation. (Substitute: Mr. François Sokal, director-general of labour.)

*Czecho-Slovak Republic:* Mr. Benes, minister for foreign affairs, afterward replaced by Mr. Rudolph Broz.

The following were appointed officers of the Commission: President, Mr. Samuel Gompers (U.S.A.); Vice-presidents, the Rt. Hon. G. N. Barnes, M.P. (British Empire), Mr. Colliard (France); General Secretary, Mr. Arthur Fontaine (France); Assistant General Secretary, Mr. H. B. Butler (British Empire); Secretaries: Baron Capelle (substitute, Count de Grunne), Belgium; Mr. di Palma Castiglione, Italy; Mr. Oyster, U.S.A.; Mr. Yoshisaka, Japan.

The British Empire is, it will be observed, designated as a whole and not in its component parts, but it should be noted that the Prime Minister of Canada, who, supported by several of his colleagues in the Government, participated from the outset in the proceedings of the Peace Conference at Paris, had availed himself also, in his contact with these matters, of the assistance of Mr. P. M. Draper, of Ottawa, for many years Secretary-Treasurer of the Trades and Labour Congress of Canada, and entitled by reason of his experience and official standing in these matters to rank as a representative of organized labour in the Dominion.

#### PERMANENT ORGANIZATION RECOMMENDED.

The Commission held thirty-five meetings and framed its conclusions in two parts, the first being a draft Convention containing provisions for the establishment of a permanent organization for International Labour Legislation, based on a plan presented by the British delegates to the Peace Conference, and the second being in the form of clauses containing declarations of principles with

regard to a number of matters held to be of vital importance to the Labour World. This Convention ultimately became Part XIII of the Treaty of Peace, Part I extending from Article 387 to Article 426, and Part II being Article 427. The nature of the organization thus created has become fairly well known in Canada because of the general publicity given to the proceedings at the International Labour Conference held at Washington in November last, but they may be with advantage indicated briefly in the present report. The numbers attached to the articles are those as appearing in the Peace Treaty, the bracketed figures being those of the Labour Convention.

Article 387 (1) "A permanent organization is hereby established for the promotion of the objects set forth in the Preamble. The original Members of the League of Nations shall be the original members of this organization, and hereafter membership of the League of Nations shall carry with it membership of the said organization."

Article 388 (2) "The permanent organization shall consist of: (i) a General Conference of Representatives of the Members, and (ii) an International Labour Office controlled by the Governing Body described in Article 393 (7)."

Article 389 (3) provides that a General Conference of Representatives of the Members "shall be held from time to time as occasion may require, and at least once in every year," the Conference to be "composed of four representatives of each of the Members, of whom two shall be Government Delegates and the two others shall be delegates representing respectively the employers and the workpeople of each of the Members." Provision is made also by this Article for the appointment of advisers to the delegates, these to be allowed to speak in place of the delegates with whom they may be respectively associated. The non-Government Delegates are to be "chosen in agreement with the industrial organizations, if such organizations exist, which are most representative of employers or

workpeople, as the case may be, in their respective countries."

Article 390 (4) refers to details of procedure at the Conference.

Article 391 (5) provides that the meetings of the Conference shall be held at the seat of the League of Nations or elsewhere, as decided by a two-thirds vote of Conference Delegates.

Article 392 (6) "The International Labour Office shall be established at the seat of the League of Nations as part of the organization of the League."

Article 393 (7) provides for the constitution of a Governing Body of twenty-four persons, twelve of whom will represent the Governments, six the employers and six the workers. It is provided that of the twelve persons representing the Governments eight shall be nominated by the Members which are of chief industrial importance, and four "shall be nominated by the Members selected for the purpose by the Government Delegates to the Conference, excluding the Delegates of the eight Members mentioned above." The period of office of Members of the Governing Body will be three years.

Article 394 (8) provides for the appointment by the Governing Body of a Director of the International Labour Office who "subject to the instruction of the Governing Body, shall be responsible for the efficient conduct of the International Labour Office and for such other duties as may be assigned to him."

Article 395 (9) "The staff of the International Labour Office shall be appointed by the Director, who shall, so far as is possible with due regard to the efficiency of the work of the Office, select persons of different nationalities. A certain number of these persons shall be women."

Article 396 (10) outlines the functions of the International Labour Office which shall "include the collection and distribution of information on all subjects relating to the international adjustment of conditions of industrial life and labour, and particularly the examination



of subjects which it is proposed to bring before the Conference with a view to the conclusion of international conventions, and the conduct of such special investigations as may be ordered by the Conference. It will prepare the agenda for the meetings of the Conference." Other related duties are set forth in the Article.

Articles 397 (11) and 398 (12) concern details of procedure.

Article 399 (13) provides that "each of the Members will pay the travelling and subsistence expenses of its Delegates and their advisers and of its Representatives attending the meetings of the Conference or Governing Body, as the case may be. All the other expenses of the International Labour Office and of the meetings of the Conference or Governing Body shall be paid to the Director by the Secretary-General of the League of Nations out of the general funds of the League." (The first portion of this section has been, however, interpreted by the Governing Body as requiring only that each Member of the International Labour Organization who is for the time being elected to a seat on the Governing Body shall pay the expenses of the Governmental Representative on the Governing Body, the expenses of a Representative of employers or workers to be paid directly from the funds of the International Labour Office.)

Articles 400 (14) to 404 (18) relate to points of procedure, and provide briefly as follows, viz.: (a) that the agenda for all meetings of the Conference shall be settled by the Governing Body; (b) that the Director shall act as Secretary of the Conference "and shall transmit the agenda so as to reach the Members four months before the meeting of the Conference"; (c) that Governments of the Members may formally object to the inclusion of any item or items in the agenda, such objections to be effective, however, only if sustained by a two-thirds majority of the votes cast by the Delegates present at the Conference; (d) Conference may

regulate its own procedure, but voting is void "unless the total number of votes cast is equal to half the number of the Delegates attending the Conference"; (e) technical experts may be added to any committees appointed.

#### OBLIGATIONS OF A MEMBER.

Article 405 (19) sets forth in some detail the measure of obligation falling upon a Member and is of particular importance,—it reads as follows:

"When the Conference has decided on the adoption of proposals with regard to an item in the agenda, it will rest with the Conference to determine whether these proposals should take the form: (a) of a recommendation to be submitted to the Members for consideration with a view to effect being given to it by national legislation or otherwise, or (b) of a draft international convention for ratification by the Members.

"In either case a majority of two-thirds of the votes cast by the Delegates present shall be necessary on the final vote for the adoption of the recommendation or draft convention, as the case may be, by the Conference.

"In framing any recommendation or draft convention of general application the Conference shall have due regard to those countries in which climatic conditions, the imperfect development of industrial organization or other special circumstances, make the industrial conditions substantially different and shall suggest the modifications, if any, which it considers may be required to meet the case of such countries.

"A copy of the recommendation or draft convention shall be authenticated by the signature of the President of the Conference and of the Director and shall be deposited with the Secretary-General of the League of Nations. The Secretary-General will communicate a certified copy of the recommendation or draft convention to each of the Members.

"Each of the Members undertakes that it will, within the period of one year at most from the closing of the session of



the Conference, or if it is impossible owing to exceptional circumstances to do so within the period of one year, then at the earliest practicable moment and in no case later than 18 months from the closing of the session of the Conference, bring the recommendation or draft convention before the authority or authorities within whose competence the matter lies for the enactment of legislation or other action.

"In the case of a recommendation, the Member will inform the Secretary-General of the action taken.

"In the case of a draft convention, the Member will, if it obtains the consent of the authority or authorities within whose competence the matter lies, communicate the formal ratification of the convention to the Secretary-General and will take such action as may be necessary to make effective the provisions of such convention.

"If on a recommendation no legislative or other action is taken, to make a recommendation effective or if the draft convention fails to obtain the consent of the authority or authorities within whose competence the matter lies, no further obligation shall rest upon the Member.

"In the case of a federal State, the power of which to enter into conventions on labour matters is subject to limitations, it shall be in the discretion of that Government to treat a draft convention to which such limitations apply as a recommendation only, and the provisions of this article with respect to recommendations shall apply in such case.

"The above article shall be interpreted in accordance with the following principle:

"In no case shall any Member be asked or required, as a result of the adoption of any recommendation or draft convention by the Conference, to lessen the protection afforded by its existing legislation to the workers concerned."

Article 406 (20) "Any convention so ratified shall be registered by the Secretary-General of the League of Na-

tions, but shall only be binding upon the Members which ratify it."

Article 407 (21) provides that if any convention coming before the Conference for final consideration fails to secure the support of two-thirds of the votes cast by the Delegates present, it shall nevertheless be within the right of any of the Members of the Permanent Organization to agree to such convention among themselves.

Article 408 (22) Each Member agrees to make an annual report to the International Labour Office on the measures which it has taken to give effect to the provisions of conventions to which it is a party.

Article 409 (23) "In the event of any representation being made to the International Labour Office by an industrial association of employers or of workers that any of the Members has failed to secure in any respect the effective observance within its jurisdiction of any convention to which it is a party, the Governing Body may communicate this representation to the Government against which it is made and may invite that Government to make such statement on the subject as it may think fit."

Article 410 (24) "If no statement is received within a reasonable time from the Government in question, or if the statement when received is not deemed to be satisfactory by the Governing Body, the latter shall have the right to publish the representation and the statement, if any, made in reply to it."

Article 411 (25) gives any Member the right "to file a complaint with the International Labour Office if it is not satisfied that any other Member is securing the effective observance of any convention which both have ratified in accordance with the foregoing Articles." The Governing Body may, if it thinks fit, before referring such a complaint to a Commission of Inquiry, communicate with the Government in question as indicated above. If there is no reply, or if the reply is deemed unsatisfactory,

the Governing Body may apply for the appointment of a Commission of Inquiry (see below) to consider and report on the complaint. If the complaint affects a Government not represented on the Governing Body, the Government in question shall "be entitled to send a representative to take part in the proceedings of the Governing Body while the matter is under consideration."

#### THE COMMISSION OF INQUIRY.

Article 412 (26) "The Commission of Inquiry shall be constituted in accordance with the following provisions:

"Each of the Members agrees to nominate within six months of the date on which the present Treaty comes into force three persons of industrial experience, of whom one shall be a representative of employers, one a representative of workers, and one a person of independent standing, who shall together form a panel from which the members of the Commission of Inquiry shall be drawn.

"The qualifications of the persons so nominated shall be subject to scrutiny by the Governing Body, which may by two-thirds of the votes cast by the representatives present refuse to accept the nomination of any person whose qualifications do not in its opinion comply with the requirements of the present article.

"Upon the application of the Governing Body, the Secretary-General of the League of Nations shall nominate three persons, one from each section of this panel, to constitute the Commission of Inquiry, and shall designate one of them as the President of the Commission. None of these three persons shall be a person nominated to the panel by any Member directly concerned in the complaint."

Article 413 (27) Members agree that with regard to complaints of the nature indicated above, they will respectively place all pertinent information in their

possession at the disposal of the Commission of Inquiry.

Article 414 (28) The Commission of Inquiry shall in its findings embody such recommendations "as it may think proper as to the steps which should be taken to meet the complaint and the time within which they should be taken"; also it shall "indicate in this report the measures, if any, of an economic character against a defaulting Government which it considers to be appropriate, and which it considers other Governments would be justified in adopting."

Article 415 (29) "The Secretary-General of the League of Nations shall communicate the report of the Commission of Inquiry to each of the Governments concerned in the complaint, and shall cause it to be published. Each of these Governments shall within one month inform the Secretary-General of the League of Nations whether or not it accepts the recommendations contained in the report of the Commission; and if not, whether it proposes to refer the complaint to the Permanent Court of International Justice of the League of Nations."

Article 416 (30) "In the event of any Member failing to take the action required by Article 405 (19) with regard to a recommendation or draft Convention, any other Member shall be entitled to refer the matter to the Permanent Court of International Justice."

Article 417 (31) "The decision of the Permanent Court of International Justice in regard to a complaint or matter which has been referred to it in pursuance of Article 415 (29) or Article 416 (30) shall be final."

Article 418 (32) "The Permanent Court of International Justice may affirm, vary or reverse any of the findings or recommendations of the Commission of Inquiry, if any, and shall in its decision indicate the measures, if any, of an economic character which it considers to be appropriate, and which other Governments would be justified in adopting against a defaulting Government."



## TREATMENT OF DEFAULTING GOVERNMENT.

Article 419 (33) "In the event of any Member failing to carry out within the time specified the recommendations, if any, contained in the report of the Commission of Inquiry, or in the decision of the Permanent Court of International Justice, as the case may be, any other Member may take against that Member the measures of an economic character indicated in the report of the Commission or in the decision of the Court as appropriate to the case."

Article 420 (34) The defaulting Government may at any time inform the Governing Body that it has taken the steps necessary to comply with the recommendations of the Commission of Inquiry or with those in the decision of the Permanent Court of International Justice as the case may be, and may request it to apply to the Secretary-General of the League to constitute a Commission of Inquiry to verify its contention. In this case the provisions of Articles 26, 27, 28, 29, 31, and 32 shall apply, and if the report of the Commission of Inquiry or the decision of the Permanent Court of International Justice is in favour of the defaulting Government, the other Governments shall forthwith discontinue the measures of an economic character that they have taken against the defaulting Government.

## APPLICATION OF CONVENTIONS TO COLONIES, ETC.

Article 421 (35) The Members engage to apply conventions which they have ratified to their colonies, protectorates and possessions, subject to certain stated exceptions and modifications.

Articles 422 (36) and 423 (37) deal with procedure details on this point.

## TRANSITORY PROVISIONS.

Articles 424 (38) to 426 (40) are termed transitory provisions and are dealt with below:

## GENERAL PRINCIPLES.

The concluding Article of the Convention, No. 427 in the Treaty of Peace, and constituting section II of the Labour Convention, is a statement of the general principles underlying the Convention and is of the highest importance. The section reads as follows:

"The High Contracting Parties, recognizing that the well-being, physical, moral and intellectual, of industrial wage-earners is of supreme international importance, have framed, in order to further this great end, the permanent machinery provided for in Section I and associated with that of the League of Nations.

"They recognize that differences of climate, habits and customs, of economic opportunity and industrial tradition, make strict uniformity in the conditions of labour difficult of immediate attainment. But, holding as they do, that labour should not be regarded merely as an article of commerce, they think that there are methods and principles for regulating labour conditions which all industrial communities should endeavour to apply, so far as their special circumstances will permit.

"Among these methods and principles, the following seem to the High Contracting Parties to be of special and urgent importance:

"First.—The guiding principle above enunciated that labour should not be regarded merely as a commodity or article of commerce.

"Second.—The right of association for all lawful purposes by the employed as well as by the employers.

"Third.—The payment to the employed of a wage adequate to maintain a reasonable standard of life as this is understood in their time and country.

"Fourth.—The adoption of an eight hours day or a forty-eight hours week as the standard to be aimed at where it has not already been attained.



"Fifth.—The adoption of a weekly rest of at least twenty-four hours, which should include Sunday wherever practicable.

"Sixth.—The abolition of child labour and the imposition of such limitations on the labour of young persons as shall permit the continuation of their education and assure their proper physical development.

"Seventh.—The principle that men and women should receive equal remuneration for work of equal value.

"Eighth.—The standard set by law in each country with respect to the conditions of labour should have due regard to the equitable economic treatment of all workers lawfully resident therein.

"Ninth.—Each State should make provision for a system of inspection in which women should take part, in order to ensure the enforcement of the laws and regulations for the protection of the employed.

"Without claiming that these methods and principles are either complete or final the High Contracting Parties are of opinion that they are well fitted to guide the policy of the League of Nations; and that, if adopted by the industrial communities who are members of the League, and safeguarded in practice by an adequate system of such inspection, they will confer lasting benefits upon the wage-earners of the world."

#### ACTION OF THE CANADIAN PRIME MINISTER.

Publications issued from the Peace Conference go to show that the statement of principles here set forth was not framed without considerable difficulty, and that the action of the Prime Minister of Canada was a factor which in the end determined its precise form. Remarks made by Mr. Barnes, one of the British members of the Peace Conference, at a meeting of the Conference on April 19, 1919, and at which the report of the Labour Commission was

under consideration, throw an interesting light on this point. Mr. Barnes stated that an earlier draft of the report of the Labour Commission had contained a reference to nine resolutions which the Commission had adopted, each one of which was accorded a two-thirds majority vote. Difficulties had arisen, Mr. Barnes remarked, with reference to the drafting of these resolutions. Mr. Barnes stated that he had endeavoured, on behalf of the Commission, to secure an agreement on a re-draft, but he was sorry to say he had been unsuccessful. Sir Robert Borden had been, however, more successful. The final draft of the resolutions in the form as set forth above, and as incorporated in the Treaty, was then submitted by the Canadian Prime Minister.

Sir Robert Borden, after reading the text of the nine resolutions, remarked that the text represented no alterations in substance. There was, however, a new arrangement and the phraseology had been somewhat altered; for example, the difference of conditions among different nations which was alluded to in paragraph 7 of the Articles as originally drafted was now recognized as a condition which must apply to all the principles here laid down. Further than that it was thought that it was not possible to establish a code which should be permanent or enduring, and in the new draft emphasis was laid upon the view that this was an enunciation of principles upon which, from time to time, if need be, a code might be built up.

In the concluding paragraph, continued Sir Robert Borden, emphasis was laid upon the consideration that these methods and principles were not to be regarded as complete or final. It was quite impossible to foresee all developments and all ideals that might arise in the future, and therefore this was put forward as a tentative enunciation of principles which it was believed would result, if they were followed out as they should be, in the improvement of labour conditions throughout the world.

### THE CASE OF FEDERAL STATES.

It will have been noted that Article 19 defines the position of Federal States with reference to the conventions and recommendations coming from an International Labour Conference. The Article is of special importance to Canada as a Federal State. This point was naturally one of much concern at the Peace Conference at Paris, and something of the situation from this point of view may be gathered from some of the public reports issued from the Conference. At a meeting of the Peace Conference on April 11, 1919, at which the report of the Labour Commission was under discussion, Mr. Barnes, the British Minister, discussing the report in some detail, reached the question of procedure, and proceeded with the following remarks:

"I now come to procedure. The most important article connected therewith is No. 405. It has been the chief obstacle to the agreement, ultimately, I am glad to say, reached. It now provides that if the proposals are indorsed by a conference they are to be in the form of a draft convention, or, alternatively, in the form of a recommendation. In either case, if supported by two-thirds of the votes cast at a conference, they become the finding of that conference and are deposited with the Secretary-General of the League of Nations. Each high contracting party then comes under the obligation to submit the convention or recommendation, as the case may be, within twelve months to its competent authority, and, unless such competent authority indorses or accepts the recommendation or convention, as the case may be, that is the only obligation resting upon the affiliated states, subject to a proviso, however, in the following clause, of which I shall say a word in a moment. The state comes under the obligation if its competent authority accepts the recommendation or convention to carry it out.

"Here, however, we come upon the difficulty of federal states. There are states which are prevented by their con-

stitutions from making treaties in regard to labour matters. There are states, such as the United States of America, which include numbers of competent authorities which must be left free to decide for themselves. It was because of that that we decided to allow of a convention being cast in form of a recommendation, and then if cast in the form of a convention it should still be regarded by a federal state as a recommendation only. If a federal state adopted it, it would do so in its own way. The net result of all this is that there is a less degree of obligation resting upon a federal state than upon other states. That is regrettable but, as we found, unavoidable."

### TRANSITORY PROVISIONS OF LABOUR CONVENTION.

The above outline of the terms of the Labour Convention did not, it will be remembered, include the particulars of what were described as the "transitory" provisions.

Articles 424 to 426, the Articles in question, relating to the first International Labour Conference, decree that the Conference should be held at Washington, D.C., in October, 1919, and set forth the agenda of the Conference. The Conference has, in the meantime, come and gone, and although its proceedings and conclusions have been the subject of formal representations, and have otherwise received considerable publicity, summary statements on this subject will not be out of place here, and will tend to make the present document more comprehensive and complete.

The Labour Convention decreed, as stated in Article 424, that "the first meeting of the Conference shall take place in October, 1919," and the place and agenda for the meeting were specified in what was termed an "Annex" to Article 426, the Annex providing as follows: "The place of meeting will be Washington. The Government of the United States of America is requested to convene the Conference."



At the time this portion of the Treaty of Peace was framed, it was apparently assumed that the peace negotiations would have reached a conclusion some time earlier than October, and that the United States would be among the powers signing the Treaty. All are now aware that neither of these expectations was realized. The peace negotiations were, in October, 1919, far from completed. Some of the Powers had signed the Peace Treaty, but the United States was not among the number. The League of Nations and the companion body, the International Labour Office, had not, therefore, come formally into existence.

#### INTERNATIONAL ORGANIZING COMMITTEE.

In the meantime, the Organizing Committee of the International Labour Office had been appointed under the transitory provisions (Annex to Article 426):

"The International Organizing Committee will consist of seven Members, appointed by the United States of America, Great Britain, France, Italy, Japan, Belgium and Switzerland. The Committee may, if it thinks necessary, invite other Members to appoint representatives."

The documents of the International Labour Office show that the Committee was duly organized as follows: United States of America: Dr. J. T. Shotwell (provisionally), Professor at Columbia University. Great Britain: Sir Malcolm Delevingne, K.C.B., Assistant Under-Secretary of State, Home Office. France: Mr. Arthur Fontaine, Councillor of State, Director of Labour. Italy: Mr. di Palma Castiglione, Inspector of Emigration. Japan: Dr. M. Oka, formerly Director of Commercial and Industrial Affairs at the Ministry of Agriculture and Commerce. Belgium: Mr. E. Mahaim, Professor at Liège University. Switzerland: Mr. W. E. Rappard (provisionally), Professor at Geneva University.

Mr. Arthur Fontaine was elected chairman, and Mr. H. B. Butler, C.B.,

assistant secretary of the Ministry of Labour, was appointed secretary.

The Organizing Committee proceeded immediately with its work.

#### AGENDA OF FIRST CONFERENCE.

The agenda for the first Conference had been set forth also in the Annex to Article 426 of the Labour Convention and was as follows:

##### AGENDA:

- (1) Application of principle of the eight-hours day or of the forty-eight-hours week.
- (2) Question of preventing or providing against unemployment.
- (3) Women's employment:
  - (a) Before and after child-birth, including the question of maternity benefit;
  - (b) During the night;
  - (c) In unhealthy processes.
- (4) Employment of children:
  - (a) Minimum age of employment;
  - (b) During the night;
  - (c) In unhealthy processes.
- (5) Extension and application of the International Conventions adopted at Berne in 1906 on the prohibition of night work for women employed in industry and the prohibition of the use of white phosphorous in the manufacture of matches.

#### CONFERENCE PRELIMINARIES.

The Organizing Committee, in May, 1919, sent out to the nations participating in the International Labour Organization a questionnaire, requesting information of a highly detailed character with reference to existing laws, regulations and practices in connection with each of the subjects mentioned in the agenda, also inviting any information available with respect to matters contemplated or suggested, by way of laws or regulations, in relation to these subjects. The questionnaire destined for the Government of Canada was duly received in the Department of Labour, and was given prompt attention. The information requested was gathered, so far as possible, and very full statements on the subject were forwarded to the Organizing Committee. The Organizing Committee was thus enabled to assemble



at its headquarters in London a mass of valuable information from practically all countries of the world. These reports were studied, and printed copies of a carefully prepared abstract were sent out in time to reach most of the Members of the International Labour Organization before the Delegates of the countries in question had set out for the Conference at Washington.

In the case of a few countries remote from the headquarters of the Organizing Committee, and occasionally for other reasons, the reply to the questionnaire was received too late for incorporation in this general abstract, and supplements to the abstract remedied, as a rule, these omissions.

Although the Peace Treaty had decreed that the first International Labour Conference should be held in Washington in October, and was to be convened by the Government of the United States of America, the precise date had been left open. As time passed and it became apparent that the United States was unlikely to have signed the Peace Treaty prior to the end of October, some uncertainty was felt whether or not the official action on the part of the United States, necessary under the labour Convention, would be deemed practicable. Doubt on this point was removed by the issue by the Secretary of Labour of the United States of an announcement that the Conference would be convened at the Pan-American Building at Washington, D.C., at 11 o'clock a.m. on Thursday, October 29.

#### COMPOSITION OF CONFERENCE.

It will be recalled that in Article 389 (3) of the Labour Convention each Member of the International Labour Organization is entitled to send four Delegates to each International Labour Conference, two of them to represent the Government and two to represent employers and workers respectively, these last to be chosen "in agreement with the industrial organizations if such organizations exist, which are most representative of employers or workpeople," etc.

The same Article permits the appointment of advisers for each Delegate, such advisers not to exceed two in number for each item on the agenda. Since there were five items on the agenda, the letter of the Convention would have permitted the appointment of ten advisers for each of the four Delegates, a total of forty-four persons. The privilege of sending advisers was, however, exercised with reserve, and the delegates and advisers together when they actually assembled at Washington, though representing forty-one nations, were but slightly in excess of 400 in number.

#### REPRESENTATION OF DOMINION AND PROVINCES.

There seemed perhaps special reason why the representation of the Dominion of Canada, having in mind our proximity to the place of meeting, and the fact that it was the only North American country which would have a vote in the Conference, should not be inconsiderable. It was, moreover, desirable not to overlook the fact that the constitution of Canada was federal in character and that many of the matters appearing on the agenda of the Conference, and which would come up for discussion and action, were such as would fall within the jurisdiction of the Provinces. The Provincial Governments did not come at any point directly into contact with the International Labour Office, and it would be an obvious advantage if some means could be effected to secure this contact. The feature in the procedure which permitted the appointment of advisers to Delegates to the Conference seemed to offer the opportunity. The different Provincial Governments were each accordingly invited to name one person who might be appointed as an adviser to a Dominion Government Delegate, and each Government accordingly accepted the invitation. The mingling which resulted of Dominion and Provincial officials in the Washington Conference was of the greatest value for the furtherance of the principles underlying the Conference.

The two delegates appointed to represent the Dominion Government were the Hon. G. D. Robertson, Minister of Labour, and the Hon. N. W. Rowell, K.C., President of the Privy Council. With regard to the appointment of delegates on behalf of employers and workers respectively, the Minister of Labour requested recommendations respectively from the Canadian Manufacturers' Association and the Trades and Labour Congress of Canada, these bodies being held to be those which, in the words of Article 3, were "most representative of employers or workpeople." Each of these bodies was requested also to nominate five advisers, and nominations were furnished as requested.

#### THE CANADIAN DELEGATION.

The Canadian delegation to the Convention was constituted as follows:

##### *Government Delegates:*

The Hon. Gideon D. Robertson, Senator and Minister of Labour of Canada.

The Hon. Newton W. Rowell, K.C., M.P., President of the Privy Council of Canada, and Acting Secretary of State for External Affairs.

##### *Advisers to Government Delegates:*

(In the following list Messrs. Acland, Christie and Brown are Dominion Government officials; the remainder are the nominees of the respective provinces).

Mr. F. A. Acland, Deputy Minister of Labour of Canada.

Mr. Loring C. Christie, Legal Adviser to the Department of External Affairs of Canada.

Mr. Daniel A. Cameron, of Sydney, Member of the Provincial Legislature of Nova Scotia.

The Hon. C. W. Robinson, of Moncton, Member without portfolio of the Government of the Province of New Brunswick.

The Hon. W. L. Mackenzie King, C.M.G., M.P., of Ottawa, (named by the Government of Prince Edward

Island), Leader of the Dominion Opposition, and former Minister of Labour of Canada.

Mr. Louis Guyon, of Montreal, Deputy Minister of Labour for the Province of Quebec.

Dr. Walter A. Riddell, of Toronto, Deputy Minister of Labour for the Province of Ontario.

The Hon. Thos. H. Johnson, of Winnipeg, Attorney General for the Province of Manitoba.

Mr. T. Molloy, of Regina, Secretary of the Bureau of Labour for the Province of Saskatchewan.

The Hon. C. R. Mitchell, of Edmonton, Provincial Treasurer of the Province of Alberta.

Mr. J. D. McNiven, of Victoria, Deputy Minister of Labour for the Province of British Columbia.

Secretary (and Adviser):

Mr. Gerald H. Brown, Secretary of the Reconstruction Committee of the Government of Canada.

##### *Employers' Delegate:*

Mr. S. R. Parsons, President, British American Oil Company, Limited, Royal Bank Building, Toronto.

(Appointed on the nomination of the Canadian Manufacturers' Association.)

##### *Advisers to Employers' Delegate:*

Mr. Sam Harris, The Harris Lithographing Company, Ltd., Toronto.

Mr. J. T. Stirrett, General Secretary, Canadian Manufacturers' Association, Toronto.

Mr. E. Blake Robertson, Ottawa Representative, Canadian Manufacturers' Association, Ottawa.

Mr. J. B. Hugg, Canadian Manufacturers' Association, Winnipeg.

Mr. J. G. Merrick, Secretary, Employers' Association, Toronto.

##### *Workers' Delegate:*

Mr. P. M. Draper, Secretary-Treasurer, Trades and Labour Congress of Canada, and President, Ottawa Typographical Union.



*Advisers to Workers' Delegate:*

Mr. Tom Moore, President, Trades and Labour Congress of Canada, Ottawa.

Mr. Arthur Martel, Vice-President, Trades and Labour Congress of Canada, Montreal.

Mr. Robert Baxter, Vice-President, Trades and Labour Congress of Canada, Sydney.

Mr. David Rees, Vice-President, Trades and Labour Congress of Canada, Vancouver.

Mrs. Kathleen Derry, Member, Boot and Shoe Workers' Union, Toronto.

Major L. L. Anthes and Mr. T. A. Stevenson, of the Information and Service Branch of the Department of Soldiers' Civil Re-establishment, were also present at the Conference on behalf of the Department of Soldiers' Civil Re-establishment.

**OPENING OF CONFERENCE.**

The First International Labour Conference opened at Washington on the morning of October 29, 1919. Although the United States was not qualified, technically, to send Delegates to the Conference, the Secretary for Labour of the United States, the Hon. Mr. Wilson, welcomed the Delegates to Washington, and at the unanimous request of the Delegates, acted as President of the Conference throughout its deliberations; also representation of the United States in the gathering was, by vote of the Conference, extended to the United States by courtesy, though the delegates could not have the privilege of voting. Mr. Samuel Gompers, President of the American Federation of Labour, was appointed accordingly as Labour Delegate and appeared at several sessions of the Conference and took some part in the proceedings. No representatives were appointed, however, on behalf of the employers of the United States, or on behalf of the United States Government.

The question of the admission of German and Austrian delegates was considered early in the Conference, and after

some discussion a motion in favour of the admission of German and Austrian delegates was carried, with slight opposition. The German and Austrian delegates had apparently deferred sailing until informed whether or not they would be admitted to the Conference, and ultimately, on account of the difficulty in obtaining steamship passage which would bring them to Washington in time to participate in the proceedings, did not sail.

Forty-one countries were represented, the largest National Delegations being those from Great Britain, Japan and Canada, which were about equal in number. Most, however, of the more distant countries sent delegates only, and not all sent a full quota. The Minister of Labour being detained in Canada during the earlier part of the Conference, the undersigned, as the Deputy Minister of Labour, acted as the Minister's substitute.

The various Delegations were provided with offices in premises adjacent to the Pan-American Building, and in the case of the Canadian Delegation, the different groups were enabled to hold meetings, as occasion required, for the discussion of points arising for consideration. Mr. Gerald H. Brown had been appointed as Secretary of the Canadian delegation, and Mr. Brown's efficient work in this respect conduced greatly to the convenience and advantage of all concerned. Canadian delegates and advisers in all groups were prominent members of the different committees, and took effective part also in the work of the Conference as a whole.

**THE WORK OF THE CONFERENCE.**

It is not necessary here to discuss the general proceedings of the Conference, reports of which have been already printed and published in various forms. It will be, however, in place to state briefly the work accomplished. This is best shown by a statement of the draft conventions and recommendations adopted, which were as follows:



A Draft Convention limiting the hours of work in industrial undertakings to eight in the day and forty-eight in the week.

A Draft Convention concerning unemployment.

A recommendation concerning unemployment.

A recommendation concerning reciprocity of treatment of foreign workers.

A Draft Convention concerning the employment of women before and after child-birth.

A Draft Convention concerning employment of women during the night.

A recommendation concerning the prevention of anthrax.

A recommendation concerning the protection of women and children against lead poisoning.

A recommendation concerning the establishment of Government Health Services.

A Draft Convention fixing the minimum age for admission of children to industrial employment.

A Draft Convention concerning the night work of young persons employed in industry.

A recommendation concerning the application of the Berne Convention of 1906, on the prohibition of the use of white phosphorus in the manufacture of matches.

#### MISCELLANEOUS RESOLUTIONS ADOPTED BY THE CONFERENCE.

Among the miscellaneous resolutions adopted by the Conference was one expressing the hope that the provisions of the draft convention adopted by the Conference might be followed in the legislation enacted by all industrial countries, and that the Governing Body of the International Labour Office should communicate the text of the draft convention to the Governments of all states which might not be Members of the International Labour Organization, and should also study all possible methods for inducing these states to embody the

provisions of the conventions in their domestic legislation.

#### RATIFICATION OF CONFERENCE PROCEEDINGS.

A discussion arose with regard to the steps which might be necessary to give effect to the decisions reached at the Conference in view of the fact that, the Treaty of Peace not having been ratified, the League of Nations and the International Labour Office had not, apparently, come formally into existence. The following Resolution was submitted on this subject, and was, after consideration, adopted: "Seeing that the Treaty of Peace has not been yet ratified, the Conference gives authority to the Governing Body to take such measures as may be necessary to render the Resolutions of the Conference effective. Therefore, when this Conference adjourns to-day, it adjourns leaving it at the discretion of the Governing Body to reconvene the present meeting or to declare it closed, as may be deemed advisable."

#### CREATION OF GOVERNING BODY.

The proceedings included action, in accordance with the provisions of Article 393 (7), for the creation of a Governing Body of the International Labour Office. The article requires that the Governing Body of the International Labour Office shall be constituted as follows: "twelve persons representing the Governments; six persons elected by the Delegates to the Conference representing the employers; six persons elected by the Delegates to the Conference representing the workers. Of the twelve persons representing the Governments eight shall be nominated by the Members which are of the chief industrial importance, and four shall be nominated by the Members selected for the purpose by the Government Delegates to the Conference, excluding the Delegates of the eight Members mentioned above. Any question as to which are the Members of the chief industrial im-

portance shall be decided by the Council of the League of Nations."

Communications from the International Organizing Committee to the Dominion Government had suggested tentatively the following as the eight chief commercial nations, viz., United States, Great Britain, France, Germany, Italy, Belgium, Japan, Switzerland and Spain. At the time the communication of the Organizing Committee was written, it was not clear if Germany would be regarded as qualified for membership in the Conference; on the other hand, the name of the United States was included in the expectation that that country would be qualified for such membership. In any event, the list was presented for the consideration of the other members of the International Labour Organization. The situation with respect to the United States and Germany respectively remained doubtful. The question of the members which would be qualified to rank as among the chief commercial countries received close and careful attention from the Dominion Government, and consideration showing apparent ground for the view that Canada could advance substantial claims to rank within the list of eight chief commercial countries, a statistical comparison of Canada with other leading countries as to resources, industrial, strength and other points which would appear to be involved, was prepared and transmitted to the Organizing Committee. Later it appeared that protests were also received by the Organizing Committee from India, Sweden and the Argentine Republic. At the Washington Conference a committee was appointed to deal with the matter. The situation had been, in the meantime modified, on the one hand, by the admission of Germany by the Conference as a member of the International Labour Organization, and by the failure, on the other hand, of the United States to qualify for membership. By agreement the protests made against the original selection of the Organizing Committee were withdrawn, and after careful discussion, the following countries were named as those which would

appoint Government Representatives to the Governing Board, viz., Belgium, France, Germany, Italy, Japan, Switzerland, Spain, Argentina, Canada, Holland, and, pending the appointment of a Representative of the United States, Denmark. Representatives were elected also by the groups representing employers and workers.

#### FIRST MEETING OF GOVERNING BODY.

The first meeting of the Governing Body was held at Washington prior to the conclusion of the Conference, the membership of the Board being constituted as follows:—

#### *Government Representatives—*

FRANCE.—Mr. Arthur Fontaine, Director of the Labour Department, Councillor of State, Ministry of Labour.

GREAT BRITAIN.—Sir Malcolm Delevigne, K.C.B., Assistant under-Secretary of State, Home Office.

ITALY.—Baron Mayor des Planches, ex-Ambassador at Washington.

SPAIN.—Vicomte de Eza, M.P., ex-Minister of Public Works.

BELGIUM.—Professor M. E. Mahaim, Professor of International Law, University of Liège.

SWITZERLAND.—Dr. Hermann Ruenach, Director of the Federal Office of Social Insurance.

POLAND.—M. F. Sokal, Director of the Labour Department, Ministry of Labour and Social Welfare.

CANADA.—Hon. Gideon D. Robertson, Senator, Minister of Labour.

DENMARK.—Dr. Vedel, Chief of Division, Ministry of Interior.

Japan and the Argentine Republic were each represented by one of the Government delegates from these countries; Germany was not represented.

#### *Employers' Representatives—*

FRANCE.—M. Louis Guerin, Director of the Linen Industry of France.



GREAT BRITAIN.—Sir Allan Smith, K.B.E., M.P., President of the National Confederation of Employers' Organizations.

CZECHO-SLOVAKIA.—Mr. F. Hodacz, Secretary-General of the Federation of Czecho-Slovak Manufacturers.

BELGIUM.—M. Jules Carlier, President of the Central Industrial Committee for Belgium.

SWITZERLAND.—Dr. Dietrich Schindler, Director-General of the Oerlikon Factory.

ITALY.—Signor A. Pirelli, Director of Pirelli Bros., Milan.

Mr. Fontaine will be recalled as having been substitute member for France, of the International Labour Commission which originally framed the Labour section of the Peace Treaty, and was later Chairman of the Organizing Committee of the International Labour Conference. Mr. Thomas, was known to most as having been Minister of Munitions in the French Government during the later years of the war, and was understood to have been active also in the negotiations at Paris, with regard to the Labour section of the Treaty. Mr. Thomas was not a member of the Washington Conference.

#### SECOND MEETING OF GOVERNING BODY.

The second meeting of the Governing Body of the International Labour Office, was held in Paris, beginning on January 26. The Hon. G. D. Robertson, Minister of Labour, representing the Dominion Government on the Governing Body, was, on account of pressure of public business, unable to leave Canada, and the undersigned, as Deputy Minister of Labour, was appointed accordingly as substitute member of the Governing Body. Mr. P. M. Draper, of Ottawa, Secretary of the Trades and Labour Congress of Canada, and the Workers' Representative named for the Governing Body, (pending the appointment of a Representative by the United States), being also unable to attend, Mr. Tom Moore, President of the Trades and Labour Congress of Canada, was appointed as substitute member.

The Canadian Delegates to the Governing Body sailed from New York on the 17th instant on the "Kaiserin Augusta Victoria", a ship which had ordinarily made the transatlantic passage in six or seven days, but which was, unfortunately, on the present occasion seriously delayed by rough weather, so that the Canadian delegates did not arrive in Paris in time to take part in the proceedings of the Governing Body. Conversations, however, with Mr. Albert Thomas, the Provisional Director, and

#### Workers' Representatives—

FRANCE.—M. Léon Jouhaux, Secretary-General of the Confédération Générale du Travail.

GREAT BRITAIN.—Mr. G. H. Stuart-Bunning, ex-Chairman of the Parliamentary Committee, Trades Union Congress.

NETHERLANDS.—Mr. J. Oudegeest, M.P., President of the National Association of Labour Unions.

SWEDEN.—M. A. Herman Lindquist, President of the Second Chamber of the Riksdag, President of the Trade Unions' Association.

CANADA.—Mr. P. M. Draper, Secretary-Treasurer, Trades and Labour Congress of Canada, and President Ottawa Typographical Union.

GERMANY.—Herr K. Legien, Secretary-General of the General Commission of Trade Unions.

(Mr. Legien was not, of course, present.)

Some discussion arose with respect to the matter of the organization of the Governing Body, and after discussion Mr. Arthur Fontaine, of France, was elected Permanent Chairman, to hold office, that is, under Article 7, for three years. M. Albert Thomas, of France, was appointed Director-General, it being understood, however, that the appointment was of a provisional character only.



other officers of the International Labour Office, informed them fully on the subject.

Mr. Arthur Fontaine, Chairman of the Governing Body, presided over its deliberations, and there were also present throughout the proceedings Mr. Albert Thomas, Provisional Director, and Mr. H. B. Butler, Secretary-General of the Washington Conference, also various officers of the International Labour Office, interpreters, etc.

*Ratification of Proceedings at Washington.*—A memorandum was submitted by the Director with reference to steps to be taken to give effect to the decisions of the Washington Conference. The Director cited the Resolution passed by the Conference on this subject at its meeting on November 29. He remarked that the question had been brought to the attention of the legal advisers, not only of the League of Nations, but also of the French Foreign Office, with a view to having its proceedings validated. "The Washington Conference," remarked the Director, "was convened by virtue of Article 424 of the Treaty of Peace. Its date, October 1919, was fixed by the same Article. The place of meeting, its agenda and the position of the Organizing Committee were laid down in the Annex to Section I of Part XIII of the Peace Treaty. These provisions, in common with all the other stipulations of the Treaty, were validated, and took effect by virtue of the fact of the deposit of the ratifications." Some discussion followed the statement of the Director, and finally the question of declaring the Washington Conference closed was put to the vote and carried unanimously.

*Appointment of Director.*—When this subject came up for consideration, Mr. A. Thomas, who, it will be remembered, had been appointed provisionally at the meeting of the Governing Body on November 29 at Washington, withdrew from the room. A brief discussion occurred of a nature complimentary to Mr. Thomas. The question of the appointment of a Director was then put to the vote, and the appointment of Mr.

Thomas was unanimously approved. Mr. Thomas was then recalled and was congratulated by the Chairman on his appointment.

*Organization of the International Labour Office.*—A memorandum had been submitted by the Director with regard to this subject, and Mr. Thomas, in a brief statement to the Commission, outlined the proposition which had been therein set forth in detail. He proposed the formation of three departments of action which would deal with (a) the work of preparation for Conferences and pertaining to the conference during sessions, and subsequently following up the work of a Conference; (b) issuance of a bulletin, and the collection and distribution of information; (c) propaganda and liaison with kindred associations.

To secure that these three sections should have the assistance of all necessary expert knowledge, the Director proposed also the creation of technical branches. Mr. Thomas explained the considerations by which he had been guided. In accordance with the resolutions of the Washington Conference, he had conceived the Labour Office not as a purely administrative machine, but as an organization capable of carrying out as rapidly as possible the tasks entrusted to it under the Peace Treaty. The Director pointed out that the same considerations would apply in the progressive development of the office.

A somewhat extended discussion followed, in the course of which a motion was submitted for the appointment of a Deputy Director who "under the orders of the Director will assist him in carrying on the work of the office, will see that his directions are duly carried out by the departments and sections, and will, to that end, supervise generally the work of the staff." Ultimately it was decided to leave the question of organization and finance to be dealt with by two committees, and committees were accordingly appointed.

*Date, Place and Programme of Seamen's Conference.*—It will be recalled that the draft convention approved by

the Washington Conference with regard to the application of an eight-hour day and forty-eight-hour week to industrial undertakings, contained a provision in Article (1), paragraph (d), to the following effect: "The provisions relative to transport by sea and on inland waterways shall be determined by a special Conference dealing with employment at sea and on inland waterways." Two documents on this subject had been distributed to members of the Governing Body, one of these being a summary of Resolutions adopted by the Seamen's Trade Union Conference, held at Antwerp a few days before the present meeting of the Governing Body; the second document discussed in some detail the general situation as to seamen's work and possible legislation. After discussion, June 15 was adopted as the date of the projected Seamen's Conference. With regard to the place of meeting the cities chiefly discussed were Antwerp and Geneva; ultimately Genoa was adopted.

*Agenda of Seamen's Conference.*—The question of the agenda of the Seamen's Conference was then taken up, and after an active discussion, the following agenda was adopted:—

1. Application to seamen of the Convention drafted at Washington, last November, limiting the hours of work in all industrial undertakings, including transport by sea and, under conditions to be determined, transport by inland waterways, to eight hours in the day and forty-eight in the week.

Consequential effects as regards manning and the regulations relating to accommodation and health on board ship.

2. Supervision of articles of agreement. Provision of facilities for finding employment for seamen. Application to seamen of the Convention and Recommendations adopted at Washington in November last in regard to unemployment and unemployment insurance.

3. Application to seamen of the Convention adopted at Washington prohibiting the employment of children under fourteen years of age.

4. Consideration of the possibility of drawing up an International Seamen's Code.

*Date, Place and Agenda of the Next General Conference.*—The question of date, place and agenda of the next General Conference was next considered.

The Director explained that the legal advisers of the League of Nations were of the view that the Seamen's Conference would count as an ordinary Conference, and would, therefore, fulfil the obligation of holding a Conference during 1920. It was finally decided to hold the next General Conference in the Spring of 1921.

*Report of Budget Committee.*—The Budget Committee pointed out that until the organization of the International Labour Office, a matter which was now before another committee, had been reported upon, it was impossible to draw up detailed estimates for the fiscal period 1920-21. Details, therefore, were submitted only for the half year. The committee expressed itself as strongly of the view that no sinecure posts should be created, but urged that the office should have as its object the fulfilment, in the most direct and rapid manner, of the tasks which had been confided to it. The committee expressed itself favourable to the appointment of a Deputy Director. After consideration of the report, an estimate of £150,000, beginning April 1, 1920 and closing March 31, 1921, was unanimously approved. It had been pointed out that the expenses for the period preceding April 1, 1920, were met by funds advanced by the League of Nations.

*Proposed Commission to Soviet Russia.*—The following resolution was submitted: "That a Commission should be appointed including representatives of trade unions and employers to study the industrial conditions and the situation of the working classes in certain eastern European countries, and, in particular, Soviet Russia."

Considerable discussion followed, and it was finally decided that definite action on the subject should be deferred until the next meeting of the Governing Body, with instructions to the Director, in the meantime, to inquire into and report upon the possibilities and means of carrying out the proposed inquiry.

*Agenda for 1921 Conference.*—Consideration of the agenda for the 1921



Conference was deferred until the next meeting of the Governing Body.

*Governing Body to meet March 22.*—The next meeting of the Governing Body was fixed to be held on March 22, in London, or in Geneva if, in the meantime, officers of the International Labour Organization had been moved to Geneva.

### THIRD MEETING OF GOVERNING BODY.

The Governing Body convened in London on Monday, March 22, meeting in the Library of the House of Lords, which had been placed at its disposition by the courtesy of the British Government. Mr. Arthur Fontaine, President, occupied the chair. Mr. Thomas, the Director, and Mr. H. B. Butler, who had now become deputy-Director, were also present.

The first business taken up was that of receiving the report of the Director. The Director outlined, in some detail, his view as to the relations of the International Labour Office with the League of Nations as resulting from a number of interviews which he had had with Sir Eric Drummond, Secretary-General of the League of Nations. As to finance, the Labour Office would submit its budget, as approved by the Governing Body, to the League of Nations, and its estimate would be included in the general budget presented by the League of Nations to the various governments of the world. A somewhat difficult matter, the Director pointed out, was that of translation. The translation service would be common to both the League of Nations and the Labour Office but the translators doing work for the Labour Office would need a special knowledge of the matters pertaining to labour questions, and should be informed as to the methods of the Labour Office; while the translation service would be thus in a measure common, a number of the translators would be under the authority of the Director of the Labour Office. There was, at the present time, he remarked, considerable difficulty

in finding an adequate supply of qualified officers.

With regard to the question of a library, it was specially desirable that a dual service should be, so far as possible, avoided, but it was none the less necessary that a special section of the library, devoted to social science and questions pertaining to workmen, should be placed under the direction of a librarian who would be attached to the Labour Office, and that the sections of the library concerned with labour matters should be convenient of access to the Labour Office officials who would be continually in touch with the matters which the library specially concerned.

With regard to the question of industrial hygiene, the Director remarked that proceedings at the Washington Conference had, on the one hand, seemed to look to action on this subject on the part of the Labour Office, while on the other hand, the League of Nations had created a section of international hygiene.

A discussion followed which dealt with the general question of the measure of autonomy possessed by the International Labour Office, and whether or not, the Labour Office was in any way subordinate to the League of Nations. No formal conclusion was expressed on the subject, but the Chairman, at the close of the debate, remarked that the discussion which had taken place would prove of considerable service to the Director in his contact on this point with the officers of the League of Nations.

*International Office Headquarters at Geneva.*—The Director referred to a question which had arisen with regard to securing an option for rent or purchase of premises at Geneva which would serve as headquarters for the International Labour Office. It was explained that a plebiscite was to be taken in Switzerland on Sunday, May 16, to approve or disapprove the action of the Swiss Government joining the League of Nations, thus becoming a member also of the International Labour Office. The option proposed would cost 12,500



francs, and if the plebiscite should chance to be unfavourable, there was danger of a loss on the option. The annual rental of the building would be 70,000 francs, and the purchase price 1,000,000 francs. The subject was somewhat actively discussed, and the question of taking the option was left to the discretion of the Director. (It may be noted that the plebiscite on May 16, resulted in the approval of the action of the Swiss Government in joining the League of Nations).

*Maritime Commission Appointed.*—The Director drew attention to the question of the appointment of a Maritime Commission in connection with the International Labour Office whose functions it would be to study maritime questions. The Director questioned whether action would be better taken at the present time or at the Seamen's Conference at Genoa. Considerable discussion followed, and it was finally decided that there should be established a Commission of twelve members, five to represent owners and five to represent workmen, the members to be named by the Conference at Genoa, and two members to be chosen by the Governing Body; this Commission to be associated with the technical maritime section of the Labour Office, and to be consulted on questions relating to maritime work, the Commission to meet at the call of the Chairman of the Governing Body, who also would preside over its deliberations.

This resolution was, after debate, adopted.

*Organization of the Labour Office.*—A report was presented by the committee which had been appointed at the Paris meeting to deal with this subject. The committee reported that a careful examination had been made of the memorandum which had been prepared by the Director with respect to organization, and had approved of the general principles underlying the procedure there suggested. The report of the committee was, after an active discussion, adopted.

*Procedure.*—A report was presented also by the committee on procedure, and after a somewhat active debate, was accepted.

*The Russian Soviet Inquiry.*—The resolution held over from the Paris meeting of the Governing Body with reference to the appointment of a Commission to investigate conditions in countries of Eastern Europe, and particularly in Soviet Russia, received consideration. The Director reported that the question of the appointment of such a Commission had been, subsequently to the January meeting of the Board, taken up with the officials of the League of Nations, and the latter body had accepted the view that reliable information on such matters would be of the highest value and had suggested that it might be an advantage if the Commission were appointed by the League of Nations. After discussions between the officials of the League of Nations and those of the International Labour Office, the Council of the League of Nations had decided to appoint a Commission to investigate the economic conditions in Soviet Russia, provided the consent of the Soviet government was received, and had invited the International Labour Office to name two persons, one an employer and one a workman, for appointment to the Commission.

After an active debate it was decided to accept the suggestion of the Council of the League of Nations and to name, as requested, two persons, one representing employers and one representing workmen, for membership on the Commission to be appointed by the League of Nations, the persons in question being selected respectively by the groups affected. The Governing Body deemed it desirable, however, to proceed with the appointment of a Commission which would make a special inquiry into industrial and social conditions, thus covering matters which would, it was thought, fall outside the scope of the Commission appointed by the Council of the League of Nations, and a Commission was accordingly established,

composed of ten members, four representing workmen and two representing governments. The Governing Body decided that there might also be appointed one adviser for each member appointed by employers and workmen, and two advisers for each of the two members to be named by governments. The employing and workmen groups named their members and advisers before the Body dispersed. It is understood that the workmen members of the Governing Body asked that Mr. Tom Moore or Mr. P. M. Draper, would accept membership on the Commission, and that Mr. Moore was unable to accept this proposition either for Mr. Draper or himself; Mr. Arthur Martel, of Montreal, Vice-President of the Trades and Labour Congress of Canada, and representing the United Brotherhood of Carpenters and Joiners, was, however, named as one of the advisers. France and Great Britain were selected by the Government members of the Board as the two countries which should be requested to send Government delegates, and the Governments of Poland, Czecho-Slovakia, Italy and Switzerland will be requested to name advisers to these delegates.

*Appointment of a Migration Commission.*—A further matter of importance related to the resolution adopted at the International Labour Conference at Washington in November last, requiring the Governing Body to set up an International Commission to study the question of regulating emigration and immigration, and protecting the interests of wage earners not residing in their own country. The Conference had also decided that the representation of European States on this Commission should be limited to one-half of the total number of the members of the Commission. The Governing Body, in dealing with the matter, decided that the Commission in question should be composed of eighteen members and an independent chairman. In determining the composition of the Commission the following points were taken into consideration: first, that of equal representation of Governments and em-

ployers and workers; secondly, that of equal representation of European and non-European countries; and thirdly, that of the respective importance of different countries from the point of view of emigration and immigration. The Governing Body decided to invite the British Government to nominate an independent chairman of the Commission, and allotted to eighteen other countries, seats for representatives of Governments, employers and workers in accordance with the following list:

Governments.	Employers.	Workers.
Brazil	South Africa	Germany
Canada	Argentine	Australia
China	Spain	United States
France	Greece	Poland
Japan	Czecho-Slovakia	Italy
India	Switzerland	Sweden

Canada, it will be observed, falls within the list of countries which will appoint a Government representative and a substitute.

(Mr. Obed Smith, Dominion Immigration Commissioner at London, Eng., has been since appointed as the Canadian representative on the Commission).

The discussion on the subject indicated a general view that the Commission in question would not be brought formally together until shortly before the meeting of the General Conference, which is expected to be held early in 1921. It was understood that the Labour Office would, in the meantime, issue an extensive questionnaire and otherwise gather information pertaining generally to the subject of immigration, which would serve in the nature of a preliminary report on the subject and would be of value for the Commission as a basis for its work.

*Agenda of 1921 Conference.*—The agenda of the 1921 Conference was then taken up. The Chairman suggested consideration of the memorandum by the Director with regard to the inclusion of the agricultural industry within the conventions and recommendations of the Washington Conference; the consideration for the agenda of the 1921 Conference might be with advantage deferred until the next meeting of



the Governing Body. An active discussion followed, and it was decided to include the following items in the agenda of the 1921 Conference, namely:

#### Agricultural Questions.

- (a) adaptation to agricultural workers of the Resolutions of the Washington Conference.
  - 1. Fixing hours of work.
  - 2. Measures for the prevention and reduction of unemployment.
  - 3. Protection of women and children.
- (b) technical agricultural training.
- (c) hygiene.
- (d) guarantee of the rights to form associations and unions.
- (e) protection against accidents, sickness, incapacity and old age.

#### Industrial Diseases.

- (a) disinfection of wool infected with anthrax spores.
- (b) prohibition of the use of white lead in painting.

*Governing Body to meet June 8 at Genoa.*—It was decided to hold the next meeting of the Governing Body at Genoa on June 8, or one week earlier than the opening of the Seamen's Conference at the same place.

The proceedings of the London meeting of the Governing Body were closed on the afternoon of Thursday, March 25, and the Canadian delegates sailed from Liverpool for Canada on the following Saturday, March 27, reaching St. John, N.B., on April 7.

#### QUESTION OF ACTION BY COMPETENT AUTHORITIES.

It may be added that on the ratification of the Treaty of Peace, the Secretary-General of the League of Nations, in accordance with the requirements of the Labour Convention, forwarded to the various governments concerned copies of the authentic text of the conventions and recommendations made at Washington, and a copy was in due course received by the Dominion Government.

The situation in Canada with respect to action by the competent authorities concerning the conventions and recommendations of the Washington Conference has been in the meantime a

matter of discussion between the Dominion Government Departments concerned with a view to determining precise lines of procedure and some aspects of the question of legislative competency, and there is at the time of writing ground for believing that a conclusion as to these several matters will be reached shortly.

#### SEAMEN'S CONVENTION.

With regard to the Seamen's Convention to be held at Genoa on June 15, it may be here stated that the Minister of Labour received in March a copy of the questionnaire sent out by the International Labour Office in accordance with the conclusions reached at the Paris meeting of the Governing Body. The contents of the questionnaire received prompt attention by the Department of Labour, and the information requested was forwarded as soon as possible. Steps were taken, in due course, for the appointment of the Canadian Delegation, and the following appointments were made:—

FOR THE DOMINION GOVERNMENT.—Mr. G. J. Desbarats, C.M.G., C.E., Deputy Minister of the Naval Service; Mr. Philippe Roy, Paris, Canadian Commissioner General in France.

FOR THE EMPLOYERS.—Mr. T. C. Robb, Manager, Shipping Federation of Canada.

FOR THE WORKMEN.—Mr. J. C. Gauthier, of the National Association of Masters, Mates and Pilots, and also of the International Seamen's Union of America.

Messrs. Robb and Gauthier were appointed under the conditions indicated in Article 389 (3) of the Labour Convention namely, in agreement with the industrial organizations "most representative of employers or workpeople."

I have the honour to be,  
Sir,

Your obedient servant,

F. A. ACLAND,  
Deputy Minister of Labour.

OTTAWA, May 15, 1920.



## REPORT OF NOVA SCOTIA COMMISSION ON WOMEN IN INDUSTRY

**B**Y an Act of the legislature of Nova Scotia in 1919, a commission was named to inquire into (a) the hours of labour, wages, and working conditions of women engaged in industrial occupations; (b) schemes providing mothers' pensions or allowances, and what scheme, if any, would be practicable in the province. The commissioners have recently issued a report dealing with the first subject of their reference. With regard to mothers' pensions the Commission decided to report on this part of their work at a later date, as some time would be required to obtain the necessary information.

Reference is made in the report to the labour sections of the Peace Treaty, in which are laid down the principles that wages must be adequate to maintain a reasonable standard of life; that the working day should be eight hours and the working week 48 hours; that men and women should receive equal remuneration for work of equal value; and that each state should provide for a system of inspection, in which women should take part, in order to insure the enforcement of laws and regulations for the protection of the employed. In support of a minimum wage law the findings of the Dominion Royal Commission on Industrial Relations, of 1919, are quoted as follows: "In several of the Provinces of Canada the absence of a minimum wage law, particularly for women and girls, was mentioned as a serious cause of dissatisfaction. In four Provinces—Manitoba, British Columbia, Saskatchewan and Quebec—there is such a law administered by a Minimum Wage Board, by which the minimum rate to be paid is fixed from time to time. We believe that such a law should be enacted in all the Provinces, and should cover not only women and girls, but unskilled labourers as well." A resolution of the National Industrial Conference which was held at Ottawa in September, 1919, is also quoted, in which the Provincial

Governments which had not adopted minimum wage laws for women and children were unanimously recommended to investigate the necessity of such laws and to enact such legislation, if found to be needed. Brief reference is made in the report to minimum wage laws in New Zealand and Australia, the pioneers in such labour legislation; in Great Britain, where the minimum wage boards established by the Trades Boards Act of 1909 were extended in 1918 to cover many new trades; and in the United States where in 36 states the hours and working conditions of women are regulated by law, while minimum wages are fixed in the states of Washington, Wisconsin, Arkansas, Colorado, California, Oregon, Massachusetts, Nebraska, Minnesota and Kansas. Finally, an outline is given of the progress made in Canada, as shown in the legislation enacted in the past two years in Manitoba, Saskatchewan, Quebec, Alberta, and British Columbia.

In the course of its inquiry the Nova Scotia Commission inspected the principal industries in the Province where women were employed, but they had no authority to investigate the working conditions of women employed in offices, shops, hotels, restaurants and telephone offices. The weekly earnings of 2,032 women in 49 industries were found to be distributed as follows:

\$ 5.00 and under	100
5.01 to \$6.00	107
6.01 to 7.00	172
7.01 to 8.00	213
8.01 to 9.00	248
9.01 to 10.00	316
10.01 to 11.00	215
11.01 to 12.00	163
12.01 to 14.00	186
14.01 to 16.00	152
16.01 to 18.00	71
18.01 to 22.00	60
22.01 to 25.00	20
Over \$25.00	8

A large proportion of female workers are thus shown to work for less than \$10 a week; a number of them, however, do not work full time. It was found that one cause of low wages was the large number of girls working in factories who lived at home supported by their parents, and who worked for wages that provided them with little more than spending money. "Many girls," declared the Commissioners, "who must support themselves, and a number of widows supporting children, are thus forced to accept less wages than are sufficient to properly maintain them." Most of the evidence showed that wages should not be lower than \$10 or \$12; one large employer stated that his rule was that a girl should be paid a wage equal to twice the amount of her board bill. The average working hours in the plants examined were 50.4 per week. The actual hours, however, ranged from as high as 60 hours to 44 hours, the latter being the working week in some printing offices and laundries; in three of the largest industries in the Province the week was 55 hours. Employers who were asked their opinion on the proposed legislation showed considerable opposition to a minimum wage, but were favourable to an 8-hour day law.

The general conclusions reached by the Commission were that a large num-

ber of women in the Province were not earning sufficient wages; that hours were frequently too long, especially where women have to stand, or where work is heavy or unhealthy; that working conditions could be improved, and should be subject to standard regulations; that the lack of medical inspection, especially in food factories, constitutes a public menace; that the Nova Scotia Factories Act was too limited in its scope and its provisions were too indefinite. The Commission unanimously recommended the passing of minimum wage legislation similar to that in force in Manitoba and Saskatchewan, providing for the appointment of a Board representative of women workers, the employers and the public; this Board to have power to determine: (a) the standard of minimum wages for women in industry, shops and offices, sufficient to maintain them; (b) standards of hours of labour; (c) standards of conditions essential to health and morals; (d) medical inspection of employees in food factories for the protection of public health. The Commission found it impossible to recommend a flat minimum wage for the whole province owing to the variation in local conditions and in current prices, but they suggested that the proposed Minimum Wage Board be vested with powers to fix suitable standards from time to time.

### LABOUR ORGANIZATION IN CANADA, 1919

**T**HE Ninth Annual Report on Labour Organization in Canada, containing statistics, etc., for the calendar year 1919, has been issued by the Department of Labour. The report deals with the advent of the One Big Union and also gives a review of the progress of the national Catholic unions in the province of Quebec. Notwithstanding these two forces, the international organizations have made a very substantial gain in their following, while the non-international bodies and independent units show losses. The figures given in the report show that trade union mem-

bership in the Dominion has reached the highest point recorded since the Department commenced the publication of these annual reports in 1911, the total reported membership for all classes of labour bodies in Canada at the close of the year 1919 being 378,047. There are in all 2,847 local branch unions in the Dominion, of which 2,309 are affiliates of international organizations, comprising 260,247 members, an increase over 1918 of 412 branches and 58,815 members; 325 local branches with 33,372 members are connected with what are termed non-international



bodies, these figures showing a loss of seven branches and of 4,556 members; 29 are independent units, a decrease of 16, and the reported membership was 1,249 less than that reported in 1918; the national Catholic unions number 83, comprising a membership of 35,000; the One Big Union reported 101 units with a membership of 41,150. These figures show a gain of 573 in local branches of all classes of labour bodies operating in Canada, and the remarkable increase in membership of 129,160. The membership of all classes of organized labour in Canada, as reported to the Department for the past nine years, has been as follows:

1911.....	133,132
1912.....	160,120
1913.....	175,799
1914.....	166,163
1915.....	143,343
1916.....	160,407
1917.....	204,630
1918.....	248,887
1919.....	378,047

#### Trade Union Membership by Provinces

Including all classes of trade unions operating in the Dominion, the standing by provinces is as follows: Ontario, 1,223; Quebec, 513; British Columbia, 263; Alberta, 231; Manitoba, 170; Saskatchewan, 158; Nova Scotia, 157; New Brunswick, 124; and Prince Edward Island, 8.

#### Trade Union Membership in Chief Cities

There are 32 cities in the Dominion having not less than 20 local branches of the international and non-international organizations and independent units, and between them they represent 57 per cent of the branches of these bodies and comprise 56 per cent of the local lodges of all classes of labour organizations in the Dominion, as well as containing approximately 49 per cent of the trade union membership of 378,047 as reported from the headquarters of the central organizations. Montreal leads the cities with 203 local branches of all classes of unions, 130 of which reported 45,289 members; Toronto

stands in second place with 159 branches the membership of 95 which reported being 24,822; Winnipeg occupies third position with 101 branches, 54 of which reported 10,741 members. Other cities in order of number of branches of all classes are: Vancouver, 85 branches, 60 reporting 29,596 members; Ottawa, 80 branches, 58 reporting 9,271 members; Hamilton, 75 branches, 57 reporting 5,253 members; Quebec, 70 branches, 47 reporting 7,388 members; London, 68 branches, 49 reporting 5,053 members; Edmonton, 62 branches, 40 reporting 3,760 members; Calgary, 58 branches, 40 reporting 4,718 members; St. John, 50 branches, 32 reporting 4,599 members; Victoria, 48 branches, 32 reporting 4,164 members; Halifax, 35 branches, 23 reporting 2,946 members; Regina, 35 branches, 25 reporting 1,163 members; Saskatoon, 35 branches, 24 reporting 1,457 members; St. Thomas, 34 branches, 27 reporting 2,946 members, Moose Jaw, 34 branches, 26 reporting 3,251 members; Windsor, 33 branches, 25 reporting 1,987 members; Fort William, 32 branches, 25 reporting 1,368 members; Kingston, 31 branches, 15 reporting 978 members; Brantford, 29 branches, 24 reporting 1,404 members; St. Catharines, 28 branches, 19 reporting 858 members; Peterborough, 28 branches, 20 reporting 1,080 members; Sault Ste Marie, 27 branches, 17 reporting 1,592 members; Brandon, 27 branches, 19 reporting 1,034 members; Stratford, 25 branches, 20 reporting 1,991 members; Niagara Falls, 23 branches, 17 reporting 3,012 members; Sarnia, 23 branches, 16 reporting 757 members; Moncton, 22 branches, 17 reporting 2,937 members; North Bay, 21 branches, 16 reporting 1,448 members; Kitchener, 21 branches, 12 reporting 646 members; Welland, 20 branches, 12 reporting 459 members.

#### Benefits Paid by Central Labour Organizations

Nearly all of the international labour organizations operating in Canada provide for the payment of benefits to members on a varying scale. The report



contains a table showing the reported disbursements made for this purpose in Canada, the United States and elsewhere, the expenditure for 1919 totalling \$15,550,052, a decrease of \$1,252,040 as compared with the payments made in 1918. The amount expended for each class of benefit was as follows:

Death benefits.....	\$10,436,671
Unemployed and travelling benefits.....	298,902
Strike benefits.....	1,789,961
Sick and accident benefits..	1,828,218
Old age pensions and other benefits.....	1,196,300

Four of the non-international organizations reported having made payments for benefits, the total expenditure amounting to \$23,035, an increase of \$6,140 over the disbursements in 1918.

#### Benefits Paid by Local Branches

The report also contains a statement showing the amount paid in benefits for the year 1919 by local branch unions in Canada to their own members, the disbursements aggregating \$583,093, an increase of \$151,589 over 1918. The payments made on account of each class of benefit were:

Death benefits.....	\$185,784
Unemployed benefits.....	15,306
Strike benefits.....	198,438
Sick benefits.....	120,327
Other benefits.....	63,238

#### Other Features of the Report

The report follows closely along the lines of earlier reports on Labour Organization in Canada, the various phases of the plan or organization which has been developed being given due consideration.

Chapters dealing with the advent of the One Big Union and the national Catholic union movement in the province of Quebec are discussed, as are also the activities of the Industrial Workers of the World, and other important incidents in labour matters which have occurred during the year 1919.

The report serves as a directory of trade unions for the Dominion for 1920, containing as it does particulars not only of every known local trade union in Canada, (including branches of international, non-international, independent, national Catholic and One Big Union bodies), but also a list of all central organizing unions, together with the names and addresses of the chief executive officers.

## ANNUAL CONVENTION OF THE AMERICAN FEDERATION OF LABOUR

### Synopsis of the Proceedings of the Fortieth Annual Convention held in Montreal

**T**HE fortieth annual convention of the American Federation of Labour was held in the city of Montreal from June 7 to 19. (This was the second time that the federation had met outside of the United States, the former occasion being when the convention was held in Toronto in 1909.) The preliminary proceedings of the 1920 convention were in charge of Mr. John T. Foster, president of the Montreal Trades and Labour Council. Mayor Mederic Martin extended a welcome on behalf of the municipality, while the Hon. G. D. Rob-

ertson, Minister of Labour of Canada, and the Hon. Mr. A. David, Provincial Secretary of Quebec, welcomed the delegates on behalf of the Dominion Government and the Province of Quebec, respectively. Mr. A. Verville, M.P., member of the Administration Commission of Montreal, and Mr. Tom Moore, president of the Trades and Labour Congress, also contributed to the opening proceedings. Mr. Samuel Gompers, president of the Federation, replied to the addresses of welcome. At a later session the Hon. N. W. Rowell, President

of the Privy Council of Canada, also delivered an address. (The speeches of the Hon. G. D. Robertson and the Hon. N. W. Rowell are published elsewhere in this report.)

The report of the credential committee, which was approved, recommended the seating of 571 delegates, including five fraternal delegates, among whom were two from the British Trades Union Congress and one from the Trades and Labour Congress of Canada. One of the former, Mr. J. Jones, M.P., was taken ill and was unable to attend the sessions. During the convention Mr. J. W. Ogden, of the British Congress, and Mr. J. A. McClelland, of the Canadian body, extended fraternal messages from their respective organizations.

The report of the executive council containing a review of its activities during the year was referred to the appropriate committees, as were also the various resolutions submitted.

#### **Report of Auditing Committee**

The first committee to report was the Auditing Committee, which submitted a statement of the receipts and expenditures for the general funds and several special accounts for the fiscal year. The receipts for the general fund, including balance on hand, amounted to \$1,121,746.11, and the expenses to \$917,765.65, leaving a balance of \$203,980.46. The account of the A. F. of L. building fund showed that the remaining indebtedness had been paid off and that there was a balance of \$1,215.18. The other special accounts were reported upon, showing the amounts received and their disposition. Attention was called to the increase in membership, which had passed the 4,000,000 mark, the number being 75,740 in excess of that figure.

#### **Labour's Demands to Republican Convention**

In accordance with the decision of the executive council, President Gompers and Vice-President Woll went to Chicago, accompanied by P. H. Mc-

Carthy, president of the California State Federation of Labour, after the close of the first day's proceedings to present to the platform committee of the Republican Party the demands of labour which the federation considered essential to its progress, interest and welfare. On their return on June 12th, the delegation presented a report outlining the attitude of the platform committee to the request of the federation, and closing with the statement that "The great underlying principles enunciated by labour for the protection of the rights and interests of the great masses of our people and for their advancement and well-being found no response in the Republican national platform." Similar proposals are to be made to the Democratic Party, the result of which is to be made known in the official records of the federation.

#### **Against Colour Line in Constitutions**

Among the resolutions referred to the Committee on Organization was one requesting that the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees strike out of its constitution the words "only white" members and admit the coloured workers to full membership in the brotherhood or else relinquish jurisdiction over freight handlers, express and station employees and allow them to establish an organization of their own. The committee recommended non-concurrence in the resolution on the ground that the federation could not interfere with the trade autonomy of affiliated national or international unions. The committee stated that the 1919 convention authorized the federation to issue charters to coloured workers if affiliated organizations refused to accept them. An amendment was offered to the recommendation of the committee requesting the Brotherhood of Railway Clerks to remove the words "only white" from its constitution. The amendment was adopted. A similar request was later adopted on recommendation of the committee in re-



gard to the constitution of the Brotherhood of Railway Carmen. The convention approved of a recommendation of the committee that negro organizers be appointed where necessary.

#### **Other Recommendations of Committee on Organization**

The committee on organization approved of the establishment of a trade union information bureau for immigrants, as well as concurring in requests for organization work in various parts of Canada and the United States. On an application for the establishment of an international union of city policemen the committee recommended that when the existing policemen's unions had a combined membership of 6,000 the federation should take action in the direction requested, provided a majority of the unions concerned approved of the formation of such an organization. This was adopted. The question of the establishment of a food producing and distributing department under the American Federation of Labour was referred to the executive council with instructions to hold a conference with the organizations interested, and if they favour the formation of such department to report a comprehensive plan at the next convention. Two resolutions making application for the formation of an international union of office workers were reported on by the committee on organization who recommended that, when the existing unions of office workers had a combined membership of 10,000, similar action to that recommended for a policemen's organization be taken. This recommendation was approved, as was also that referring to the executive council a resolution asking support to the Transportation Trades Council in New York in its fight for better conditions for the men employed on the piers and ships in New York harbour.

#### **Report of Committee on Labels**

The committee on labels, in addition to reporting favourably on two resolu-

tions seeking support for union label goods, submitted a report on the progress made by the Union Label Trades Department during the past year and referred to the value of the establishment of union label leagues as effective agencies for the dissemination of union label agitation. Attention was called to the existence of union labels which have not been endorsed by the American Federation of Labour, especially in the clothing trades, and it was stated that no clothing should be purchased which did not bear a union label that is recognized by the federation. The committee also approved of assistance to the 5,000 members of the cigarmakers' union in Tampa, Fla., who have been on strike since the 18th of April. In the discussion of the report, which was adopted, it was claimed that not sufficient attention was paid by members of unions in patronizing union label products, and greater support was urged. At one of the sessions Miss Ethel M. Smith, fraternal delegate from the National Women's Trade Union League, addressed the convention giving an account of the operations of the league and the progress which had been made since its inception in investigating conditions of the employment of women.

#### **The Shorter Workday**

The committee which dealt with the subject of the shorter workday, in reporting on the three resolutions which had been referred to it, stated that the question was one that must be handled by local unions, with the understanding that the policy of the American Federation of Labour was for the shorter workday first, last and all the time. The resolution dealt with the question of the hours of employment of United States Government postal employees. The committee reported in favour of the 44-hour week with a Saturday half-holiday for everybody, whether engaged in government or any other employment. The committee was of opinion that it might be necessary in some industries to establish a working week of less than



44 hours in order to prevent unemployment in those particular fields, and for that reason recommended that the executive council of the Federation be authorized to support any of its affiliated unions in efforts to shorten working hours when such organizations can show that it is necessary to do so in order to keep all of its members employed. The report was adopted as presented.

#### **Report of Committee on Boycotts**

The committee on boycotts recommended concurrence in a resolution pledging support to the coastwise 'long-shoremen on the Atlantic and the gulf coast in their request for recognition and adjustment of demands and against the open shop. The recommendation was adopted. A dispute between a number of trade unions and a firm in Baltimore was referred to the executive council to investigate, which body also had referred to it for adjustment the complaint of the metal polishers against two bicycle manufacturing firms in Chicago. A resolution sought to declare as unfair to organized labour any persons chosen at the Republican convention for any public office who were guests at hotels, clubs or restaurants against which the Chicago culinary workers were on strike. The convention did not approve of the resolution, but support was pledged to the hotel employees in their fight against the Chicago Hotel Keepers' Association. It was decided to refer to the executive council the matter of the attitude towards organized labour of the Winchester Repeating Arms Company.

#### **Report of Committee on Executive Council's Report**

In reporting on the work of the executive council the committee referred to the magnitude of the task imposed upon the members of the executive during the past year, and in addition to dealing with the report of this body reported on several resolutions which had been referred to the committee. On recom-

mendation of the committee a resolution in reference to the textile workers in Willimantic having members of other crafts in their ranks was referred to the executive council. A request for an international union of building service employees was treated similarly. The committee approved of a resolution opposing discrimination against the negro as well as approving of (1) absolute exclusion of Japanese and other Asiatics, (2) employment of American citizens only in the operating and mechanical departments of the Panama Canal, (3) the holding of a conference of representatives of the coopers and 'long-shoremen's organizations in reference to a jurisdictional claim. Similar action was recommended in regard to a dispute between the plumbers and machinists. The committee concurred in a resolution asking that efforts be made to secure protection for 'longshoremen under the compensation laws of the United States, and also recommended the adoption of a resolution disapproving of assistance being rendered by affiliated unions to any secessionist movement in the ranks of organized labour. Under the caption of "Kansas Court of Industrial Relations," the committee dealt with the reference to this subject in the executive council's report and also with four resolutions on the same matter. The committee approved of the attitude of the executive council in condemning the law enacted in Kansas in regard to labour disputes, approved of the four resolutions submitted in opposition to the statute in question and referred the resolutions to the executive council with instructions to co-operate with organized labour bodies to assist in securing repeal of this law. The committee approved of the report of the executive council on the following matters: (1) Labour, its Grievances, Protests and Demands, (2) Non-Partisan Political Campaign, (3) Presidential Industrial Conferences, (4) Constructive Demands, (5) Committee on Labour, (6) High Cost of Living, (7) Report of Labour Legislation, (8) Porto Rico, San Domingo, (9) Second Pan-American Financial Con-

gress, (10) History of the American Federation of Labour. The committee recommended that the subject of health insurance be referred to a special committee, report to be submitted to the next convention. In addition to reporting upon and making recommendations in reference to several jurisdictional disputes, the committee commended the executive council for its impartiality in dealing with war veterans' associations. The question of the continuation of the organization campaign in the iron and steel industry was referred to the executive council with instructions to call a conference of the presidents of the several organizations concerned. The executive council was commended for its activity in promoting harmonious relations between organized labour and organized farmers, and condemnation was expressed of the practice of strike-breakers or strike-guards under control of private individuals or agencies being clothed in the uniform of the United States army or navy.

#### **Report of Committee on Resolutions**

As with other committees, certain portions of the executive council's report were referred to the committee on resolutions. Approval was expressed of the executive council's opposition to the Cummins-Esch law, and the council was instructed to continue its earnest efforts to have the labour sections of the law repealed. The committee also approved of the council's efforts in opposing compulsory military training and compulsory arbitration and urged continued endeavour in this direction. Other matters reported upon by the executive council, and in which the committee concurred in the action taken, included (1) Soldiers' Relief, (2) War Risk Insurance, (3) Postal Wage Regulation, (4) Rehabilitation of Cripples, (5) Seamen, (6) Anti-Trust Legislation, (7) Railroad Training Act, (8) Newspaper Mailing Privileges, (9) Retirement. The executive council reported on the position taken in regard to the application of the Lever Act to the United

Mine Workers in their demand for increased wages, and their action was endorsed, as was also the council's depreciation of extremist propaganda and movements. Moral support was pledged to the Boston policemen's union in its endeavour to secure a satisfactory settlement of the strike which occurred in September, 1919. Referring to the subject of Political Prisoners, and three resolutions which had been introduced in reference thereto, the committee approved of the one of them declaring that further prosecution and imprisonment in the United States of political offenders is contrary to the traditions of freedom to which the United States is committed, and recommended that efforts be made to have them released. Concerning the Mooney case, the executive was instructed to continue its efforts to secure a pardon for the condemned man.

#### **Government Ownership of Railroads**

The following resolution, providing for government ownership of the United States railroads, was referred to the Committee on Resolutions:

"Whereas, All standard recognized railroad labour organizations have been and are now doing everything possible to educate the American people to the seriousness of the railroad situation, and the necessity for adopting some other means for operating the country's transportation systems in order to provide more adequate and cheaper transportation and to eliminate the sinister influence of railroad corporations from our national life; and

"Whereas, The railroad question is an industrial question, it is also a social question, and it is far more than a question of dividends to stockholders, or the wages of employees, it is a question that involves every industrial activity of the nation; and

"Whereas, We believe that the continued operation of the railroads under the provision of the Transportation Act of 1920 neglects all these questions and makes their solution impossible, and we believe further that the provisions of



this Act providing for a subsidy and the utilization of public funds by private individuals is a betrayal of the public interest and is subversive of the traditions of our country; and

"Whereas, The above mentioned recognized railroad labour organizations have, after careful deliberation and by instructions of their respective memberships, adopted and are advocating a plan providing for Government ownership and democratic operation of the railroad properties; therefore, be it

"Resolved, That the Fortieth Annual Convention of the American Federation of Labour go on record as indorsing the movement to bring about a return of the systems of transportation to Government control and democratic operation; and be it further

"Resolved, That the Executive Council be and are hereby instructed to use every effort to have the Transportation Act of 1920 repealed and legislation enacted providing for Government ownership and democratic operation of the railroad systems and necessary inland waterways."

When the resolution was reported a majority of the committee recommended the changing of the word "ownership" in the last resolve to "control." A minority report was presented recommending the substitution of the word "ownership" in place of "control" in the two resolves. The most protracted debate of the convention took place on this question, which was decided by a roll call vote, the minority report in favour of government ownership of the railroads being adopted by 29,159 votes to 8,349. At a previous session of the convention, on invitation, Mr. Glenn E. Plumb, author of what is commonly known as the Plumb plan of railroad operation and control, delivered an address outlining the details of the proposal.

### The Irish Question

Three resolutions on the Irish question were referred to the committee on resolutions. The committee after hearing

those interested in the resolutions submitted the following substitute, which was adopted without discussion:

"Whereas, The American Federation of Labour has approved the efforts of the Irish people to establish an adequate form of self-government, and in the exercise of their right to select their own form of government have, by vote of an overwhelming majority of the Irish people, established the Irish Republic; and

"Whereas, The English Government is now seeking to destroy through military forces the republican form of government already established by the Irish people; and

"Whereas, The House of Representatives, the Senate of the United States, the British Trades Union Congress, the Labour Movement of Australia, the American Federation of Labour, as well as the liberty-loving people of the world, have urged the English Government to fully recognize the rights of the Irish people to govern themselves; therefore, be it

"Resolved, That the American Federation of Labour, in convention assembled, reaffirms its recognition of the Irish Republic, and respectfully request that the military forces of occupation in Ireland be withdrawn from that country, and that the Irish people be accorded the right of self-determination, the same as all other nations recently given their complete freedom as enunciated in the declarations of the President of the United States, comprising the fourteen points, all of which were solemnly agreed to by the British Government and its Allies in the recent World War, and that we tender our aid to the people of Ireland in their efforts for freedom to the end that Ireland be permitted to take its place among the free nations of the world; and, be it further

"Resolved, That we, the American Federation of Labour, in convention assembled, appeal to the workers of England, Scotland and Wales, and ask that they exert their powerful influence to the end that their government officials, at



present in power by the votes of the people of England, Scotland and Wales, immediately withdraw the army of occupation from Ireland, and permit the Irish people to peacefully pursue their lives under the form of government which they have established through laws made by themselves and executed by their duly elected officials."

A cablegram was received from the National Executive of the Irish Trade Union Congress sending greetings to the workers of America, and requesting that efforts be made to the end that the principle for which America claimed to have entered the war be made applicable to Ireland and that the power of American labour be used to secure the release of their colleague, James Larkin.

#### **Refuse Support to Russia**

Three resolutions asking for the lifting of the blockade against Russia, the opening of commercial relations by the United States and the withdrawal of all foreign troops from that country, were reported upon by the committee on Resolutions, who offered the following substitute for the consideration of the convention:

"Resolved, That the American Federation of Labour is not justified in taking any action which could be construed as an assistance to, or approval of, the Soviet government of Russia as long as that government is based upon authority which has not been vested in it by a popular representative national assemblage of the Russian people; or so long as it endeavours to create revolutions in the well-established, civilized nations of the world; or so long as it advocates and applies the militarization of labour and prevents the organizing and functioning of trade unions and the maintenance of a free press and free public assemblage."

An amendment was moved as follows:

"That this convention urge upon the United States Government a cessation of its activities in upholding the block-

ade against Russia, and that it recognize and uphold the right of reciprocal trade with all peoples and countries with whom the nation is at peace; that the convention protest against the supplying of ammunition and other war supplies to nations or elements making war on Russia, and that Russia be left unhindered to work out its own problems."

After a lengthy debate the amendment was defeated and the recommendation of the committee adopted by a large majority.

#### **Want Re-establishment of Free Speech**

The convention went on record in favour of every possible effort being made to re-establish the right of free speech, free press and free assembly where at present denied, and to aid those trying to prevent an invasion where these rights are threatened. A resolution was also adopted asking for a congressional investigation into the alleged suppression of free speech and free assembly in the state of Pennsylvania.

#### **Other Resolutions Adopted**

In addition to the resolutions referred to above the committee on Resolutions reported favourably on the following:

In favour of a congressional investigation into the conditions of the coal miners in West Virginia.

In favour of installation of fire prevention devices in public buildings.

In favour of support in organizing the telephone industry.

In favour of reclassification of the United States civil service employees.

In favour of the formation of co-operative or people's banks in the United States.

In favour of the employment of scientific experts in industry and production by the American Federation of Labour.

In favour of the United States Congress providing liberally for the study of technical research in all branches of science touching the welfare of the people.

In favour of the establishment of a federal employment service.

In favour of abolition of unreasonable speed tests in the United States postal service.

In favour of other states being petitioned to adopt similar compensation laws to that of Ohio.

In favour of supporting the strike of fur workers in New York.

In favour of urging international organizations to have their local branches affiliate with trade and labour councils and state federations.

Approving of minimum and maximum representation in trades councils of two and ten, respectively.

In favour of a more general observance of labour's memorial day and labour Sunday on the days named for such observance.

In favour of bringing the question of government employment to the attention of party leaders and presidential candidates with the view of securing a definite declaration regarding the rights and privileges of government employees.

#### Internal Affairs

The convention concurred in a proposal that a copy of the report of the executive council be mailed to each accredited delegate ten days previous to the opening of the annual conventions. In reporting on the several matters referred to it, the committee on law recommended that the dues of members of directly affiliated local unions shall not be less than seventy-five cents per month and that the per capita tax of such local unions shall be twenty-five cents per month; that the federation shall receive twenty-five per cent of each initiation, but in no case shall the amount to the federation be less than

\$1.00. The committee also recommended that twelve and a half cents of the per capita of directly affiliated local unions be set aside as a strike fund for such bodies, and that the strike benefits be increased from \$6 to \$7 per week to be paid for a period of not more than six weeks unless authorized by the executive council, no benefits to be paid for the first two weeks. These recommendations were adopted. A resolution was submitted asking that the salary of the president be increased to \$12,000 per annum and that of the secretary to \$9,500. The committee reported favourably on the proposal. An amendment was introduced to make the salary of the secretary \$10,000. President Gompers spoke against the proposed increase for the president and moved that the report of the committee be laid on the table. This motion, however, was lost, and the increases were adopted. The salaries of organizers were, on recommendation of the committee, increased from \$8 to \$10 per day, not including Sunday, and the hotel allowance raised from \$6 to \$8 per day. A resolution asking for an increase of four vice-presidents on the executive council was approved by the committee, and on a viva voce vote was adopted. Subsequently a roll call was taken and the recommendation of the committee was defeated.

#### Report of Committee on Adjustment

A number of resolutions dealing with matters of jurisdiction over certain classes of workers were referred to the committee on Adjustment, which in most instances recommended their reference to the executive council for the purpose of arranging conferences with the disputants with the view of having amicable settlements effected.

#### Report of Committee on Education

This committee in reporting under the caption "Child Labour," recommended among other things in favour of more effective legislation in regard



to the employment of children; and approved of a federal measure designed to assist the several states in the promotion and support of education. The committee also endorsed retirement funds for teachers and supported a movement to secure the franchise for residents in the District of Columbia and the Canal Zone as well as commending the work of the Federal Board for Vocational Training of soldiers. Concurrence was given to the establishment of a women's bureau in the Department of Labour and to the principle of collective bargaining. Referring to the Senatorial investigation of the schools of the District of Columbia, the committee reported that nothing derogatory to the teachers' union was established. Attention was called to attacks which had been made on the union movement among teachers, and the committee asked for protection of teachers against discrimination on account of their affiliation with organized labour. Among other matters reported by the committee were (1) Preparation of text books, (2) Co-operative Plan and Co-operative Stores, (3) the Under-paid Professions, (4) National Labour University, (5) Lecture Bureau, (6) Representation in Congress for the Canal Zone, (7) Vocational Education, (8) Legal Restrictions upon Educational Progress, (9) Labour Declaration on Education, (10) Re-endorsement of Educational Platform of the Federation. The question of establishment of a daily press was referred to the executive council, and the committee reported favourably on a resolution protesting against labour being misrepresented in moving picture productions. The committee approved of the purchase by trade unionists of government securities and reported favourably on a resolution in regard to the tenure of teachers, as well as endorsing a resolution asking for an investigation into the salmon packing industry. The report of the committee was adopted.

### International Labour Relations

The committee on International Labour Relations in presenting its report stated: "That the principle of self-determination applies industrially as well as politically in the affairs of human kind and of nations. While realizing our obligations to the peoples of every country in the world and anxiously desirous of fulfilling these obligations to the fullest, yet we cannot surrender our democracy and freedom to any foreign political rights involving self-government, country or combination of foreign countries. Neither can we nor should we surrender our rights to determine our own policy and to fix our nation's standards on the economic field of human endeavour and achievement."

Under the caption "Mexico," the committee agreed with the various declarations of the executive council, which among other things included opposition to "any exercise of force by the United States to satisfy the desires of those Americans whose sole interest in Mexico is the exploitation of its workers, its boundless wealth of oil and minerals." Sympathy was expressed with the Mexican people and the statement made that there was no misunderstanding between the working people of the United States and Mexico. The committee endorsed the action of the executive council in joining with other authorized forces in rendering relief to the starving peoples of devastated Europe. The work of the federation delegates to the Pan-American Federation of Labour was commended, as was also that of the fraternal delegate to the British Trades Union Congress. The committee approved of President Gompers' attitude in declining to participate in the proceedings of the International Labour conference held in Washington, D.C., in October, 1919, and expressed satisfaction at the advent of trade union organization in India. Concerning the Amsterdam Conference of the International Federation of Trade Unions the committee referred to the report which had been submitted by the delegates from the federation,



pointed out some of the fundamental facts which it contained, referred to the system of voting, and the financial obligations entailed as an affiliate, the per capita alone amounting to \$20,000 per annum. Attention was also called to the issuance of a circular by the bureau of the International Federation, over the protest of the president, which was in effect a demand for a general strike to achieve the overthrow of constituted government and the establishment of a socialist form of government. The committee recommended that continued affiliation with the International Federation of Trade Unions be referred to the executive council, suggesting certain conditions for guidance in the matter, and commended the delegates to the Amsterdam Conference for their conduct at the meeting. The action of the executive council at the Washington meeting of the International Federation held in October, 1919, was indorsed, whereat a demand was made that the per capita tax be reduced. The committee endorsed the executive council in its support of the Peace Treaty and the covenant of the League of Nations, and concurred in the recommendation of the executive that the ratification of the treaty be urged upon the Senate of the United States without any reservations which would tend to injure the effectiveness of the covenant. The committee further pointed out that the 1919 convention had approved of the Peace Treaty and that the federation could not recede from the position then taken without endorsing the policy of greed, hatred and brutal war as the rule for the settlement of relations between nations. After a lengthy debate the report of the committee was adopted practically unanimously.

#### **Committee on State Bodies**

The report of the Committee on State Organizations approved of a resolution seeking to secure the enactment of a law in the various states compelling publicity as to the actual cost of manufactured articles, and also supported a

protest against what are known as plant unions fostered by employing interests. While expressing appreciation at the temporary relief rendered to public employees by the granting of a bonus, the committee was opposed to the system, declaring in favour of increased wages rather than a bonus. The committee concurred in the efforts put forth by the executive council to secure legislation to prevent the manipulation of prices and approved of all State federations of labour rendering every assistance in securing an adequate federal convict labour law to eradicate the evils of convict labour.

#### **Address of the Hon. G. D. Robertson**

The following is the address of the Hon. G. D. Robertson, Minister of Labour, delivered at the opening proceedings of the federation:

Mr. Chairman, Mr. Gompers, Your Worship, Ladies and Gentlemen: About two and one-half years ago it was the pleasant privilege of the government and Parliament of Canada to do honour to the American Federation of Labour as represented by its respected president, in that both Houses of Parliament adjourned one day and gathered together the members of both Houses in one chamber, and there for an hour and a half listened very attentively and very earnestly to a splendid speech delivered from the Prime Minister's desk by your honoured president.

With that in mind, I hoped the Prime Minister of Canada would be here this morning to extend a welcome to the American Federation of Labour delegates, but I am sure you will appreciate that while Parliament is in session, especially as it is growing to a close, it is very difficult, if not impossible, for the Prime Minister to leave Ottawa at the present time. He has, however, asked myself to extend greetings to the convention in his behalf, and has sent you a message which, with your consent, I will proceed to read. The message is addressed to the reader, under date of June 5th, and is as follows:

Ottawa, Ont., June 5th, 1920.

Dear Senator Robertson:

To my great regret I find that my public duties will prevent me from being present to greet the members of the American Federation of Labour at Montreal on Monday next. I beg that you will, on behalf of the Government, convey to the president, officers and members of the Federation a warm and hearty welcome.

The holding of this great conference on our side of the boundary line emphasizes the close association of the two countries, not only in ideals, but in many and varied forms of national activity.

While still under the shadow of the world-wide conflict from which both countries have so recently emerged, and in which their sons fought valiantly side by side in a supreme common purpose, we may fittingly recall the unfaltering spirit of patriotism which, in both countries, animated the ranks of labour throughout the struggle. Without that spirit victory could not have crowned the cause which we united to maintain.

In these days of peace there is the like need, perhaps even a greater need, for the same spirit of unity and co-operation not only within each country but between the two nations. I pray that the deliberations of the conference may have a profound influence for the furtherance of this high purpose.

Yours faithfully,

R. L. BORDEN.

Hon. G. D. Robertson,  
Minister of Labour,  
Ottawa.

May I, Mr. Chairman, for a moment supplement the greeting and welcome that the Prime Minister sends to you by a few further remarks, not only as Minister of Labour and a member of the Federal Government, but it is particularly pleasant to me upon this occasion as a member of one of the organizations affiliated with this Federation, a member in good standing for something over twenty-five years and an officer of that organization for a considerable period to, as a trade unionist, welcome the American Federation of Labour to Canada.

I see before me this morning both the present and past presidents of the organization of which I had the pleasure and honour of being a member for years. Their faces recall to me many pleasant experiences as well as strenuous tasks we performed in years gone by. And therefore with those recollections in mind it is more than an ordinary pleasure to greet them and all trade unionists here assembled, coming together for the great common purpose of endeavouring to add to the measure of human happiness of the millions of people in North America.

The very name, "American Federation of Labour," is not fully understood by many of our people in Canada. The term "American people" brings to the minds of many of our people the great Republic to the south of us; and in the minds of many of our people outside the trade unions the American Federation of Labour is a United States organization. Your coming to Canada, your holding your convention here, is going to be a reminder to millions of people in this country that the American

Federation of Labour is a federation of labour men covering the continent and not the United States alone. It will remind of the fact that there are over 300,000 members of the trade unions affiliated with this great Federation who are residents of and citizens of this great Dominion. It will remind them of the fact that the cause of labour is universal; it will remind them of the fact that the determination of the labour men to obtain a fair share of the comforts of life and to receive justice at the hands of employers and of governments is also universal.

Many years ago, from humanitarian motives, the American Federation of Labour in convention and through the policies adopted by its executives, set for itself very high ideals. The Federation has for years been pursuing, consistently and persistently, with commendable honour, a course towards the goal which it had set for itself. The Federation has made wonderful progress and has merited and received the commendation and respect of millions of citizens in these two North American countries, as well as the wide world over. I am confident that the holding of this convention here at this time is going to be of great service to the advancement of proper, sane labour principles and policies in the Dominion of Canada as well as the United States.

There is a far better understanding and fuller knowledge of the purposes and policies of this great organization in this great country than in the past. Unfortunately, however, there are those whose interests seem to them to make it desirable to misrepresent—in some cases I believe wilfully misrepresent—the aims and purposes of this great Federation of Labour. There are some, and they are rapidly growing less, among the class of employers who will intimate to you, and to us, and to the public generally that the American Federation of Labour is an organization to advantage of American employers and capitalists and to the disadvantage of Canadian employers and industry. Nothing is further from the fact, as you well know; nothing is more desirable than that there should be an equal opportunity for both labour and capital in both countries on an equal footing, and there is nothing that tends more to stabilize and standardize conditions of employment in both countries than do the great international organizations that are affiliated with this Federation.

On the other hand, there are many wage earners who seem to feel that the policies pursued by international officials with this federation are not sufficiently progressive and drastic, and they are saying to the workman in Canada: "Don't join an international union, because you are sending your money out of Canada for someone else to use." That impression ought to be dispelled. These great international organizations that have been built up through years of experience and care have been and are one of the greatest assurances and guarantees of continued interna-



tional peace between these two countries that it is possible to establish.

I have not, as you will note, attempted to prepare a speech. I have come here for the purpose of extending an honest, sincere, glad welcome on behalf of the government of Canada, and as a trade unionist myself, so I shall not delay you any longer with any general remarks as I know you have much business to do and other gentlemen are here to extend greetings. But I do sincerely hope that the deliberations and discussions that shall take place here shall not only be useful and edifying to the delegates and the organizations they represent, but that this convention shall mark a new era in the advancement of the labour movement. I hope that there will be a better understanding and a fuller appreciation of the methods and policies of the organizations affiliated with this great Federation, and that when this convention shall have closed that the American Federation of Labour and all the many trade unions affiliated with it will hold a higher place in the respect and confidence of the people of Canada than they have ever before. I thank you.

#### Address of the Hon. N. W. Rowell

The address of the Hon. N. W. Rowell, president of the Privy Council, delivered at the morning session of June 14, was as follows:

It affords me very great pleasure that I accepted the invitation you so graciously extended to me to pay a visit to this meeting and representative gathering which voices the sentiments of the toilers of our two countries. We recall with great pleasure and satisfaction the visit you were good enough to pay to us, Mr. President, two years ago to the city of Ottawa. Members of the convention will be interested in knowing that it is not often the Parliament of Canada affords the privilege to one who is not a member of that Parliament to address its members in the House of Commons. On three occasions during the war that privilege was accorded: once to the distinguished representative of our gallant ally, Mr. Viviani, ex-President of France, who visited the United States and Canada during the war to convey the greetings of France to the nations on this side of the Atlantic; on another occasion to the Honourable Mr. Balfour, the representative to us of the Mother country, England, who visited the United States and Canada as High Commissioner of that country, to convey the greetings of Great Britain to the United States and Canada in the midst of the war; and the third distinguished representative who was accorded the privilege of addressing the House of Commons was your President, the man who spoke for the toilers of these two countries. I

may perhaps consider this a return visit for the honour and courtesy of that occasion.

On that occasion, Mr. President, you spoke to us of the resolution, the determination of the people of the United States, and particularly of the toilers of the United States, to stand true to the cause to which they had committed themselves, and to fight out the issue until the Prussian militarism was destroyed and liberty and democracy were again made secure for the world.

To-day we need not discuss the problems of the war. That is happily ended, and to-day I do not come to bring you a message in reference to war, but rather a message in reference to the days of peace.

Our two nations, the United States and Canada, have given to the world an example of the possibility of two nations living side by side and settling all their international differences and disputes by reason, rather than by the sword. For more than a hundred years our two peoples have lived side by side, and every difference that has divided us, every dispute that has arisen, has been adjusted by peaceful means to the great benefit of our two nations; and we believe that what is possible between our two countries should be possible between all the nations of the world.

I believe further, Mr. President, that no class in any land is more directly, more vitally interested in the peaceable settlement of international disputes than are the toilers in all our lands. I know the conditions in my own country, and I assume that what is true of Canada is true also of the United States and the other nations that took part in the war. Something over sixty per cent of all the men who enlisted in the Canadian forces—and you know we had an enrollment of something over 600,000 men, with our limited population in Canada—more than sixty per cent of those who enlisted were classed as manual labourers in their attestation papers. Mr. President, if our international differences are to be settled by the sword, the workers must do the bulk of the fighting and in the end they must bear the brunt of the burden. When we take the after consequences of war, the burdens of taxation that must be borne by the people, and take the after consequences of war as they are seen in Europe to-day—poverty, distress, famine, disease and death, who suffered most from those awful consequences following the war? The toilers, more than any other class in the community.

And so to-day, in coming to you with a message of peace and good-will and in the interests of international co-operation, I feel that I am coming to a body of men vitally interested in the important problems we are discussing. I believe gatherings such as this make an important contribution to international good-will.

You meet here, side by side, representatives of our two nations, to discuss subjects in



which we are both interested. I venture to think, as you talk over these matters one with another, that you will find that the lines of division are very small, very insignificant, compared with the great fundamental concurrence of thought which you hold in common. As a matter of fact, the great majority of our international misunderstandings, international differences, come from a lack of knowledge, a lack of appreciation of the viewpoint of the other party. The closer we can get together, the more frequently we meet together, the more constantly we exchange views one with the other, the more truly will we remove misunderstandings and come to know the viewpoint of the other, and thereby promote international co-operation and international peace.

As we in Canada and the United States have set the world an example during the past hundred years of how international disputes can be settled by reason rather than the sword, I believe, Mr. President, it should be the high privilege of our two countries, hand in hand, to help lead the world in the century that lies before us in the peaceable solution of all international disputes and problems. I can think of no higher ideal than any two nations could entertain than the one I have suggested to you.

Now I know, Mr. Chairman, there are differences of opinion about the League of Nations. I am not going to enter into a discussion of that matter here. I know there are differences as to what the Covenant of the League should contain, but I believe that I voice your sentiments, Mr. President, and the sentiments of the workers of both lands, and of the public-spirited citizens of both lands, when I say there should be some form of international agreement, some method of international co-operation, some means by which the enlightened conscience and judgment of mankind should be brought to bear upon all international disputes that arise, so that peace and justice may be maintained without a resort to the arbitrament of arms.

And so I do hope that we in Canada, speaking only for our own country, have accepted the League of Nations, and we have entered it; we have accepted the international labour organization; we have entered into it, and we intend to pursue the course upon which we have entered, because we believe it is not only in the national interest, but in the interest of the peace and progress of the United States.

What you do in the United States is a matter to settle yourselves, but I am sure that you will agree that the ideals we have maintained between us with such great benefit to the two nations should be extended to the other nations of the world.

Mr. President, may I say a word of tribute to you for the splendid work you did as chairman of the Labour Commission of the Peace Conference at Paris. I want to pay my tribute to the chairman and to the members of the Commission for the preparation and incorpora-

tion in the Treaty of Peace of the labour clauses of that Treaty. It is the first time in any great international agreement to which the nations of the world had committed themselves that the welfare of the toiler is declared to be a matter of supreme international concern to all the peoples of the world. It is the first time in history that certain great principles relating to labour and its position and status in the world have received international recognition, and I believe the toilers of this continent owe a great deal of gratitude to the chairman for the important part he played in working out those principles and in securing their incorporation in the Peace Treaty.

I said a moment ago that we had accepted those principles. We joined in the International Labour Conference at Washington, we have applied those principles to some of the practical problems facing us in our country at the present time. I recall, Mr. President, while you did not honour us very frequently with your presence, that on one occasion you moved a resolution that the proposed eight-hour convention should be referred to a sub-committee of the conference for consideration and report. That struck me as such a sane suggestion that I seconded it. The convention voted it down. We discussed the matter three days more, and after three days I had the honour to move the same resolution and it was unanimously adopted. That shows, Mr. President, how wise we both are in dealing with these matters. But certain very important conclusions were reached at that conference.

Now we are very closely related industrially, our two countries, the United States and Canada. The very fact of the existence of this body shows how closely we are related industrially; the very fact that you are here joined in one great organization shows how close is the identity of interest in our two countries on industrial matters. I want to say to you, Mr. President, in all seriousness, while the government of Canada must decide for itself, or the various governments possessing legislative authority must decide for themselves, what they are going to do in connection with the conventions and recommendations adopted at Washington, it will make it much more difficult for our Parliaments and Legislatures to act if you do not move along the same lines at the same time. And I say this in the interests of the workers of Canada, who are anxious to see these laws and functions put into effect. If you move ahead with us, this continent moving together along this advanced programme, it not only means a great deal for the toilers of this country, but it means a great deal for the toilers throughout the world. And as at the Peace Conference at Paris they recognized what a vital relation all these labour and economic problems have to the peace of the world, so will steady progress, solid, substantial progress along sane lines in harmony with the labour clauses of the Peace Treaty tend to remove the injustices from which the toilers

in all lands suffer; will tend to establish the social and economic order on a more stable basis, and will make for the permanent peace and progress of the world. And it is to this high and noble purpose that we are all called, in our common effort at international co-operation and international good-will.

One word, Mr. President, in conclusion. In the year 1914, before this war broke out, our two nations were engaged in preparing for the celebration of the one hundred years of peace. You had appointed committees on your side of the line; we had appointed committees on ours. Our preparations were rudely interrupted in August, 1914, when we suddenly found ourselves engaged in the greatest war in history.

Some three years later you found yourselves engaged in the same titanic struggle. We celebrated the one hundred years of peace between our two countries, not by erecting some granite shaft, some marble monument to commemorate that event; we celebrated it by the sons of our two countries laying down their lives in France and Flanders in order that militarism might be overthrown and peace restored to a war-cursed world. Having commemorated the hundred years of peace by helping bring back peace to the world, let us now unite our efforts in a noble purpose to seek to bring to all the nations of the world, to give to all the nations of the world as a splendid, God-given heritage, the hundred years of peace which we have enjoyed.

### ANNUAL CONVENTION ONTARIO PROVINCIAL COUNCIL OF CARPENTERS AND JOINERS

**T**HE eighth annual convention of the Ontario Provincial Council of the United Brotherhood of Carpenters and Joiners of America, was held at Peterborough during the last week of June. The report of the secretary showed that 40 new local branches had been formed during the year, the total number being 77. The membership had grown from 5,294 to 7,451, with eight locals not reporting. A resolution recommending that immigrants be met at the port of landing by union officials was referred to the Trades and Labour Congress of Canada. The executive was instructed to request the provincial government to enforce the Building Trades Inspection Act and to appoint inspectors for the rural districts, and to amend the Workmen's Compensation Act to require the employer to report all accidents, whether the injured employee leaves his work or not. A resolution was passed in favour of introducing the Carpenters' Union label among the carpenters of the province, and it was ordered that this resolution be sent to every local union of

carpenters in the province. The executive was instructed to make a call upon all locals for a per capita tax in support of striking woodworkers at Ottawa. The executive was instructed to forward a resolution to the Trades and Labour Congress in favour of the extension of the Industrial Disputes Investigation Act to all industries upon the application of either the labour organization or the employer involved, or of a municipality; the elimination of the clause forbidding a strike pending the decision of a Board of Conciliation appointed under the Act; and amendments to the Act that would preserve the full liberty of the workers and employers during the sitting of the Board.

The election of officers carried out under the proportional representation plan, resulted in the election of Fred Hawes, Hamilton, president, and T. Jackson, 9 Mount Noel Avenue, Toronto, secretary-treasurer. It was decided to hold next year's convention at St. Catharines.



## WESTERN CANADA CONFERENCE OF TYPOGRAPHICAL UNIONS

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**T**HE seventh annual convention of the Western Canada Conference of Typographical Unions was held at Medicine Hat, Alta., on June 2-4. President H. W. Falconer, of Moose Jaw, presided. Resolutions were passed, among others, in favour of the following measures: Continuation of the effort to have the union label registered in Canada; strict enforcement of the International Typographical Union rules in regard to the hiring of help; in favour of the stand taken by the Trades and Labour Congress of Canada in connection with the

Winnipeg Strike Trial; standardization of the industry throughout the Dominion with regard to working conditions, scales, hours of labour, and wages, the latter to be dealt with by local unions, where living conditions differ, such wages to be sufficient to insure a full and complete living. The proceedings concluded with the election of officers for the ensuing season, Mr. R. M. Wilson, of Calgary, Alta., being elected President, and Mr. B. W. Bellamy, of Medicine Hat, Alta., Secretary. The next annual convention will be held at Moose Jaw, Sask.

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## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE PERIOD OF MAY 23 TO JUNE 19, 1920

**R**EPORTS from employment offices to the Dominion Headquarters of the Employment Service of Canada show a decrease in the number of placements during the four weeks' period covered by the present report as compared with the period ending May 22, the number of placements during the four weeks from May 23 to June 19 being 26,445, while the number of placements during the period ending May 22 was 31,129. The decrease was due partly to the closing of nine temporary offices in Ontario and Quebec, which had been opened mainly for demobilization purposes.

During the period under review (May 23 to June 19) the placements were reported by weeks as follows: Week ending May 29, 6,311; week ending June 5, 6,202; week ending June 12, 6,967; week ending June 19, 6,965.

In addition, casual placements, in which the employment was not expected to continue more than one week, numbered as follows: Week ending May 29, 1,689; week ending June 5, 1,674; week

ending June 12, 1,870; week ending June 19, 1,974.

At the beginning of the period, May 23, 5,022 men and 870 women, a total of 5,892 persons, remained unplaced as compared with 3,913 men and 1,144 women, a total of 5,057 at the end of the four weeks. On May 23 also 13,370 vacancies notified by employers remained unfilled, of which 8,468 were for men and 4,902 for women, as compared with 6,319 for men and 4,353 for women, a total of 10,673 at the end of the period. During the period under review 30,740 men and 3,640 women applied for employment, while 28,618 new vacancies for men and 5,369 for women were notified by employers. This would indicate a much closer approximation of supply and demand, or applications and vacancies, than during the preceding period. During the preceding period the excess of supply (vacancies) over demand (applications) was 4,624. Placements reported numbered, excluding casuals, 24,283 for men and 2,162 for women, as compared with 28,951 for men and



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JUNE 19, 1920.

Offices	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Hali'ax.....	(275)†	Nil.	(61)	Nil.	.....	Nil.	.....	Nil.	(48)	Nil.	(54)	Nil.
	275	.....	61	.....	.....	.....	.....	.....	48	.....	54	.....
Nova Scotia .....	275	.....	61	.....	Nil.	.....	Nil.	.....	48	.....	54	.....
Moncton.....	36	7	477	18	90	13	428	38	455	21	402	16
St. John.....	(51)	.....	(118)	.....	.....	.....	.....	.....	(106)	.....	(87)	.....
	87	7	595	18	90	13	428	38	561	21	489	16
New Brunswick ..	94	.....	613	.....	103	.....	466	.....	582	.....	505	.....
Hull.....	65	0	232	0	216	0	145	0	96	0	95	0
Lachine.....	0	0	54	0	0	0	0	54	0	54	0	0
Montreal St. James St.	128	6	541	38	89	46	540	166	398	32	331	28
*Montreal P. & B.S.	89	0	13	0	.....	0	.....	0	14	0	12	0
Montreal Windsor St.	331	0	604	0	.....	0	.....	0	719	0	500	0
Quebec.....	105	0	256	0	98	0	164	0	224	0	194	0
Quebec Merger Bldg...	44	0	257	0	.....	0	.....	0	200	0	182	0
*Rivière du Loup.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	0
Sherbrooke.....	1	0	.....	12	32	0	107	12	98	12	98	12
Three Rivers.....	31	5	208	5	50	7	219	8	105	5	63	3
	794	11	2,263	55	485	53	1,175	186	1,909	49	1,530	43
Quebec .....	805	.....	2,318	.....	538	.....	1,361	.....	1,958	.....	1,573	.....
Belleville.....	0	0	124	2	0	0	192	2	124	2	111	2
Brantford.....	0	0	89	8	9	9	92	8	88	8	83	8
*Brockville.....	2	0	5	0	8	0	7	0	7	0	7	0
Chatham.....	0	0	301	0	0	0	301	0	301	0	301	0
Cobalt.....	0	0	170	2	53	0	157	2	158	2	152	2
Port William.....	19	1	420	2	340	6	400	6	400	1	300	1
*Galt.....	0	0	10	0	37	30	4	0	10	0	10	0
Queph.....	94	4	256	12	243	26	250	504	243	12	167	10
Hamilton.....	41	49	436	113	94	200	462	258	473	81	440	51
Kingston.....	16	0	210	1	25	0	203	0	216	1	211	1
Kitchener.....	0	0	246	2	75	0	375	60	252	2	241	2
*Lindsay.....	2	0	3	0	23	0	2	0	4	0	4	0
London.....	2	15	249	64	18	223	279	59	223	55	202	47
Niagara Falls.....	0	0	142	0	46	39	117	0	140	0	59	0
North Bay.....	0	0	305	1	7	0	305	1	305	1	181	1
N.E. Ontario, P. & B.	21	0	37	0	.....	0	.....	0	42	0	39	0
Orillia.....	1	2	58	0	.....	0	57	2	57	2	47	2
Oshawa.....	0	0	108	0	133	0	77	0	108	0	97	0
Ottawa.....	97	53	444	81	143	227	304	103	479	41	410	34
*Owen Sound.....	1	0	13	0	6	0	10	0	13	0	13	0
Pembroke.....	0	0	92	2	10	0	92	6	92	2	91	2
Peterborough.....	42	4	192	14	19	15	160	26	195	17	152	12
Port Arthur.....	2	0	811	1	41	5	821	2	636	1	563	1
St. Catharines.....	28	3	276	20	210	1	279	440	231	13	203	10
St. Thomas.....	4	0	110	0	66	0	141	0	111	0	111	0
Sarnia.....	1	0	92	3	51	0	84	2	92	2	90	2
Sault Ste Marie.....	0	0	1,076	1	174	0	1,257	1	1,055	1	1,055	1
*Stratford.....	1	0	0	0	18	52	0	0	0	0	0	0
Sudbury.....	0	0	1,074	0	102	2	966	2	1,072	0	860	0
Timmins.....	0	0	465	1	0	0	444	1	465	1	339	1
Toronto—												
45 King St. W.....	566	249	2,273	938	49	2,330	1,918	1,275	1,281	631	895	548
P. & B.....	66	0	87	0	8	0	42	0	86	0	41	0
*Bloor St. W.....	10	0	28	0	6	0	29	0	25	0	20	0
47 King St. W.....	24	0	789	0	48	0	629	0	548	0	709	0
Queen St. E. (Handicap).....	54	0	17	0	0	0	16	0	16	0	16	0
*Welland.....	4	0	26	0	79	8	22	0	27	0	8	0
Windsor.....	7	0	461	4	102	8	433	9	458	4	443	4
	1,105	380	11,495	1,272	2,683	3,190	10,927	2,769	10,033	880	8,771	742
Ontario.....	1,485	.....	12,767	.....	5,873	.....	13,696	.....	10,913	.....	9,513	.....

\*These offices closed June 1st.

†Brackets indicate figures as reported by the D. S. C. R.

§Professional and business.

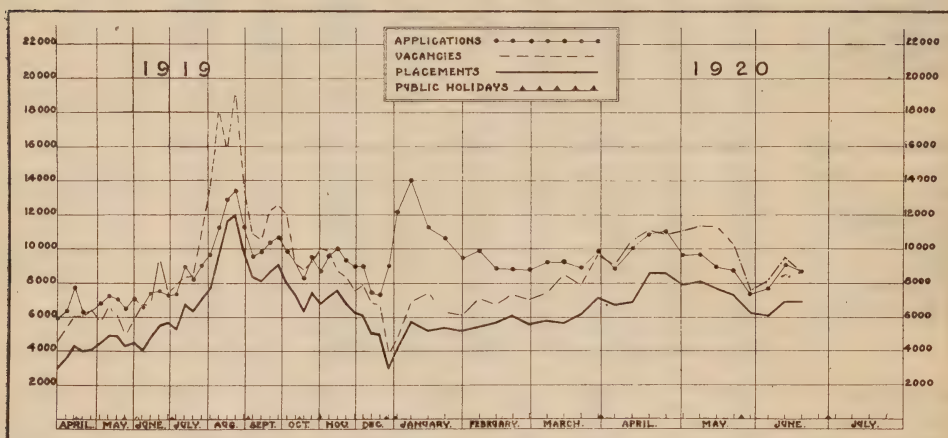
## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JUNE 19, 1920.

Offices	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Brandon.....	52	6	280	22	152	49	230	31	246	21	210	14
Dauphin.....	0	0	90	1	35	0	107	1	88	0	90	1
Portage la Prairie.....	7	1	280	40	62	46	287	43	358	47	250	29
The Pas.....	13	0	133	0	4	1	357	4	134	0	130	0
Transcona.....	5	0	117	0	0	0	117	0	117	0	117	0
Winnipeg—												
Winnipeg, P. & B.....	129	0	56	0	6	0	45	0	64	0	39	0
Handicap Section.....	60	0	52	0	1	0	40	0	40	0	33	0
220 Bannatyne.....	235	0	965	0	411	0	1,698	0	1,054	0	846	0
179 Henry Ave.....	0	0	933	0	675	0	1,639	0	933	0	933	0
439 Main.....	10	8	642	63	163	11	644	57	619	52	599	50
210 Montreal Trust.....	0	89	0	182	0	463	0	120	0	130	0	75
189 Pacific Ave.....	0	224	0	303	0	362	0	477	0	323	0	234
	511	328	3,548	611	1,509	932	5,184	733	3,653	573	3,247	403
Manitoba.....	839		4,159		2,441		5,897		4,226		3,650	
Estevan.....	10	0	210	26	163	8	197	31	227	25	172	24
Moose Jaw.....	31	9	423	41	242	17	495	66	348	26	325	25
North Battleford.....	3	0	72	5	97	5	82	5	50	4	42	4
Prince Albert.....	17	0	148	2	65	0	153	10	119	0	103	0
Regina.....	53	21	841	101	175	312	813	133	733	94	658	92
Saskatoon.....	65	4	1,313	95	217	46	1,202	146	1,330	93	1,251	81
Swift Current.....	6	1	210	23	74	7	229	28	194	21	162	13
Weyburn.....	3	0	106	1	31	1	85	3	97	0	92	0
Yorkton.....	0	0	115	5	33	4	107	13	96	5	95	5
	193	35	3,438	299	1,097	400	3,363	435	3,244	268	2,898	244
Saskatchewan...	228		3,737		1,497		3,798		3,512		3,142	
Calgary.....	72	41	1,358	242	94	211	1,229	262	1,329	172	1,216	135
Drumheller.....	0	0	153	0	0	0	173	0	152	0	152	0
Edmonton.....	46	8	2,070	260	395	26	1,607	303	1,312	242	1,303	229
Lethbridge.....	1	3	313	21	84	8	261	17	253	22	253	22
Medicine Hat.....	4	0	157	28	24	10	141	29	141	27	150	27
Red Deer.....	0	0	32	0	24	0	32	0	32	0	32	0
	123	52	4,083	551	621	255	3,443	611	3,219	463	3,106	413
Alberta.....	175		4,634		876		4,054		3,682		3,519	
Cranbrook.....	6	0	167	0	268	1	121	3	119	0	118	0
Fernie.....	0	0	61	0	235	0	70	0	60	0	57	0
Grand Forks.....	1	0	56	0	24	0	80	0	54	0	21	0
Kamloops.....	29	0	262	5	98	0	162	7	264	4	193	5
Kelowna.....	0	0	24	3	6	0	20	3	24	3	24	3
Nanaimo.....	25	0	63	0	1	0	49	0	49	0	49	0
Nelson.....	24	0	224	12	171	13	300	10	212	8	211	8
New Westminster.....	20	0	196	0	6	0	179	0	155	0	154	0
Penticton.....	0	0	17	0	24	0	24	0	17	0	17	0
Prince Rupert.....	36	0	197	0	162	0	190	0	187	0	184	0
Revelstoke.....	0	0	42	0	4	0	82	0	41	0	41	0
Vancouver—												
Dunsmuir.....	309	31	880	429	0	15	569	256	661	334	659	228
P. & B.....	316	0	117	0	1	0	66	0	71	0	64	0
Handicap.....	177	0	56	0	1	0	39	0	40	0	40	0
Powell Av.....	40	0	2,098	0	798	0	1,838	0	2,075	0	2,012	0
Vernon.....	28	0	199	5	172	0	202	6	181	2	180	2
Victoria.....	825	26	475	380	11	30	108	312	164	55	144	55
Victoria, P. & B.....	98	0	123	0	1	0	19	0	19	0	20	0
	1,934	57	5,257	934	1,983	59	4,118	597	4,393	406	4,188	301
British Columbia.	1,931		6,091		2,042		4,717		4,799		4,489	
	5,022	870	30,740	3,640	8,468	4,902	28,618	5,369	27,060	2,660	24,283	2,162
Totals for Canada	5,892		34,380		13,370		33,987		29,720		26,445	

2,188 for women during the previous period, a decrease of 4,694. In addition to the placements noted above, the offices of the Service made 7,207 casual placements during the period, representing a decrease of 480 as compared with the preceding period. The accompanying table shows the work of the offices for the four-week period ending June 19 in some detail.

The chart shows graphically the num-

ber of applications and vacancies registered as well as the number of placements made for the full period of the record. The chart indicates that for the four weeks' period there was a decrease in the number of applications registered as compared with the previous period. There was a corresponding falling off in the number of vacancies and a decrease likewise in the number of placements effected.



## UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF MAY, 1920

THE present article on unemployment among the members of Local Trade Unions deals with unemployment as at the end of May, 1920, and is based on returns received from 1,596 labour organizations, with a total membership of 201, 650. For all occupations reporting, 2.88 per cent of the members were unemployed as compared with 2.83 per cent at the end of April, 1920, and with 3.83 per cent in May, 1919. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades or who are idle because of sickness, or as

the direct result of strikes or lockouts, are not considered as unemployed.

The slight increase in the percentage out of work at the end of May as compared with April may be attributed to a decrease in the volume of employment in the manufacturing and mechanical industries and, in lesser degree, in the transportation group. In building and construction, however, considerable improvement was registered. That the percentage of unemployment at the end of May is smaller than was reported in the corresponding month of last year is due to there having been greater activity in nearly all the groups of indus-



tries, except transportation, the increase in activity being particularly marked in manufacturing and mechanical industries and in building and construction.

Table I on this page summarizes the returns by provinces. Decreases in the percentage of unemployment were reported in all provinces except Quebec and British Columbia in comparison with the returns for April. As compared with the corresponding month of 1919, however, three provinces recorded increases in unemployment, Manitoba, Alberta and British Columbia, that in the last named province being the most pronounced. The decrease in the volume of employment in British Columbia, however, was in part, indirectly caused by an industrial dispute in the shipping industries.

TABLE 1.—PERCENTAGE OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Month	New Scotia & Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alb. ta.	British Columbia	Canada
Dec. 1915.....	.36	.7	9 9	8.1	3.2	7.0	4.3	14.3	8.61
June 1916.....	.49	.8	1.8	1.4	1.2	2.6	3.03	.53	2.1
Dec. 1916.....	.74	1.66	3.6	1.5	1.01	1.63	1.70	3.86	2.17
June 1917.....	.25	.20	2.23	.94	.58	.25	.84	2.50	1.25
Dec. 1917.....	2.64	3.07	2.96	2.44	1.07	2.41	1.55	3.05	2.42
June 1918.....	.16	.27	.44	.37	.29	.18	.39	1.70	.50
Dec. 1918.....	2.01	.42	3.46	2.95	1.31	2.15	2.07	5.20	2.76
Jan. 1919.....	1.25	2.84	4.07	4.64	3.62	5.73	1.97	5.20	3.94
Feb. 1919.....	5.68	2.58	6.70	5.48	2.82	4.47	4.16	7.97	5.61
Mar. 1919.....	2.41	2.93	6.93	5.65	1.20	5.31	3.56	8.05	5.62
Apr. 1919.....	2.41	2.46	4.21	4.25	1.65	3.95	2.26	9.65	4.38
May 1919.....	4.66	3.38	5.15	2.60	1.47	2.86	1.43	6.58	3.53
June 1919.....	2.68	2.43	3.79	1.87	1.19	2.51	1.68	3.32	2.57
July 1919.....	4.11	1.15	2.51	1.52	.92	2.77	1.90	5.82	2.40
Aug. 1919.....	5.44	1.69	2.52	1.25	.81	1.95	1.09	5.81	2.33
Sept. 1919.....	1.53	1.22	2.12	1.41	.73	1.29	.94	8.03	2.19
Oct. 1919.....	3.19	1.06	2.39	.81	1.28	.59	.93	11.58	2.71
Nov. 1919.....	1.21	1.53	2.93	2.02	2.07	1.20	.52	16.18	3.58
Dec. 1919.....	1.47	5.80	5.39	1.99	4.97	6.01	2.79	18.62	4.98
Jan. 1920.....	2.72	3.97	4.38	2.66	4.50	4.92	4.01	12.17	4.28
Feb. 1920.....	5.08	2.31	1.93	3.04	4.62	5.24	5.12	14.58	4.33
Mar. 1920.....	1.88	3.06	3.18	2.53	3.18	4.03	2.06	9.50	3.44
Apr. 1920.....	.61	1.32	2.60	2.42	2.71	3.19	1.71	8.09	2.83
May 1920.....	.38	.53	3.62	1.80	2.63	1.32	1.49	10.63	2.98

The percentages reported idle of the different groups of industries are indicated in table II on page 888.

Unemployment in the manufacturing and mechanical industries as reported by 417 unions having a combined membership of 56,888 was slightly more prevalent than at the end of April, 3.40 per cent of the members having been unemployed as compared with 2.28 per cent in the preceding month. As compared with the returns for May of last year, however, unemployment showed a decrease, the percentage out of work in that month, having been 4.05. Unemployment in metals, machinery and conveyances was slightly more marked than in the preceding month, largely due to continued shortage of fuel and materials. There was, however, considerable improvement in the percentage as compared with the returns for May of last year. Workers in food, tobacco and liquors and printing, publishing and paper goods were more fully engaged than in the preceding month, but the percentages out of work were slightly larger than in May of last year. In the textiles, carpets and cordage and glass working groups the percentages of unemployment showed slight decreases as compared with both April, 1920 and May, 1919, the percentages in the three months, particularly in the former group, being small. In clothing and laundering and leather, boots, shoes and rubber the percentages out of work were larger than in the preceding month and also than in the corresponding month of last year. Seasonal slackness and reductions in staffs for stock-taking purposes would account in part for these decreases in employment. In the pulp, paper and fibre group as reported by 19 organizations no members were reported idle, as compared with a nominal percentage of unemployment in April and with 1.17 per cent in May, 1919. On the contrary, the percentages out of

TABLE II.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES

Month.	Manufacturing and Mechanical Industries.	Metals, Machinery and Conveyances.	Food, Tobacco and Liquors.	Textiles, carpets and Cordage.	Clothing.	Pulp, Paper and Fibre.	Printing, Publishing and Paper Goods.	Woodworking and Furniture.	Leather, Boots, Shoes and Rubbers.	Glass Bottle Blowing.	Jewelry Working.	Oil Refining.	Transportation.	Steam Railways.	Street and Electric Railways.	Navigation.	Teaming and Driving.	Mining, Quarrying and Refining of Ores.	Building and Construction.	Public Employment.	Fishing.	Miscellaneous.	All Occupations.	
Dec. 1915	3.1	0	.8	0	3.3	0	3.7	3.7	0	0	0	0	3.0	2.4	2.3	12.2	0	5.9	28.3	0	23.3	8.4	8.01	
June 1916	1.1	0	4.9	0	.6	.8	5.9	0	0	0	0	0	5	.5	.3	2.3	0	1.2	8.6	0	0	3.1	2.1	
Dec. 1916	2.3	.71	1.2	0	6.48	0	.34	.6	4.33	0	0	0	1.02	.62	.20	10.57	0	.65	5.24	.11	0	1.3	2.17	
June 1917	1.79	.11	1.60	0	4.95	0	.79	.62	6.28	3.56	0	0	1.01	.35	.18	1.79	0	.32	3.21	.04	0	.99	1.25	
Dec. 1917	2.77	.76	3.29	0	11.21	.34	.07	3.00	2.92	4.48	0	0	0	.70	.76	.17	.74	0	2.09	5.58	.17	0	1.58	2.42
June 1918	.42	.14	1.78	.05	.18	0	.72	2.20	0	0	0	0	0	.42	.21	0	2.12	.05	.18	1.57	.02	0	.49	.50
Dec. 1918	2.39	3.53	8.63	1.41	3.42	.43	.86	0	1.33	.32	0	0	1.48	.35	.06	7.80	2.57	1.24	8.68	.47	0	2.29	2.76	
Jan. 1919	3.32	3.21	8.24	11.50	3.22	2.23	.69	10.57	1.19	0	27.5	8.89	2.02	1.78	.33	6.73	2.98	1.42	16.29	.33	50.50	2.84	3.94	
Feb. 1919	4.29	5.54	9.90	12.29	2.26	.96	.70	2.78	4.00	9.44	.74	4.61	4.55	2.74	3.42	18.17	3.69	3.79	16.44	.33	47.54	4.07	5.61	
Mar. 1919	4.10	5.31	6.79	3.99	2.27	3.29	.59	2.21	4.22	10.03	.48	0	4.75	2.87	.38	17.73	2.63	1.87	16.46	.07	0	4.74	5.62	
April 1919	3.17	4.26	4.06	2.04	0	.76	.59	1.07	8.63	7.93	0	0	3.48	2.40	.20	9.60	4.26	2.69	12.05	.01	0	4.30	4.38	
May 1919	4.00	7.27	3.32	3.82	.73	1.17	.46	0	.13	5.96	0	0	2.21	1.62	.15	10.29	.82	2.84	8.88	0	4.10	7.26	3.83	
June 1919	3.10	4.69	1.90	1.54	.32	1.61	1.64	4.08	.19	9.89	0	0	1.84	1.98	.53	2.93	2.28	.68	4.71	0	0	3.99	2.57	
July 1919	2.35	4.34	1.83	.60	0	.34	1.86	0	.06	0	0	0	2.05	1.83	.14	3.99	1.25	.47	3.88	0	0	2.79	2.40	
Aug. 1919	3.23	5.39	5.42	.87	.55	1.07	1.45	.59	.37	64.33	0	0	2.02	1.42	1.39	5.05	2.26	.45	2.86	.17	0	1.58	2.33	
Sept. 1919	2.57	4.60	.80	1.08	.05	.30	1.71	.13	.15	1.18	0	0	2.05	.99	.13	3.62	.36	1.11	2.91	.11	0	2.07	2.19	
Oct. 1919	2.74	4.60	1.29	.05	.85	.21	1.13	.14	.20	1.61	0	0	2.61	.76	2.19	10.88	1.36	.91	5.42	.06	0	2.95	2.71	
Nov. 1919	3.10	5.73	1.58	.05	.44	2.23	1.05	.50	.47	2.71	0	0	3.87	1.17	.24	17.49	3.43	1.14	5.82	.47	20.75	3.24	3.58	
Dec. 1919	2.79	3.72	11.32	.36	.12	.62	1.08	.15	.44	6.22	0	5.60	5.03	1.59	.62	29.37	2.89	2.10	12.05	.91	72.16	4.23	4.98	
Jan. 1920	2.00	4.11	7.90	.18	1.34	.54	1.31	.44	.39	8.92	.44	2.29	2.73	1.90	.18	13.13	.75	.84	11.77	.89	24.21	5.45	4.28	
Feb. 1920	2.40	3.38	10.20	0	.15	.05	1.31	.26	.77	1.93	0	2.22	2.77	1.78	.20	9.74	12.47	12.14	1.63	3.57	4.84	4.38		
Mar. 1920	1.93	2.29	6.04	.03	.15	0	1.28	.38	1.38	14.42	0	...	2.61	1.80	10	12.44	3.29	.65	9.83	.66	3.45	3.66	3.44	
April 1920	2.83	3.54	4.70	.05	.40	.02	1.24	.83	3.25	1.92	.11	...	3.57	1.95	.09	9.75	2.43	1.10	5.92	.43	0	2.49	2.83	
May 1920	3.40	4.46	4.47	.02	2.56	0	1.17	12.17	5.87	1.53	.42	2.92	2.62	1.51	.09	10.18	0	1.16	4.32	.04	0	1.57	2.88	

work in the woodworking and furniture, jewelry, and oil refining groups were larger than in both months here used for comparative purposes. In the first named group this inactivity occurred largely among piano and musical instrument organizations in Ontario. In addition to the members out of work considerable short time was reported by unions of boilermakers, machinists, cigarmakers, tailors, boot and shoe workers and glass workers.

Reports from 649 organizations of transportation workers having a combined membership of 81,129 persons indicated that 2.62 per cent of the members were unemployed as compared with percentages of 2.57 in April and 2.21 in May, 1919. The nominal increase in the percentage out of work as compared with the return for the preceding month may be attributed to enforced idleness in the navigation sub-group, particularly among longshoremen in British Co-

lumbia as an indirect result of a strike in the shipping group. Employment among steam railway employees, (whose returns constituted nearly 72 per cent of the entire group membership reported), showed a slight improvement, as compared with the returns for April 1920, and also in comparison with the figures for May of last year. Teamsters and chauffeurs as reported by 26 organizations registered no unemployment as compared with percentages of 2.43 in the preceding month and .82 in May of last year. The percentage out of work among street and electric railway employees was the same as in the preceding month. It was, however, slightly lower than in the corresponding month of 1919. Some short time was reported by unions of engineers, firemen and trainmen.

In the mining, quarrying and refining of ores group, returns were received from 32 unions having a total member-



ship of 9,431 persons, and show that 1.16 per cent of the members were out of work as compared with 1.10 per cent at the end of April and with 2.84 per cent at the close of May, 1919. Miners were not quite as well employed as in the preceding month but considerable improvement was shown as compared with the figures for May of last year. Quarry workers and mill and smeltermen, as reported by one union in each sub-group, registered no members out of work. Some short time was reported by unions of mine workers.

The percentage out of work in the building and construction group, as recorded by 269 organizations having an aggregate membership of 32,993, was 4.32 as compared with unemployed percentages of 5.92 in April and 8.68 in May, 1919. Bricklayers, masons and plasterers, electrical workers, steam shovel and dredgemen and hod carriers and building labourers reported increased activity, both as compared with the figures for April, 1920 and for May 1919. Carpenters, and joiners, painters, decorators and paperhangers, tile layers, lathers and roofers reported slightly increased percentages of unemployment as compared with April. There was, however, considerable improvement in these trades in comparison with the returns for May of last year. On the other hand, granite and stone cutters and bridge and structural iron workers reported less unemployment than in April, but the percentages were larger than in the corresponding month of 1919. Slight increases in the percentage out of work were reported by unions of plumbers and steamfitters as compared with the returns for both April, 1920, and May, 1919, partly due to shortage

of materials. A few organizations of carpenters and joiners, bricklayers, masons and plasterers and plumbers reported some short time. The number of unions, whose members were not on full time, however, was considerably less than in the preceding month.

In the public employment group as reported by 81 unions having a combined membership of 7,058, the percentage out of work was .04 as compared with .43 per cent in April and with no members out of work in May of last year.

Unemployment in the group of miscellaneous trades as indicated by returns received from 143 organizations with 13,600 members was 1.57 per cent as compared with percentages of 2.49 in the preceding month and 7.26 in May, 1919. Retail clerks, as reported by six unions, showed a nominal percentage of unemployment as compared with no members out of work in April and with a percentage of 2.28 in May, 1919. The percentage idle among hotel and restaurant employees was the same as that registered during the preceding month. There was, however, slightly less unemployment recorded by these unions as compared with the returns for May of last year. Musicians and theatre employees, stationary engineers and firemen and unclassified workers showed greater activity than in either month used in this article for comparative purposes. On the contrary, there was a nominal increase in the percentage of idleness among barbers in both comparisons. Very little short time was reported by any unions in this group.

The tabulated statement on the following pages present the returns in some detail.



TABLE III.—UNEMPLOYMENT ON MAY 31, 1920

OCCUPATIONS	Nova Scotia & Prince Ed. Island				New Brunswick				Quebec				Ontario			
	No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed	
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.</b>	12	1209	0	0	19	2449	30	1.22	73	17342	1032	5.95	216	26803	682	2.54
2-(a) METALS, MACHINERY & CONVEYANCES	9	972	0	0	11	1209	27	2.23	26	5296	682	12.88	103	10309	88	.85
3- Moulders	3	145	0		12	99	27		3	975	350		16	1160	9	
4- Blacksmiths					2	166	0		5	722	3		12	611	6	
5- Boilermakers and Ironshipbuilders	1	42	0		3	214	0		3	687	95		17	3920	40	
6- Patternmakers									1	212	3		8	308	4	
7- Metal polishers, buffers and platers													8	196	3	
8- Machinists	3	273	0		3	704	0		12	2405	231		34	3406	27	
9- Sheet metal workers and tinsmiths	2	512	0		1	26	0		2	295	0		8	1608	0	
10-(b) FOOD, TOBACCO AND LIQUORS.					2	58	3	5.72	5	1234	23	1.86	15	1976	159	8.05
11- Flour and cereal mill employees									1	520	0		3	185	1	
12- Meat cutters and butchers									1	125	0		9	1275	8	
13- Bakers and confectioners					1	43	3		2	549	23		1	394	150	
14- Cigar and tobacco makers					1	15	0		1	40	0		2	122	0	
15- Brewery workers									3	3358	0	0	5	1054	1	.09
16-(c) TEXTILES, CARPETS AND CORDAGE.	1	110	0	0	1	498	0	0	3	652	60	9.20	21	2337	35	1.54
17-(d) CLOTHING AND LAUNDERING.									2	502	0		9	305	2	
18- Tailors									1	150	60		8	1387	0	
19- Garment workers									2	502	0		4	645	34	
20- Hat, g'love and fur workers					2	551	0		7	883	0		8	2120	0	0
21-(e) PULP, PAPER AND FIBRE					3	133	0	0	10	1563	9	.58	37	5152	90	1.75
22-(f) PRINTING, PUBLISHING & PAPER GOODS	2	127	0	0	2	102	0		4	1002	5		16	2253	.69	
23- Compositors	2	127	0		1	31	0		1	60	0		6	1161	9	
24- Pressmen and assistants									2	342	3		3	949	8	
25- Bookbinders									1	21	0		3	118	0	
26- Stereotypers and electrotypers									2	138	1		7	599	4	
27- Engravers and lithographers									1	21	0		2	72	0	
28- Others									4	435	0	0	9	1603	253	15.78
29-(g) WOODWORKING AND FURNITURE.									11	3373	250	7.41	12	1625	51	3.14
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.									3	178	8	4.49	4	330	0	0
31-(i) GLASS BOTTLE BLOWING.									1	360	0		2	297	4	1.35
32-(j) JEWELRY WORKERS.																
33-(k) OIL REFINING.																
<b>34-Transportation</b>	42	3002	41	1.37	34	6012	20	.33	91	18239	388	2.13	272	29831	381	1.27
35-(a) STEAM RAILWAYS.	39	2875	41	1.43	29	2904	20	.69	76	11743	327	2.78	238	22833	274	1.20
36- Conductors					2	123	0		6	351	3		26	1088	0	
37- Locomotive engineers	6	231	0		4	319	0		13	868	5		34	2377	32	
38- Locomotive firemen	5	380	0		3	363	7		10	881	32		29	3147	99	
39- Carmen	3	110	0		2	577	0		8	4632	231		30	3606	27	
40- Trainmen	5	724	40		6	883	10		7	1551	50		21	3972	114	
41- Telegraphers (local unions)	3	166	0						1	20	0		2	111	0	
42- *Telegraphers																
43- Road Maintenance men	6	611	0		7	447	0		17	1716	1		44	5108	0	
44- Shop employees																
45- Railway employees (N.E.S.)	11	653	1		5	192	3		14	1724	5		52	3424	2	
46-(b) STREET & ELECTRIC RY. EMPLOYEES.					1	220	0	0	2	445	0	0	11	4021	0	0
47-(c) NAVIGATION.	2	100	0	0	3	2713	0	0	10	4971	61	1.23	14	1762	107	6.07
48- Marine Engineers	2	100	0		1	81	0		4	305	4		6	258	2	
49- Longshoremen									3	3932	0		5	706	100	
50- Others	1	27	0	0	2	2632	0		3	734	57		3	798	5	
51-(d) TEAMSTERS AND CHAUFFEURS					1	175	0	0	3	1080	0	0	9	1215	0	0
<b>52-Mining, Quarrying and Refining of Ores.</b>	15	5532	2	.04	1	416	0	0	1	300	0	0	2	350	15	4.29
53- Miners	14	5307	2		1	416	0		1	300	0		2	350	15	
54- Quarry workers	1	325	0													
55- Mill and Smeltermen																
<b>56-Building and Construction.</b>	7	576	0	0	10	620	2	.32	38	6590	169	2.56	159	20632	435	2.11
57- Bricklayers, Masons & Plasterers	3	284	0		2	30	0		3	1183	60		30	2741	62	
58- Carpenters and Joiners	1	59	0		2	403	0		21	3192	68		55	8783	67	
59- Electrical Workers	1	39	0		2	81	2		2	645	24		17	1734	19	
60- Granite and Stonecutters									2	49	0		9	376	85	
61- Painters, Decorators & Paperhangers	1	180	0		1	43	0		2	58	0		17	1495	0	
62- Plumbers and Steamfitters	1	14	0		3	63	0		2	345	0		16	1170	63	
63- Tie layers, Lathers and Roofers									1	40	10		5	176	10	
64- Bridge and Structural Iron Workers									3	346	0		6	599	25	
65- Steam Shovel and Dredgemen													1	310	4	
66- Hod Carriers and Building Labourers									2	732	7		3	3248	100	
<b>67-Public Employment.</b>	4	90	0	0	5	177	0	0	8	805	0	0	30	3103	0	0
68- Civic Employees	1	6	0		3	122	0		5	368	0		9	2522	0	
69- Letter Carriers and Postal employees	3	84	0		2	55	0		3	437	0		21	581	0	
<b>70-Fishing.</b>													2	123	0	0
<b>71-Miscellaneous.</b>	2	712	0	0	3	111	0	0	14	2329	62	2.66	81	6544	58	.87
72- Retail Clerks	1	112	0						3	419	0		2	229	1	
73- Hotel and Restaurant Employees													3	518	0	
74- Barbers									2	301	0		18	719	0	
75- Musicians & Theatre Employees									3	741	62		23	2788	31	
76- Stationary Engineers and Firemen					1	12	0		3	266	0		23	1390	24	
77- Others	1	600	0		2	99	0		3	602	0		12	1000	2	
<b>All occupations.</b>	82	11221	43	.38	72	9785	52	.53	225	45605	1851	3.62	762	87486	1571	1.80

\*Commercial and railway—organized in interprovincial divisions.

AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada						
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed				
Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent			
																			April, 1920	May, 1920	May, 1919	
16	2103	2	10	14	723	1	14	26	1495	4	27	41	4764	186	3.90	417	56888	1937	2.28	3.40	4.05	
4	218	0	0	5	241	1	41	8	638	1	16	13	2170	141	6.50	179	21053	940	3.54	4.46	7.27	
1	50	0	0									2	144	3		27	2573	389	3.30	15.12	15.39	
1	23	0	0									1	6	0		21	1528	9	0	.59	3.42	
1	105	0	0	2	119	0		1	120	0		3	1313	85		31	5620	220	6.67	3.91	4.72	
								1	8	0		1	44	3		11	572	10	2.30	1.75	8.70	
																8	196	2	.66	1.02	.88	
1	40	0	0					4	457	0		5	641	40		63	7998	299	1.64	3.74	4.88	
3	738	0	0	2	112	1		2	53	1		1	22	10		18	2566	11	.98	.43	11.66	
1	340	0	0	1	194	0	0	5	192	3	1.56	8	592	35	5.91	39	4984	223	4.70	4.47	3.82	
1	370	0	0	1	194	0						2	210	35		2	860	0	0	0	0	
1	28	0	0									1	187	0		8	1084	36	3.28	3.32	8.71	
								2	79	3		16	2161	37		16	2161	37	2.37	1.71	2.93	
								2	101	0		6	560	150		6	560	150	14.46	26.79	2.81	
												7	319	0	0	10	5030	1	.05	.02	.32	
1	300	0	0					1	212	0	0	4	255	0	0	30	3756	96	.40	2.56	.73	
1	300	0	0					1	212	0		2	180	0		11	485	2	0	.41	0	
												2	75	0		13	2124	60	.68	2.82	.79	
												6	1147	34		6	1147	34	.30	2.96	0	
												2	663	0	0	19	4217	0	.02	.0	1.17	
5	631	0	0	8	288	0	0	10	429	0	0	10	686	6	.87	85	9009	105	1.24	1.17	.46	
2	522	0	0	5	216	0		4	275	0		5	433	0		40	4930	74	1.78	1.50	.37	
1	32	0	0	2	60	0		3	114	0		2	145	4		16	1603	13	.89	.81	.93	
								1	27	0		2	92	2		8	1410	13	.65	.92	.17	
1	29	0	0	1	12	0		2	13	0		1	16	0		8	188	0	0	0	0	
1	48	0	0													10	785	5	.13	.64	.88	
												1	36	0	0	3	93	0	0	0	0	
1	21	2	9.52					1	10	0	0	1	120	0	0	15	2095	255	.23	12.17	0	
								1	14	0	0	1	105	0	0	25	5128	301	3.25	5.87	.13	
2	195	0	0									1	137	4	2.92	8	522	8	1.92	1.53	5.96	
												1	106	0	0	6	957	4	.11	.42	0	
												1	137	4	2.92	1	137	4	.11	.42	0	
43	7983	116	1.45	54	3784	65	1.72	51	5021	16	32	62	7257	1098	15.13	649	81129	2125	2.57	2.62	2.21	
40	6495	116	1.79	50	3538	65	1.84	48	4529	16	35	46	3458	20	.58	568	58.375	879	1.95	1.51	1.62	
3	186	0	0	5	277	5		5	371	0		5	291	0		52	2687	8	.31	.30	.14	
6	401	0	0	8	402	5		5	370	0		5	271	2		81	5239	44	.26	.84	.42	
4	484	0	0	10	662	16		8	665	16		5	406	0		74	6988	170	3.28	2.43	3.87	
2	82	0	0	8	417	0		7	405	0		6	411	18		66	10240	276	1.78	2.70	.76	
3	491	116		6	778	37		7	1188	0		5	512	0		50	10099	367	3.72	3.63	.40	
1	89	0	0													7	386	0	0	0	0	
																4	7255	5	.08	.07	0	
14	2056	0	0	6	591	0		9	1169	0		14	1375	0		117	13073	1	.34	.01	.30	
																					.44	
7	2706	0	0	7	411	2		7	361	0		6	192	0		109	9663	13	2.79	.13	.37	
1	1250	0	0	2	196	0	0	1	226	0	0	2	556	6	1.08	20	6914	6	.09	.09	.15	
												8	2632	1072	40.73	37	12178	1240	9.75	10.18	10.29	
												1	352	47		14	1096	53	3.56	4.84	5.16	
												6	1880	1025		14	6518	1125	18.99	17.26	10.81	
												1	400	0		9	4564	62	2.25	1.36	34.09	
2	238	0	0	2	50	0	0	2	266	0	0	6	611	0	0	26	3662	0	2.43	0	.82	
								10	2416	92	3.81	3	317	0	0	32	9431	109	1.10	1.16	2.84	
								10	2416	92		2	197	0		30	8986	109	1.16	1.21	2.75	
																1	325	0	0	0	.54	
																1	120	0	0	0	3.62	
8	795	133	23.74	14	523	5	.96	19	1028	44	4.28	14	2228	581	26.08	269	32993	1425	5.92	4.32	8.68	
3	465	119		4	154	5		5	138	21		3	177	18		53	5172	285	10.03	5.51	9.32	
1	45	20		4	131	0		1	21	1		6	1866	520		91	14.500	676	4.50	4.66	8.60	
				2	160	0		5	447	2						29	3106	47	3.62	1.51	2.49	
1	75	45		1	12	0						1	46	0		14	558	130	30.90	23.30	9.72	
				2	41	0		2	100	0		2	59	15		27	1976	15	.06	.76	2.71	
1	15	5		1	25	0		5	174	14		1	65	28		30	1871	110	5.54	5.88	4.99	
1	21	0										1	15	0		8	252	20	2.89	7.94	42.03	
																9	945	25	11.63	2.65	0	
																2	458	10	2.81	2.18	16.34	
																6	4155	107	5.44	2.58	15.85	
1	175	0																			0	
2	119	0	0	9	461	0	0	12	872	0	0	11	1431	3	21	81	7059	3	.43	.04	0	
				4	226	0		7	665	0		8	1092	3		37	5001	3	.60	.06	0	
2	119	0		5	235	0		5	207	0		3	339	0		44	2057	0	0	0	0	
												3	423	0	0	5	551	0	0	0	0	
8	806	3	37	12	405	7	1.72	11	817	18	2.20	12	1775	66	3.72	143	13600	214	2.49	1.57	7.26	
																6	760	1	0	.13	2.28	
1	34	0						2	228	15		2	505	60		8	1285	75	5.84	5.84	6.23	
2	113	0						4	188	3		4	254	2		32	1642	5	.29	.30	.26	
3	597	2		2	67	0		3	267	0		2	87	3		49	4700	102	2.34	2.17	19.05	
1	30	1		3	94	3		1	106	0		1	131	0		33	2029	28	4.52	1.38	4.62	
1	32	0		1	25	0		1	28	0		3	798	1		24	3184	3	1.35	.09	1.88	
77	11807	310	2.63	103	5897	78	1.32	129	11649	174	1.49	146	18201									



## EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD MAY 2 TO MAY 29, AS REPORTED BY EMPLOYERS

### Summary of Employment Conditions from January 17, 1920

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from May 2 to May 29 inclusive, show continued improvement in the employment situation, the increase in the volume of employment being particularly marked in the second and third weeks of the period.

The accompanying chart shows the weekly percentage of change in the number of persons on pay-rolls since the base week (January 17, 1920) as reported by employers making returns, the number reporting being on an average about 5,000. The chart indicates gains in the volume of employment during each of the weeks under review as compared with the base week. The returns for the week ending January 17 were taken as a base. It had been the intention to use the week of January 1, but this was found impracticable because of the abnormal situation at that time due to the annual inventory period and the consequent reductions in staff. The week of January 17 coincides fairly closely with the close of this period, and accordingly reflects more normal conditions.

While there had been considerable recovery from the declines incident to the annual inventory period by January 17, the chart shows that further increases were manifested in the remaining weeks of the month. The slight set-back from the level of employment of January 24

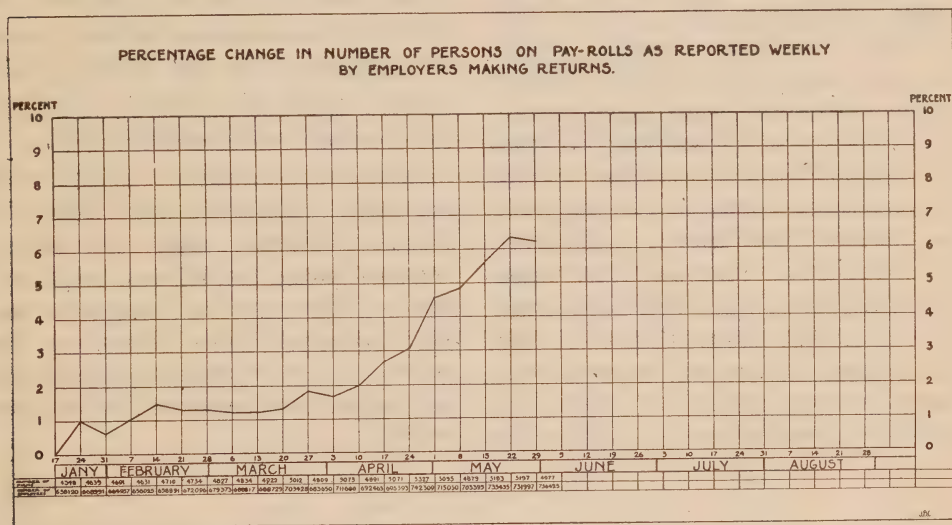
which occurred during the following week, indicated chiefly declines in the Retail Trade group representing curtailment in staffs recruited during the holiday season. Recovery was shown, however, during February and by the middle of the month the increase over the base week amounted to 9,384 persons, or 1.4 per cent. From February 14 to the closing week of March the curve indicates a rather stable situation. The marked rise at the end of March represents the resumption of spring time operations and the beginning of active railway, and, in a lesser degree, other construction work. During the month of April, the rise in the volume of employment afforded by the firms reporting was rapid. By the week of May 1 the firms reported an increase in their staffs as compared with the base week of 31,542 persons. While the upward tendency continued during the first three weeks of May, an equilibrium was manifested at its close.

The reports since January 17 indicate considerable variations in employment conditions as between districts. Though declines were in evidence in the Maritime Provinces during the first two weeks, increases were recorded during the remaining weeks, until at the close of the period, the reports indicated net increases in staffs of 5,882 persons, or 9.5 per cent over the base week. Substantial increases were registered also in Quebec, and lesser increases in On-



tario. In the Prairie Provinces slackness in the volume of employment, as compared with the base week, was evidenced up to the first of May, when the demand for railway construction workers, in particular, overbalanced the declines incident to the seasonal curtail-

ment of coal operations in Alberta. British Columbia registered gains varying in extent throughout the period, the percentage increase at the close of the period practically coinciding with the average percentage for the whole of Canada.



The changes recorded for each of the four weeks under review as compared with the preceding week were as follows:

Week ending May 8, an increase of 2,674 persons, or .4 per cent.

Week ending May 15, an increase of 5,005 persons, or .7 per cent.

Week ending May 22, an increase of 4,773 persons, or .7 per cent.

Week ending May 29, an increase of 1,235 persons, or .2 per cent.

A summary of the returns by industrial groups shows that Railway Construction; Edible Plant Products; Pulp and Paper; Hotels and Restaurants; Telegraph and Telephone Operations;

and Wholesale Trade registered gains during the whole four weeks of the period under review. Building Construction; Clay, Glass and Stone Products; Fur and Fur Goods; Non-Ferrous Metal Products; Rubber Goods; Coal Mining; Non-Metallic Minerals other than coal (quarrying); Retail Trade; Local, Water and Railway Transportation showed fluctuations with a net gain for the period as a whole. On the contrary, Logging; Edible Plant Products; Iron and Steel Products; Mineral Products, n.e.s.; Textiles; Miscellaneous Manufacturing Industries (largely chemicals and tobacco); Metallic Ores and Personal Service (chiefly laundries) reported decreases, taking the period as a whole, with increases

during one or more weeks of the period. In Leather and Leather Goods and Wood Distillates, reductions in staffs were reported in all four weeks.

As during the preceding period the increases recorded in the Railway Construction group were the most noteworthy, the additions during the four weeks aggregating 5,074 persons. The substantial increase reported in the numbers employed in Lumber and its Products was due largely to the requirements for saw mill operations. In Edible Animal Products, the gains may be attributed to activity in the fish packing industry, particularly in the Maritime Provinces. Shortage of raw sugar occasioned most of the reductions registered in Edible Plant Products, while the shortage of fuel and materials continued to affect employment in the Iron and Steel group adversely. In Textiles

and Leather and Leather Goods, the falling off represents in the main between-season inactivity in these groups.

For the four-week period under review, employment conditions were substantially uniform throughout Canada. Quebec and the Prairie Provinces reported increases during all four weeks of the period. In the Maritime Provinces, Ontario and British Columbia, net increases were recorded, with declines in one or more of the weeks of the period. In the provinces within the districts, however, slight fluctuations occurred during the different weeks, except in Manitoba and Saskatchewan, which reported gains throughout the period. In every province, however, a net increase was registered for the four weeks.

## REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES, MAY, 1920

**R**EPORTS from 15 cities showing the number of workers temporarily engaged and the wages paid these employees during the month of May showed an increase of nearly 6 per cent in the number of employees and of not quite 26 per cent in the amount of wages paid as compared with the preceding month. In May, 1920, 10,901 persons were temporarily employed, and the payrolls amounted to \$1,062,590, as compared with 10,294 employees and an aggregate payroll of \$844,868 in April.

In comparison with the same period in 1919 increases of about 14 per cent in the number of employees and of not quite 51 per cent in the wages paid are indicated, there having been 9,531 em-

ployees with an aggregate payroll of \$704,394 in May, 1919.

Toronto, Hamilton, London, Winnipeg, Brandon, Edmonton, Vancouver and Victoria recorded increases in the number of employees both as compared with the preceding month and with May, 1919. St. John, Moose Jaw, Saskatoon and Calgary registered increases as compared with the returns for April, but in comparison with the figures for May, 1919, declines in the number of persons employed were recorded. On the other hand, Montreal and Ottawa showed decreases as compared with the preceding month, while in comparison with the returns for May of last year large increases were reported. In Re-

gina the number of persons temporarily employed during May was the same as in the preceding month, but there was an increase as compared with the corresponding month of last year.

As to wages, St. John, Ottawa, Toronto, Hamilton, London, Winnipeg, Brandon, Regina, Moose Jaw, Edmonton, Vancouver and Victoria reported increases both as compared with April, 1920, and with May, 1919. In Montreal

a slight decline in the payrolls as compared with the preceding month was indicated, but in comparison with the figures for May of last year a substantial increase was reported. On the contrary, Saskatoon and Calgary showed increases in the amount of wages paid temporary employees in comparison with the figures for April, while as compared with the returns for May, 1919, nominal decreases were recorded.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORK-PEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, MAY, 1920, COMPARED WITH APRIL, 1920 AND WITH MAY, 1919.

CITY	Number of employees temporarily employed during the month of:			Amount of wages paid employees temporarily employed during the month of:		
	April, 1920	May, 1920	May, 1919	April, 1920	May, 1920	May, 1919
St. John.....	248	311	402	\$17,069.26	\$30,176.09	\$20,965.65
Montreal.....	3,713	3,218	2,818	229,585.20	228,763.14	191,280.56
Ottawa.....	739	714	667	60,414.45	74,690.85	54,985.21
Toronto.....	1,696	2,069	1,509	181,568.79	220,858.16	122,147.26
Hamilton.....	558	751	663	57,944.71	75,497.82	52,251.70
London.....	476	480	367	51,185.85	57,379.20	34,973.87
Winnipeg.....	1,005	1,311	941	81,737.68	150,329.63	43,728.54
Brandon.....	61	71	57	4,565.51	6,041.85	3,152.50
Regina.....	208	208	181	14,363.64	20,949.51	15,816.95
Moose Jaw.....	116	117	129	12,208.83	15,006.55	13,175.85
Saskatoon.....	121	161	187	13,201.48	18,715.24	18,721.14
Calgary.....	339	419	557	36,761.60	43,123.00	48,763.10
Edmonton.....	213	220	218	9,318.09	15,733.66	14,048.72
Vancouver.....	610	613	605	55,948.00	74,182.53	48,110.13
Victoria.....	230	238	230	21,207.05	31,143.03	22,273.00
<b>TOTAL.....</b>	<b>10,294</b>	<b>10,901</b>	<b>9,531</b>	<b>\$844,868.10</b>	<b>\$1,062,590.26</b>	<b>\$704,394.18</b>

### EMPLOYMENT IN THE BUILDING TRADES DURING MAY, 1920, AS INDICATED BY BUILDING PERMITS

**E**MPLOYMENT in the building trades as indicated by the value of building permits issued in 56 cities showed a decrease during May as compared with the preceding month, the total value of

building permits falling from \$16,385,153 in April to \$12,160,379 in May, a decrease of \$4,224,774, or 25.8 per cent. Nova Scotia, Ontario, Alberta and British Columbia reported increases in this



comparison, that of \$429,592 in Ontario being the largest. On the other hand, Prince Edward Island, New Brunswick, Quebec, Manitoba and Saskatchewan reported decreases, those in Manitoba and Quebec of \$2,359,581 and \$2,268,292 respectively, being the most noteworthy.

As compared with the corresponding month in 1919, there was an increase of \$4,384,097, or 56.4 per cent, the value for May, 1919, having been \$7,776,282. In this comparison the three Maritime Provinces, only, reported small declines in the value of the permits issued. In the remaining provinces large increases were recorded, that in Ontario of \$2,565,923 being the most substantial.

The returns from 35 cities originally used in this report (which are distinguished by asterisks) are tabulated separately and show that the total value of building permits issued by these cities amounted to \$10,819,356, a decrease of \$4,513,827, or 29.4 per cent, as compared with the returns for April, 1920. In comparison with the figures for May, 1919, an increase of \$3,675,501, or 51.5 per cent, was recorded.

Of the larger cities, Toronto and Edmonton reported increases in the value of permits issued, both as compared with the figures for April, 1920, and for May, 1919. Montreal, Winnipeg and Vancouver registered decreases as compared with April, but in comparison with the returns for May of last year substantial increases are reported.

Of the smaller centres, Quebec, Westmount, London, Niagara Falls, Ottawa, Sarnia, Sault Ste. Marie, Welland, Brandon, Lethbridge and Prince Ru-

pert recorded increases as compared with both April, 1920, and May, 1919.

ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS.

City.	Apil, 1920	May, 1920	May, 1919
<b>Prince Edward Island...</b>	<b>\$ 9,000</b>	<b>\$ 4,500</b>	<b>\$ 5,000</b>
Charlottetown.....	9,000	4,500	5,000
<b>Nova Scotia.....</b>	<b>522,585</b>	<b>565,607</b>	<b>570,794</b>
*Halifax.....	438,385	431,845	403,190
New Glasgow.....	300	26,800	28,150
*Sydney.....	83,900	106,962	139,454
<b>New Brunswick.....</b>	<b>403,990</b>	<b>154,205</b>	<b>229,716</b>
Fredericton.....	2,000	6,000	35,000
*Moncton.....	144,040	120,005	114,516
*St. John.....	257,950	28,200	80,200
<b>Quebec.....</b>	<b>4,725,320</b>	<b>2,457,028</b>	<b>1,762,488</b>
*Montreal-Maisonneuve.....	2,858,165	1,665,658	1,269,435
*Quebec.....	253,480	334,900	182,463
*Shawinigan Falls.....	29,000	26,000	71,800
*Sherbrooke.....	1,242,350	102,430	136,850
*Three Rivers.....	186,910	99,360	41,615
*Westmount.....	155,415	228,675	60,325
<b>Ontario.....</b>	<b>5,785,131</b>	<b>6,214,723</b>	<b>3,648,800</b>
Bellefleur.....	13,000	9,600	1,450
*Brantford.....	117,365	94,450	239,785
*Chatham.....	124,319	55,610	12,620
*Fort William.....	74,035	90,745	186,900
Galt.....	66,625	56,955	23,100
*Guelph.....	31,940	65,295	176,630
*Hamilton.....	779,500	521,250	318,310
*Kingston.....	196,315	42,465	40,380
*Kitchener.....	160,770	58,345	66,125
*London.....	211,510	266,685	129,575
Niagara Falls.....	35,575	73,500	48,000
Oshawa.....	162,485	139,560	30,150
*Ottawa.....	334,610	549,490	388,927
Owen Sound.....	32,000	20,000	7,650
*Peterborough.....	54,850	6,605	9,330
*Port Arthur.....	9,660	18,055	32,360
*Stratford.....	83,590	59,388	53,800
*St. Catharines.....	128,000	46,467	82,682
*St. Thomas.....	18,670	26,340	18,355
Sarnia.....	62,027	92,450	39,860
Sault Ste. Marie.....	60,200	158,250	60,700
*Toronto.....	2,137,908	3,133,605	1,455,734
Welland.....	31,915	112,425	19,840
*Windsor.....	833,605	441,825	179,290
Woodstock.....	24,157	75,363	27,247
<b>Manitoba.....</b>	<b>2,938,640</b>	<b>579,059</b>	<b>76,942</b>
*Brandon.....	3,050	14,674	372
*St. Boniface.....	34,290	32,985	3,170
*Winnipeg.....	2,901,300	531,400	73,400
<b>Saskatchewan.....</b>	<b>734,830</b>	<b>570,255</b>	<b>401,640</b>
*Moose Jaw.....	227,480	149,630	126,770
*Regina.....	438,275	324,675	178,880
*Saskatoon.....	69,075	95,950	95,990
<b>Alberta.....</b>	<b>543,480</b>	<b>891,480</b>	<b>557,871</b>
*Calgary.....	317,800	436,500	472,900
*Edmonton.....	218,300	426,075	54,550
Lethbridge.....	7,260	28,410	2,620
Medicine Hat.....	130	475	27,801
<b>British Columbia.....</b>	<b>722,167</b>	<b>723,542</b>	<b>523,031</b>
Nanaimo.....	2,610	2,130	6,265
*New Westminster.....	33,900	24,050	11,175
Point Grey.....	256,880	196,800	103,390
Prince Rupert.....	60,517	180,415	36,300
South Vancouver.....	37,180	42,795	42,314
*Vancouver.....	283,585	226,467	202,690
*Victoria.....	47,495	50,885	120,897
<b>Total—56 cities.....</b>	<b>\$16,385,153</b>	<b>\$12,160,379</b>	<b>\$7,776,282</b>
<b>Total 35 cities.....</b>	<b>\$15,333,183</b>	<b>\$10,819,356</b>	<b>\$7,143,855</b>

**AGREEMENT BETWEEN THE WESTERN CANADA COAL OPERATORS'  
ASSOCIATION AND THE UNITED MINE WORKERS OF AMERICA,  
DISTRICT 18**

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**D**URING June an agreement was reached between representatives of the Western Canada Coal Operators' Association of Alberta and Eastern British Columbia and the United Mine Workers of America, District 18, on the following basis:

1. That a contract be made effective from April 1, 1920, to March 31, 1922.

2. That the retroactive monies from April 1 shall be paid on or before August 1, 1920.

3. This contract is made and entered into for the sole use of the members of the United Mine Workers of America and the members of the Western Canada Coal Operators' Association. All men who work in and around the mines who are eligible to become members of the United Mine Workers of America shall join that organization and agree to sign check-off for all dues, assessments and fines, and the management of the mines agree to forward deductions made to the Acting Secretary of the District or such other persons as that official may designate.

4. (a) That all day wage rates in effect on October 31, 1919, (which shall include the ninety-two cents war bonus) shall be advanced twenty-seven per cent.

(b) Except in lignite fields, all contract tonnage rates and contract yardage mining rates in effect October 31, 1919, be advanced twenty-seven per cent.

(c) That the tonnage rates in the lignite fields be advanced twenty-four cents.

(d) That all yardage, room turning and dead work rates in effect October 31, 1919, be advanced twenty per cent.

(e) That the application of the H. C. L. nine-two cents on contract miner's wages be made by adding the twenty-seven per cent on the ninety-two cents, or one dollar and seventeen cents to his wages for each day's work.

(f) The 1917-1919 agreement\* to be used as a basis, and no change other than above indicated to be made unless the same has been made by order of the Director of Coal Operations or by mutual consent by the two interested parties, except the selling prices of explosives, supplies, and coal.

The agreement was submitted to vote of the members of the Union and was carried by 2,738 in favour of it, and 976 against.

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\*See LABOUR GAZETTE, August, 1917, pages 613-15



## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Coal Mining

ALBERTA AND EASTERN BRITISH COLUMBIA. — WESTERN COAL OPERATORS' ASSOCIATION AND THE UNITED MINE WORKERS OF AMERICA, DISTRICT 18. An agreement between these bodies, which was ratified by vote of the members in June, is given on page 697.

### Construction—other than Railway

MONCTON, N.B. — MASTER PLUMBERS OF THE CITY OF MONCTON AND THE UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS OF AMERICA, LOCAL No. 600. Agreement effective from May 1, 1920, to April 31, 1921.

Hours of labour: 8 a.m. to 5 p.m., with one hour for lunch.

The minimum rate of wages for journeymen, plumbers and steamfitters, 77 cents per hour, to be advanced to same amount as government men employed in Moncton shops when they receive an advance.

Overtime: from 5 p.m. to midnight, time and one-half; from midnight to 8 a.m., double time; double time for Sundays and public holidays, with treble time on Labour Day.

"All apprentices shall serve five years, and no apprentice shall be permitted to use the tools excepting with a journeyman until he has served at least three years of his apprenticeship, after

which he shall receive pay at the rate of one-half the current rate paid journeymen for the fourth year, and two-thirds the current rate paid journeymen the fifth year, after fifth year to receive the minimum rate of wages."

"In case of any grievance arising between the parties to this agreement which cannot be adjusted by the representatives of both organizations, it shall be referred to a joint arbitration board composed of three masters and three journeymen mutually agreed upon, said board shall meet within forty-eight hours and shall have full power to settle such grievances and appoint an arbitrator if necessary."

The employees "agree to use their efforts to the end that all plumbers and steamfitters in their employ at present and those to be employed in the future during the period of this agreement shall be members of the United Association."

The employees "agree to use their efforts to the end that no member of their Association shall do any work pertaining to his trade for anyone but a Licensed Sanitary and Heating Engineer."

CALGARY, ALTA. — CALGARY ASSOCIATION OF SANITARY AND HEATING ENGINEERS AND UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS, LOCAL No. 496. Agreement to be effective until May 31, 1921. In the event of change being desired, notice to be given in writing on February 1, 1921, and settled by February 28, 1921, to come into effect May 31, 1921. If no notice is given, agreement to remain in force for another year, providing three clear months for contract estimating.

Minimum wage rate to be \$1.05 per hour for journeymen; helpers to be paid following percentages of journeyman's rate: first year, 60 per cent; second year, 65 per cent; third year, 70 per cent; fourth year, 75 per cent.



Overtime to be paid as follows: double time Sundays and holidays; time and one-half for first five hours after regular quitting time and double time thereafter; night shifts (which must be at least two nights' duration), time and one-quarter for 10-hour shift.

Apprentice to be allowed to use tools only under supervision of a licensed plumber, until he has served three years and passed an examination; five years to be term of apprenticeship; one apprentice to each shop, and one additional to each five journeymen, with not more than five apprentices in any one shop. Journeymen to be employed for at least two months concurrently before employer is entitled to retain the apprentice; not more than one steamfitters' helper or apprentice to be employed to each journeyman steamfitter except in heavy lifting; apprentices and helpers to serve for five years, the last as improver, and to pass examination before using the tools.

No journeyman plumber, steamfitter or gasfitter to work except for a licensed plumber or steamfitter within jurisdiction of Local 496. This clause not to affect men working for City of Calgary or School Board.

In case of grievance, agent to wait on employer to settle same; failing this, a committee of not less than two and not more than three of each party to be appointed to settle same within one week.

GUELPH, ONT.—CARPENTER SECTION OF GUELPH BUILDERS' EXCHANGE AND AMALGAMATED SOCIETY OF CARPENTERS AND JOINERS, LOCAL No. 2611. Agreement effective from May 1, 1920, to April 30, 1921. Ninety days' notice must be given previous to April 30, 1921, if change is desired.

Employers to hire only carpenters carrying current working card, or permit issued by limited Brotherhood; carpenters not to work on any job where carpenters not complying with this rule are employed, or where other trades do carpenters' work.

Hours of labour: eight hours per day, first five days, between 8 a.m. and 12 noon, and between 1 p.m. and 5 p.m.; four hours on Saturday, between 8 a.m. and 12 noon. Overtime rate: time and one-half to 10 p.m.; double time from 10 p.m. to 7 a.m.; time and one-half from 7 a.m. to 8 a.m.; double time Sundays and holidays. No work to be done on Labour Day.

Minimum wage rate per hour: May 1, 1920, to July 31, 1920, 75 cents; August 1, 1920, to April 30, 1921, 85 cents; foreman to receive not less than 10 cents over highest rate paid to journeymen. Apprentices: each employer to be allowed one apprentice to every four journeymen; wages per hour not to be less than 40 cents first year, 50 cents second year, 60 cents third year, and 10 cents less than minimum rate for journeymen for fourth year. Apprentices to attach themselves to the Union not later than their second year; apprentices above the age of eighteen not to be accepted unless they have previously worked at the trade.

HAMILTON, ONT.—THE GENERAL CONTRACTORS' ASSOCIATION AND THE MASTER CARPENTERS' ASSOCIATION OF HAMILTON AND THE HAMILTON DISTRICT COUNCIL OF THE UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA. Agreement effective from May 1, 1920, to April 30, 1921.

In case of dispute employees not to order strikes against employers, nor to leave work before dispute is brought before the Joint Arbitration Committee for settlement, this committee to consist of three members representing the employers, and three members representing the employees, and to meet at least once in every three months.

Hours of labour: eight hours for first five days of week from 8 a.m. to 5 p.m.; 4 hours on Saturday from 8 a.m. to 12 noon.

Overtime (to be worked in emergency) and holidays: Sundays and holidays, double time; no work on Labour Day; Saturday afternoon until 5 p.m. and other overtime, time and one-half.

Minimum rate of wages per hour, 85 cents; wages to be paid every two weeks.

Employers to hire only carpenters carrying current working card, or permit from Carpenters' District Council at Hamilton; carpenters not to work on any job where carpenters not complying with this rule are employed, or where other trades do carpenters' work.

Steps to be taken by both parties before termination of this agreement to introduce Apprenticeship System and Trade Tests.

WINDSOR, ONT.—BUILDERS' AND CONTRACTORS' ASSOCIATION OF WINDSOR, AS REPRESENTED BY THE GENERAL CONTRACTORS' SECTION AND THE UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA, LOCAL NO. 494. Agreement effective from May 1, 1920, and from year to year unless two months' notice is given by either party prior to April 1 of each year.

Rate of wages: per hour—from May 1, 1920, to July 1, 1920, 90 cents; from July 1, 1920, to April 20, 1921, \$1.00.

Hours of labour: eight hours per day, from 8 a.m. to 5 p.m. for first five days of week; from 8 a.m. to 12 noon on Saturday.

Overtime: time and one-half for first hour; afterwards, and Sundays and holidays, double time.

Disputes to be referred to a joint committee.

Steps to be taken to introduce Apprenticeship System and Trade Tests.

EDMONTON, ALTA.—EDMONTON DISTRICT COUNCIL OF CARPENTERS AND EDMONTON CONTRACTORS' ASSOCIATION. Agreement to be in effect from May 1, 1920, to May 1, 1921, notice of change to be given on or before January 1, 1921, and agreement to be settled on or before January 31, 1921, and in the event of no notice being given on January 1, 1921, agreement to remain in force another year.

Minimum wage: per hour—from May 1 to July 1, 1920, 80 cents; from July 1, 1920, to April 30, 1921, 85 cents.

Work to cease at 12 noon on Saturday, and no work to be done from 12 noon to 5 p.m. Saturday except to preserve life and property.

Overtime: double time on holidays (except Labour Day, when no work shall be done); all other overtime, time and one-half.

Hours of labour: eight hours from 8 a.m. to 5 p.m., except Saturday.

#### Food Products

MONTREAL, QUE. — ST. LAWRENCE SUGAR REFINERIES, LTD., AND EMPLOYERS. Agreement to be in effect from June 17, 1920, to May 1, 1921.

Employees to decide by ballot before June 19, 1920, whether the refinery shall operate Sundays or not. Overtime and work between 7 a.m. and 6 p.m. on Sundays to be paid at the rate of time and one-half.

The base rate to be 40 cents per hour. Men doing special work to be graded over and above this rate as per schedule.

"This Company agrees to increase the attached rates of pay in proportion to any general increase in the cost of living that may occur in this district during the term of this contract. Proof of such general increase in the cost of living to be endorsed by the Department of Labour at Ottawa."

"This company will also place in force, free of all cost to the employees, the following scale of insurance to be paid to their families at death: one year but less than two, \$500.00; two years to four, \$1,000; four years to six, \$1,250; six years to eight, \$1,500; eight years to ten, \$1,750; over ten years, \$2,000."

"This company will receive a Committee of five or six of its employees at any time by appointment to discuss any matters of mutual interest."

Rates of pay: per hour—refinery, centrifugal men, 43½ cents; sugar shovellers and spreaders, soft sugar packers, general labourers, 40 cents. Raw sugar house: centrifugal men, 43½ cents; bag turners, 41 cents; general labourers, 40



cents; sweetland press men (head), 42 cents; sweetland pressmen (asst.), 41 cents; assistant Johnson press men, 40 cents; raw sugar elevator men, 44 cents; raw sugar electric truck men, 41 cents. Char house: char pullers and firemen, 41 cents; watchmen and buggymen, 40 cents; man in charge of new char, 42 cents. Packing department: coppers, 43 cents; pilers and truckers, 40 cents. Grinding mill: leading men, 44 cents; general labour, 40 cents.

FERNIE, B.C.—FERNIE-FORT STEELE BREWING COMPANY, LIMITED, (IN LIQUIDATION) AND INTERNATIONAL UNION OF UNITED BREWERY, FLOUR, CEREAL, AND SOFT DRINKS WORKERS OF AMERICA, LOCAL 308. Agreement in effect June 1, 1920, to May 31, 1921.

Only union men to be employed, unless they cannot be furnished. Extra help to have a permit card issued by Local 308 before going to work.

Hours of labour: eight hours daily, from 7 a.m. to 4 p.m. or from 8 a.m. to 5 p.m. with one hour for dinner.

Extra work: overtime, time and one-half; Sundays and legal holidays, double time.

Minimum wage rates: per day—brewers, cellarmen, kettlemen, coopers, \$6.25; wash-house men and others employed in brewery, \$6; slack barrel coopers, \$5.65; per month—teamsters, \$150; first engineers, \$190; second engineers, \$180.

#### Printing and Publishing

TORONTO, ONT.—MASTER PRINTERS' AND BOOKBINDERS' ASSOCIATION AND TYPOGRAPHICAL UNION No. 91. Memorandum to be attached to recent agreement, which expires June 1, 1921. (A summary of this agreement appeared in the LABOUR GAZETTE for August, 1919, on pages 960 and 961.)

The employers, realizing the high cost of living, agree to pay from May 1, 1920, to May 31, 1921, to journeymen and apprentices, hand compositors, floormen, stonemen, make-ups and proof-readers, linotype operators and machinists, monotype and monoline operators

and machinists, typesetters on typesetting machines, a bonus of 10 per cent on current wage, said bonus to be paid weekly, and to be paid only on the basis of the regular 48-hour week or fraction thereof, and shall not in any way affect overtime rates which shall be governed by the existing agreement referred to.

ALBERTA. — DAILY NEWSPAPER PUBLISHERS OF CALGARY, MEDICINE HAT AND EDMONTON, AND TYPOGRAPHICAL UNIONS Nos. 449, 451, AND 604. Agreement to be in effect from May 1, 1920, to October 31, 1922.

Questions which cannot be settled by conciliation to be submitted to arbitration. A joint standing committee to be selected, to which shall be referred questions regarding this contract or scale of prices thereof which cannot be settled otherwise. All awards of the joint standing committee or board of arbitration to be made in writing.

Apprentices: youths who handle type in the composing room and no others, to be considered as apprentices; the number of apprentices in newspaper offices not to be greater than one for the first five journeymen, two up to ten journeymen, and one additional for each ten journeymen thereafter, provided that no more than five apprentices shall be employed in any one office; apprentices to be not less than sixteen years of age at the time of beginning their apprenticeship and to serve five years.

Scale of apprentices in relation to journeymen's scale: first year, one-quarter; second year, one-third; third year, one-half; fourth year, two-thirds; fifth year, three-quarters.

Overtime rate: time and one-half up to three hours, double time after three hours; double time Sundays. Christmas Day, Dominion Day and Labour Day to be paid straight time without working.

The Calgary agreement is modified by a special clause to be in force May 16, 1920, to May 15, 1921, between the publishers of the Morning and Weekly Albertan and the Daily and Weekly Herald



and Calgary Typographical Union No. 449, which provides as follows:

Minimum wage scales: per week—\$45 day work; \$48 night work; 45 hours to constitute a week's work. In the event of the cost of living in the month of October, 1920, showing an increase over April, 1920, of 10 per cent or more, the scale of prices therein set forth shall be increased by 5 per cent for the last six months of this agreement, the cost of living figures to be those of Department of Labour at Ottawa and to be for the Province of Alberta only.

A similar clause occurs in the Edmonton agreement.

#### **Vehicles for Land and Water Transportation**

THREE RIVERS, QUE. — TIDEWATER SHIPBUILDERS, LTD., AND METAL TRADES COUNCIL OF THREE RIVERS. Agreement effective May 1, 1920, to April 1, 1921.

Hours of labour: forty-eight hours per week; eight hours and forty-five minutes for the first five days, to be worked between 7.30 a.m. to 12 noon, and 1 p.m. and 5.15 p.m., and four hours and fifteen minutes on Saturday, between 7.30 a.m. and 11.45 a.m.

Overtime rates: time and one-half up to midnight, and double time thereafter; double time Sundays and holidays.

In case of grievances, the company to meet a committee of employees.

Apprentices: one for the shop and one for every five mechanics employed; apprentices to serve four years. In the blacksmiths, boilermakers and iron shipbuilders, sheet metal workers, electrical workers, plumbers and steamfitters trades, 50 per cent of the apprentices may be taken from the ranks of helpers.

Minimum wage rates: per hour—blacksmiths, chippers and caulkers, riveters, furnacemen, 60 cents; boiler-makers, 75 cents; carpenters and joiners, electricians, millwrights, 65 cents; machinists, plumbers and steamfitters, shipfitters, 70 cents; cranemen, holders-on, 55 cents; boilermakers' learners, shipfitters' learners, drillers, heaters,

punchers, 50 cents; patternmakers, 80 cents; loftsmen, 90 cents; reamers, helpers, 45 cents; bolters, labourers, 40 cents; apprentices, 25-52½ cents.

THREE RIVERS, QUE.—THREE RIVERS SHIPYARDS, LTD., AND CANADIAN METAL TRADES DISTRICT COUNCIL. Agreement effective from May 1, 1920, for eleven months.

Working hours: forty-eight hours per week; eight hours per day (or night).

Overtime and holidays: time and one-half for overtime until midnight, and double time thereafter; double time Sundays and holidays.

In case of grievances, the company to meet a committee of employees to adjust same.

For apprentices' regulations see previous agreement.

Minimum wage rates: per hour—acetylene department: burner and electric welder, 65 cents; helpers, 45 cents. Anglesmith department: anglesmith, 75 cents; helpers, 45 cents. Blacksmith shop: first class, 70 cents; second class, 60 cents; helpers, 45 cents. Bolting and liner department: lineman, 45 cents; bolters, 40 cents. Chipping and caulking department: chipper and caulkers, first class, 65 cents; second class, 55 cents; learner, 45 cents; packer, 50 cents; packer's helper, 40 cents. Coppersmith, 75 cents; helper, 45 cents; pipefitter, steamfitters and plumbers, first class, 70 cents; helpers, 45 cents. Drilling and reaming department: driller and reamer, 55 cents; driller, 50 cents; helpers, 40 cents. Electrical department: electricians, first class, 65 cents; helpers, 45 cents. Engineering department: machinists, first class, 80 cents; second class, 65 cents; helpers, 45 cents. Material labour department: locomotive engineer, 55 cents; locomotive fireman, 45 cents. Mold loft: loftsmen, 90 cents. Paint department: painters, 50 cents. Pattern shop: pattern makers, 75 cents. Plate and angle shop: bending rollers, 60 cents; countersinkers, 55 cents; fitter, 80 cents; planer, puncher and scraper, 50 cents; helpers, 40 cents. Rigging department: first

class leading hand erector, 70 cents; second class, 50 cents; connectors, 55 cents; hoist and derrick operators, 55 cents. Rivetting department: rivetters, hand, 75 cents; rivetters, machine, 70 cents; learners, 45 cents; helpers, 40 cents; holders-on, 55 cents; heaters, 35 cents. Ship carpenter department: ship carpenter and joiner, and millwright, 65 cents; labourers, 40 and 38 cents; firemen stationary boilers, \$3.50 per day. Apprentices, 25 cents to 55 cents.

A clause in the agreement further provided that if the cash subsidy under discussion at the time were granted by the Federal parliament, the above rates of pay would be increased by 15 per cent, or proportionately according to the amount of cash subsidy granted.

#### Transportation—Electric Railways

QUEBEC, QUE. — QUEBEC RAILWAY, LIGHT AND POWER COMPANY, (CITY STREET RAILWAY DIVISION) AND FRATERNITÉ NATIONALE DES EMPLOYÉS DE TRAMWAYS DE QUÉBEC, (UNION OF CONDUCTORS AND MOTORMEN OF THE CITY STREET RAILWAYS DIVISION). Agreement effective from May 15, 1920, until March 1, 1921.

Company to engage only conductors and motormen who are members of the Union. Differences to be submitted to committee of employers and employees.

Wage scale effective May 16, 1920: per hour—on entering service, 34 cents; after one year, 40 cents; after two years, 42 cents; after five years, 45 cents.

QUEBEC, QUE. — QUEBEC RAILWAY LIGHT AND POWER Co., AND CITY DIVISION SHOPMEN. Agreement effective from June 1, 1920, to May 31, 1921, and from year to year unless written notice of 30 days is given.

Hours of labour: daily except Sunday, 7.30 a.m. to noon, and 1.00 p.m. to 6 p.m.; night work, 7 p.m. to midnight, and 1 a.m. to 6 a.m.; road work, day, 7.30 a.m. to 6 p.m., with one hour meal; road work, night, 7 p.m. to 6 a.m. with one hour meal.

Extra work: time and one-half overtime, Sundays and holidays.

Employees having grievances may present their case to their officer; if an investigation is desired, the aggrieved party, a committee of not more than three employees representing him, may during working hours make arrangements with the foreman to this effect. The investigation to take place within 48 hours after such application, and if satisfactory arrangements cannot be made, the case to be referred to a higher official of the Division, finally approaching the General Manager. If, after investigation, it is found that the employee has been treated unjustly, he shall be paid for all time lost.

“In order that the Committee (not exceeding three) may be properly constituted and have the right to be recognized as such, they must first have made application for a settlement of the case to the foreman, before applying to a superior officer.”

“A hearing will be given by the Master Mechanic to every employee in the shop who desires to complain. Reports or suggestions for the betterment of conditions will always receive consideration.”

Wage scale: day men, 9 hour day, per hour—day car foreman, 55 cents; armature winders, 57 cents; blacksmiths, 53 cents; blacksmiths' helpers, 47 cents; carpenters, car and bench, 51 cents; electricians, 1st, 48 cents; 2nd, 43 cents; machinists, 53 cents; painters (letterers), 51 cents; painters' helpers, 43 cents; pitmen, troublemen and truckmen, 45 cents.

Night men, 10 hour day: per hour—night car foreman, 45 cents; brake inspectors, 37 cents; controller inspectors, 36 cents; motor inspectors, 36 cents; oilers, 36 cents; car cleaners, 35 cents.

Apprentices: per hour—1st year, 18 cents; 2nd year, 22 cents; 3rd year, 26 cents; 4th year, 30 cents.

PORT ARTHUR, ONT.—PUBLIC UTILITIES COMMISSION OF THE CITY OF PORT ARTHUR AND CAR BARN EMPLOYEES OF THE PORT ARTHUR CIVIC RAILWAY. Agreement in effect June 16, 1920, for twelve months.



Disputes to be investigated by a Committee of Employees and the Manager. In the event of a disagreement, evidence to be submitted to the Commission, whose decision shall be final.

"Working hours shall be in accordance with schedule but in event of an eight hour day becoming legalized by Act of Parliament during the term of this agreement and embracing street railways, same will be adopted."

Wage rate: per hour—carpenter, 63 to 65 cents; painter, 61 cents; machinist, 61 to 65 cents; 1st class pitman, 59 cents; 2nd class, 52 cents; new employees and labourers, 47½ cents to 50 cents. Night barn foreman, \$125 per month; night barn assistant foreman, \$110 per month.

Overtime: time and one-half on Sundays and holidays.

Working hours: pitmen and handymen, nine hours; four or five hours on Saturday, working every third Saturday; ten hours Sunday, working every third Sunday.

Carpenters and painters, nine hours, with four hours Saturday.

Other employees, working hours as required. Monthly employees, after one year's service, two weeks' annual vacation with pay.

PORT ARTHUR, ONT.—PUBLIC UTILITIES COMMISSION OF THE CITY OF PORT ARTHUR AND EMPLOYEES OF THE TRANSPORTATION DEPARTMENT OF THE PORT ARTHUR CIVIC RAILWAY. Agreement in effect June 16, 1920, for twelve months.

The Commission not to discriminate against any employee for being a member of any Association.

Disputes clause, and working hours clause as in previous agreement.

Wage rate: per hour—first six months' continuous service, 50 cents; next eighteen months, 53 cents; over two years, 55 cents; operators on one-man cars to receive 3 cents in addition to above rates.

Extra work: time and one-half on regular day off and on holidays; straight time for overtime.

NEW DENVER, B.C.—ROSEBERRY SURPRISE MINING CO., RAMBLER CARIBOO MINING CO., NOBLE FIVE MINING CO., CUNNINGHAM PROPERTIES: MCALLISTER MINING CO., CARNATION MINE, LINCOLN MINE, STANDARD SILVER-LEAD MINING CO., AND INTERNATIONAL UNION OF MINE MILL AND SMELTER WORKERS, LOCAL 98. Agreement in effect from May 16, 1920.

Wage scale: mine work: per day—muckers, brakemen on mule trains and common labour, \$5.25; miners, timbermen's helpers, blacksmith's helpers, compressor-men (other than steam) and mule driver (underground), \$5.75; timbermen, blacksmiths, compressor-men (steam), tramway operators (head end) and teamsters, \$6.25; carpenters, \$6.75.

Wage scale, mill work: per day—rollmen, crusher-men and common labour, \$5.25; table men, flotation men and repair men's helpers, \$5.75; jigmen, \$6.25; carpenters and repair men, \$6.75.

The companies reserve the right to hire any person holding membership in the I. U. of M. M. & S. W., or desirable persons who are not members of the I. W. W. or O. B. U.

#### Transportation—Forwarding and Storage

FERNIE, B. C. — LIZARD GENERAL TEAMSTERS, LOCAL No. 141, AND INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS. Agreement in effect from June 1, 1920, to May 31, 1921.

Wage scale: per month—teamsters and chauffeurs, \$125; per day—transfer and livery teamsters and chauffeurs, \$5; per month, minimum for boys under seventeen, \$65. Overtime, time and one-half.

Any non-union employee must if eligible join the union after five days.

Hours of labour: eight hours per day; overtime, time and one-half.

All grievances arising between Union members and owners or employers will be handled by a joint grievance committee which shall consist of one member selected by the Union, one selected by the owners, and a third disinterested



party selected by those two. The decision reached by joint grievance committee shall be binding.

### Miscellaneous Services

EDMONTON, ALTA.—ELECTRICAL SUB-CONTRACTORS AND INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL No. 544. Agreement in effect May 1, 1920.

No employer to employ other than Union labour, except with the consent of the Union.

Hours of labour: eight hours per day; four hours on Saturday.

Extra work: time and one-half, 5 p.m. to 10 p.m., and noon Saturday to 10 p.m.; double time after 10 p.m. and Sundays and holidays.

Wage scale: journeymen, per hour—May 1 to July 1, 85 cents; July 1 to September 1, 90 cents; thereafter, 95 cents. Apprentices, per hour—first six months, 35 cents; second six months, 45 cents; second year, 55 cents; third year, 65 cents; fourth year, 75 cents.

### Civic Employment

EDMONTON, ALTA.—CITY OF EDMONTON AND INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL No. 544, ELECTRIC LIGHT EMPLOYEES. Agreement in effect February 15, 1920, to February 15, 1921.

Hours of labour: eight hours, and four hours on Saturday.

Overtime: 5 p.m. to 10 p.m. and Saturday afternoon, time and one-half; 10 p.m. to 8 a.m. and Sundays and holidays, double time.

Apprentices to serve four years before being rated as journeymen; one apprentice to be employed to every three journeymen.

Wage scale: per hour—linemen: foreman, 96 cents; journeyman, 88 cents; apprentice, 1st year, 60 cents; 2nd year, 67 cents; 3rd year, 73 cents; 4th year, 80 cents. Metermen: foreman, \$180 per month; per hour—meter installer, 88 cents; meter inspector and repairmen,

88 cents. Arc men: per month—arc trimmers, 1st year, \$115; 2nd year, \$125; 3rd year, \$135; arc journeymen, repairman and patrolman, \$150; wiring inspector, \$180; technical assistant, \$180. Armature winders and journeyman electricians, 80 cents. Power house operators: per month—central station, \$155; sub-station, \$150; relief operator, \$160.

CITY OF EDMONTON AND INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL No. 544. Agreement in effect Feb. 15, 1920, to Feb. 15, 1921.

Hours of labour: eight hours, and four hours on Saturday. Monthly employees after one year's service, to be granted two weeks' annual vacation with pay.

Overtime: 5 p.m. to 10 p.m. and Saturday afternoon, time and one-half; 10 p.m. to 8 a.m. and Sundays and holidays, double time.

Wage scale: per month—switchmen: apprentices, 1st year, \$85; 2nd year, \$95; 3rd year, \$110; journeymen, 1st year, \$140; 2nd year, \$160; 3rd year, \$180. Employees on switch and service work, under 18 years of age, \$60 per month for 3 months; thereafter, \$70 per month until they reach the age of 18 years; employees on switch work over 18 years of age to serve probation of 6 months at \$70 on commencing their apprenticeship. Servicemen: over 20 years of age, per month—1st year, \$110; 2nd year, \$140; 3rd year, \$150; 4th year, \$165; servicemen under 20 years of age: 18 years of age, \$85; 19 years of age, \$95. Inspectors: per month, 1st year, \$140; 2nd year, \$150; 3rd year, \$165; inspectors on P.E.X. work to serve probation period of six months at \$165 per month; thereafter, \$175 per month. Rackmen: per month—1st year, \$125; 2nd year, \$135; 3rd year, \$145. Night service men, main exchange: per month—1st year, \$115; 2nd year, \$125; 3rd year, \$135. Shop mechanics: per hour—senior mechanics, 85 cents; 1st year mechanic, 50 cent; 2nd year, 60 cents; 3rd year, 70 cents. Installers and linemen: per hour—1st year ap-

prentice, 45 cents; 2nd year, 55 cents; 1st year journeymen, 65 cents; 2nd year 75 cents; 3rd year, 85 cents; installation sub-foreman, 88 cents. Cable splicers: per hour—1st year apprentice, 70 cents; 2nd year, 80 cents; 3rd year, 90 cents; journeymen, \$1; cable splicers' helpers, 60 cents; cable foremen, \$1.10. Foremen: per month—branch office sub-foremen, 1st six months, \$180; thereafter, \$195; P.B.X. and exchange construction sub-foremen, \$195; wire chief, \$215.

CITY OF EDMONTON AND EDMONTON CITY FIREFIGHTERS' UNION, LOCAL NO. 209. Agreement in effect Feb. 15, 1920, to Feb. 15, 1921.

Salaries: minimum per month, to be paid semi-monthly — district chiefs, \$165; captains, \$160; lieutenants, \$155; mechanic, \$170; engineer, \$145; drivers, \$140; firemen, 1st year, \$120; 2nd year, \$130; 3rd year, \$140; operators, 1st year, \$117.50; 2nd year and thereafter, \$120.

Department to work under two-platoon system; operators to work eight hour shifts; no person under the age of twenty-one years to be employed; provision for sickness and accident insurance.

After one year's service, fourteen days' annual vacation.

Any employee who has been suspended, discharged, laid off or refused re-employment, to have the right to have case investigated by a committee of the union, committee to have right to appeal to chief on behalf of the employee. If decision of chief is not satisfactory to committee, the latter to have right to appeal to City Commissioners and Council of City of Edmonton, and further, if necessary to a Board of Conciliation.

CITY OF EDMONTON AND INTERNATIONAL ASSOCIATION OF MACHINISTS, LOCALS No. 559 AND 817. Agreement in effect February 15, 1920, to February 15, 1921.

Wages: per hour—machinists employed at power plant from May 1, 1920, 88 cents; from July 1, 1920, 90 cents; ma-

chinists' helpers, from May 1, 1920, 70 cents; machinists employed at street railway barns, from February 15, 1920, 88 cents; from July 1, 1920, 90 cents; machinists' helpers, from February 15, 1920, 70 cents. Leading machinists to receive 5 cents per hour additional. Machinists after one year's service to have seven days' annual vacation with pay.

Hours of duty: machinists, eight hours; day men, 8 a.m. to 5 p.m., with one hour for lunch, and 8 a.m. to 12 noon on Saturdays.

Overtime rates: from close of shop hours to midnight, time and one-half; from midnight to 8 a.m., double time.

CITY OF EDMONTON AND INTERNATIONAL UNION OF UNITED BROTHERHOOD OF CARPENTERS AND JOINERS, LOCALS Nos. 2607 AND 1325. Agreement in effect from February 15, 1920, to February 15, 1921.

Wage scale: per hour—carpenters employed at street railway car barns from Feb. 15, 1920, 77 cents; from July 1, 1920, 82 cents. Foremen to receive 5 cents per hour additional. After one year's service, to be granted seven days' annual vacation with pay.

Overtime, Sundays and holidays, to count as time and one-half.

Employees to seek redress for grievances through committee of the union, which shall appeal to superintendent, or if decision is unsatisfactory, to City Commissioners or Council of City of Edmonton, and further, to a Board of Conciliation.

CITY OF EDMONTON AND CIVIC EMPLOYEES FEDERAL UNION, LOCAL No. 30. Agreement in effect February 15, 1920, to February 15, 1921.

Minimum wages for year 1920: per hour—labourers, not able-bodied, 50 cents; able-bodied common labourers and teamsters, 60 cents; experienced labourers, *i.e.*, sub-foremen, bridge gangs, water and sewer maintenance men, leak diggers, 65 cents; operators of gasoline and steam boilers, hydrant and valve repairers, 70 cents; meter



installers, pipe layers and fitters and meter mechanics, 75 cents.

Hours of labour: 8 a.m. to 5 p.m., with one hour at noon; 8 a.m. to 12 noon on Saturdays.

Overtime: from quitting time until 10 p.m., time and one-half; 10 p.m. to 8 a.m., double time—provided that teamsters agree to work up to nine hours on straight time if required; Sundays and holidays, double time. After one year's work, men to receive one week's annual vacation on full pay. Provisions for grievances as in previous agreement. City not to discriminate against any employee for being or not being a member of any organization.

CITY OF EDMONTON AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, LOCAL No. 569. Motormen and conductors, wages: per hour—two men cars, first six months, 52½ cents; second six months, 57½ cents; thereafter, 62½ cents; one man cars, first six months, 60 cents; second six months, 62½ cents; third six months, 67½ cents; fourth six months, 68½ cents. After one year's service, seven days' annual vacation with pay. Hours of labour: nine hours per day; overtime and holidays, time and one-half. Provisions for grievances as in previous agreement.

Barnmen, wages: per hour—car cleaners, 60 cents; car repairers, first year, 62 cents; second year, 65 cents; third year, 72½ cents; trade mechanics, painters, 75 cents; blacksmiths' helpers, 65 cents; labourers, 60 cents; sand-men, 65 cents; painters' helpers, 65 cents; equipment of car men, \$130 per month. Hours of labour: eight hours per day, four hours Saturday; overtime, Sundays and holidays, time and one-half.

Trackmen, track greasers and flagmen. Wages: per hour—labourers, 60 cents; trackmen, 62½ cents; foreman and those in charge of a gang, 70 cents; track greasers, 60 cents; flagman, per month, \$105. Hours of labour: eight hours per day; overtime, time and one-half.

Power house men, wages: per month—second class engineer, \$185; third class, \$150; assistant third class engineer without certificate, \$140; water tender, \$145; water tender without certificate, \$137.50; per hour—fireman, 65 cents; head ash hands, 62½ cents; all other ash handlers, 60 cents; crane engineers, 85 cents to October 1; thereafter, 90 cents; elevator attendants, 65 cents; other coal handlers and general help, 60 cents; boiler cleaners, 67½ cents; tube blower, 62½ cents. Pumping Station: per month—second class engineer, \$170; relief engineer, second class, \$170; relief engineer, third class, \$145; assistant engineers, \$145; filter operators, \$135; per hour—general help on filters, 60 cents; general help in engine room, 62½ cents.

Six days' work per week; overtime, seventh day; Saturday afternoons and holidays, time and one-half.

Same provision for grievances as in previous agreement.

CITY OF EDMONTON AND THE CIVIC SERVICE UNION No. 52. Agreement in effect from February 15, 1919, to February 15, 1920.

"The wages and salaries of all employees coming under this agreement, except those receiving board and room, shall be increased at the rate of thirty dollars per month on the salary or wage in effect on the 14th day of February, 1920; except that in cases where the salaries of returned soldiers, who previous to their enlistment were employed by the city, have not been properly adjusted, the increase hereinbefore mentioned shall be applied after an equitable adjustment has been made. Salaries or wages of employees receiving board and room shall be increased at the rate of fifteen dollars per month, and the salaries or wages of those receiving board only shall be increased at the rate of twenty dollars per month."

Minimum wages: Per month—juniors, first year, \$70; second year, \$80; third year, \$95. Telephone operators: per month—first year, experienced, \$80; second year, \$85; third year, \$95; in-



experienced, first six months, \$65; second six months, \$75; stenographers, \$105; meter readers, \$112; license inspectors and collectors of the license and collection departments, \$112; general clerk, \$115; temporary help (junior), per day—\$3; per month—\$75; temporary help (other than junior), per day—\$4; per month—\$100.

Overtime: time and one-half; Sundays and holidays, double time.

The city not to discriminate against any employee for being a member of any organization.

Same provision for grievances as in previous agreement.

**BRANDON, MAN.—SCHEDULE OF WAGES AND CONDITIONS FOR CIVIC EMPLOYEES DURING THE YEAR 1920, AS ADOPTED BY THE COUNCIL OF THE CITY OF BRANDON.**

Street railway department. Wages: Per hour—car barn foreman, 60 cents; motormen, first six months, 45 cents; second six months, 47 cents; third six months, 50 cents; car cleaners, 43 cents; helpers, 45 cents; track cleaner, 40 cents. Hours of labour, nine per day; overtime, time and one-half; after one year's service, two weeks' holiday per year with pay to be allowed.

Fire department: Each member to be paid an additional sum of \$5 per month, exclusive of chief; twenty-four hours off duty to be allowed every fourth day; two weeks' holiday per year with pay to be allowed.

Pumping station. Wages: Per month—firemen, \$110; boiler washer, \$110; per hour, with ten hour day—labourers, 40 cents. No man to work more than six days per week, excepting firemen on eight hour shifts; time and one-half for overtime; Sunday duty to be taken only when necessary.

Health department: Wages, foreman and housekeeper, \$112 per month with cottage, water and light; per hour, with ten hour day—teamsters, 40 cents; helpers, 40 cents; night soil men, 42½ cents. Teamsters to be allowed one-half hour's pay per day for stable duty; man doing Sunday stable duty to be allowed five

hours for same at regular rate; holidays to be paid for at regular rate; each man after one year's service to be allowed one week's holiday per year with pay.

Works and sewer and water departments. Wages: Per hour—assistant foreman, 52½ cents; special labour, 47½ cents; labourers, 40 cents; cement finishers, 52½ cents; cement foreman, 60 cents; scantling men, 47½ cents; water turnkey and meter reader, 45 cents; per month—weighmaster, \$90. Hours of labour, ten per day. Sundays and overtime to count as time and one-half; each man after one year's service to be allowed one week's holiday per year with pay.

**WINNIPEG, MAN.—CITY OF WINNIPEG AND VARIOUS CLASSES OF EMPLOYEES.** Agreement effective from January 1 to December 31, 1920.

*Clerical Service.* — Hours for office workers to be from 9 a.m. to 5 p.m., with one hour for lunch, and from 9 a.m. to 1 p.m. on Saturday. During May, June, July, August and September, hours on Saturday to be from 9 a.m. to 12 noon. Hours for business staff of City Light and Power Department to be from 8.30 a.m. to 5 p.m., with one hour for lunch, and from 8.30 to 1 p.m. on Saturday. In May, June, July, August and September, hours for Saturdays to be from 8.30 a.m. to 12 noon.

*City Light and Power Department Employees (other than clerical).*—Station Maintenance Wiremen and Meter Department. Eight hours to constitute a day's work, from 8 a.m. to 12 noon, and from 1 p.m. to 5 p.m. Hours Saturdays to be from 8 a.m. to 12 noon. For all work up to 48 hours per week exclusive of Saturday afternoon straight time to be paid; Saturday afternoons and all time worked over 48 regular working hours per week to be paid at rate of time and one-half; and from midnight until 8 a.m., also Sundays and legal holidays, double time.

Wages: Per hour—installers, journeymen, 85½ cents; chief, 86½ cents;

shopmen, apprentice, first six months, 40½ cents; second six months, 45½ cents; second year, first six months, 50½ cents; second six months, 57½ cents; third year, 63 cents; fourth year, 70½ cents; journeyman, 85½ cents; specialist, 89½ cents; foremen, 98½ cents; journeyman's helper, 63 cents.

**Operating Staff.** Eight consecutive hours during the twenty-four to constitute a day's work and forty-eight hours to be considered a week's work. All time over forty-eight hours per week to be paid at the rate of time and one-half for the first four hours, and double time thereafter.

**Scale of wages:** Per month—Terminal station, operators, \$161; first assistant, \$130; second assistant, \$127. King Street Substation—operator, \$145; assistant, \$127. McPhillips Street Substation—Operator, \$145; assistant, \$127. Hay Street Substation—operator—\$140; assistant, \$127. Fort Rouge Substation—operator, \$145. Transcona Substation—operator, \$145. Transmission Line patrolman, men stationed at Winnipeg, \$160. Lyndall Substation—operator, \$130.

**Electrical Workers—Linemen, Troublemakers and Cablemen, including City Electrician's Department.** Eight hours to constitute a day's work, from 8 a.m. to 12 noon and from 1.00 p.m. to 5 p.m.; Saturday from 8 a.m. to 12 noon. Saturday afternoons and other time worked in excess of straight time hours as above defined to be paid for at the rate of time and a half, and from 12 o'clock midnight till 8 a.m., also Sundays and legal holidays, to be paid for at the rate of double time. Troublemakers doing shift work to be paid at straight time for any eight consecutive hours; 48 hours to constitute a week's work. All hours worked in excess of 48 to be paid at the regular overtime rates. **Schedule of wages:** Per hour—linemen, cablemen, etc., foremen, 98½ cents; troublemen, 94½ cents; subforemen, 94½ cents; linemen, first twelve months, 65½ cents; second twelve months, 73½ cents; third twelve months, 81½ cents; journeymen linemen, 92½

cents; linemen, hired to do out of town work, 92½ cents; with board, 80½ cents; foremen, hired to do out of town work, 98½ cents; with board, 86½ cents; arc lamp repairer, 87½ cents; cablemen journeymen, 98½ cents; helpers, 90½ cents; mates, 63½ cents; labourers, 60½ cents.

**Power House Staff.** Eight consecutive hours during the twenty-four to constitute a day's work, and forty-eight to be considered a week's work. Saturday afternoons and other overtime worked over 48 regular hours to be paid for at the rate of time and one-half. From midnight to 8 a.m. and Sundays and legal holidays, double regular rate, except when such time comes in regular shift time.

**Schedule of wages:** Per month—switch board operators, \$161; head floorman, \$145; spare head floorman, \$145; second floorman, \$135. Per hour—sweeper, 68½ cents; electricians, 85½ cents; electrician's helpers, 70½ cents.

**Chauffeurs.**—Fifty hours to constitute a week's work, from 7.30 a.m. to 5.30 p.m.; Saturdays, 7.30 to 12.30 p.m. Saturday afternoons and all time worked over 52 regular working hours per week to be paid at rate of time and one-half, and from 12 midnight and Sundays and statutory holidays at double time.

Chauffeurs driving gasoline or electric trucks, 1½ ton truck and over, \$32.30 per week, and under 1½ ton trucks, \$30 per week.

**Fire Alarm Staff.**—Forty-eight hours to constitute a week's work; a shift to consist of eight hours.

**Schedule of wages:** Per month—assistant chief fire and police operator, \$170; 3 operators, \$155; first year operator, \$130; second year operator, \$145; third year operator, \$155; fire and police instrument troublemen, per hour, 92½ cents.

**Operating Superintendent of Water Works Department (hourly men).** Eight hours and forty minutes to consti-



tute a day's work, from 7.20 a.m. to 5 p.m.; Saturdays, four hours and forty minutes, from 7.20 a.m. to 12 noon. Forty-eight hours to constitute a week's work.

*Emergency Turnkeys and Chauffeurs.*—Eight hours to constitute a day's work, from 7.20 a.m. to 5.20 p.m.; Saturdays, five hours, from 7.20 a.m. to 12.20 p.m.; fifty hours to be a week's work. All work over 52 hours per week, regular overtime rate.

Saturday afternoons and other time worked in excess of straight time hours as above defined to be paid for at the rate of time and one-half. Work after 12 o'clock midnight and also Sundays and legal holidays to be paid for at the rate of double time.

#### SCHEDULE OF WAGES.

	Rate per hour.	Monthly rate.
Hydrants and Valves, assistant foreman .....	72c.	\$150.00
Hydrant Repairs, 1st class ..	69½c.	145.00
2nd class .....	60c.	125.00
Hydrant Inspectors, domestic	57½c.	120.00
High pressure .....	60c.	125.00
Valve Inspectors, 1st class ..	62c.	130.00
2nd class .....	60c.	125.00
Meters, assistant foreman ..	74c.	155.00
Plumber and utility man ...	74c.	155.00
Repairs, 1st class .....	67c.	140.00
2nd class .....	64½c.	135.00
3rd class .....	60c.	125.00
Boxing and protecting....	57½c.	120.00
Yards, toolkeeper .....	57½c.	120.00
Handy man .....	57½c.	120.00
Motor mechanic .....	67½c.	140.00
Flushers, dead end .....	57½c.	120.00
New Services, assistant foreman .....	72c.	150.00
Connector .....	72c.	150.00
Tapper .....	67½c.	140.00
Pipelayer .....	69½c.	145.00
Caulker .....	64½c.	135.00
Service box cleaners, 1st class	60c.	125.00
2nd class .....	57½c.	120.00
Leak Inspection, chief inspector .....	72c.	150.00
Assistant .....	57½c.	120.00
Turnkeys, emergency .....	.....	162.00
Regular .....	67½c.	140.00
Chauffeurs, emergency .....	57½c.	139.96
Regular .....	57½c.	125.00

*Health Department.*—Forty-eight hours to constitute a week's work, five days of eight hours and forty minutes and Saturday four hours and forty minutes. Overtime to be paid at rate of time and one-half; from 12 midnight, also Sundays and legal holidays, double time.

Schedule of wages: Per week—teamsters, \$30; singles, \$28.85; night soil teamsters, \$31.15; night soil helpers, \$28.85; chauffeurs, 1½ ton and over, \$32.30; chauffeurs under 1½ ton, \$30; assistant stable foreman, \$33.23; stablemen, \$29.77. Nuisance Ground: Per day—weighmaster, \$5.96; caretaker, \$4.77. Crematory: Per day—foreman, \$5.96; fireman, \$5.04; watchman, \$4.61; floorman, \$4.61.

*Fire Service Water Works.*—Eight consecutive hours of twenty-four to constitute a day's work and forty-eight hours a week's work.

*Water Works Pumping Station.*—Eight consecutive hours of twenty-four to constitute a day's work, and forty-eight a week's. Fifty-four hours per week to constitute the working hours for the employees at the public baths.

*Comfort Stations.*—Male attendants average 56 hours per week and female attendants average 51½ hours per week.

*Street Commissioner's Department.*—During summer season nine hours per day from 7 a.m. to 5 p.m. During the winter season eight hours per day from 8 a.m. to 5 p.m.

*Sewer Maintenance Department.*—Outside workers' hours to consist of forty-eight hours per week, with five hours on Saturdays.

*General.*—The following to be observed as statutory holidays—New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day.



## FAIR WAGE CONTRACTS, JUNE, 1920

**D**URING June the Department of Labour received for insertion in the LABOUR GAZETTE, the following information relative to four fair wage contracts, awarded by the Department of Public Works. All the contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

## DEPARTMENT OF PUBLIC WORKS.

Alterations, etc., to Government Printing Bureau, Ottawa, Ont. Name of contractors, Bate, McMahon & Company, Ottawa, Ont. Date of contract, June 21, 1920. Amount of contract, \$20,263.

Dredging on three shoals, Goodfellow Bar and Cassilis Lawlors' shore, in Northwest Miramichi River, N.B. Name of contractors, Maritime Dredging Company, Limited, Newcastle, N.B. Date of contract, June 2, 1920. Amount of

contract, Class "B" \$0.54 $\frac{3}{4}$  per cu. yd. (scow measure).

Construction of War Trophies Building, Ottawa, Ont. Name of contractors, Doran & Devlin, Ottawa, Ont. Date of contract, June 18, 1920. Amount of contract, \$17,789.

Construction of wharf and warehouse at Kagawong, Manitoulin Island, Ont. Name of contractors, McNamara Brothers & Thornton, Sault Ste. Marie, Ont. Date of contract, June 26, 1920. Amount of contract, unit prices.

## POST OFFICE DEPARTMENT.

The following is a statement of payments made in June for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of orders.	Amount on orders.
Making metal dating stamps and type, and other hand stamps and bass cown seals.....	\$ 959.06
Making rubber stamps, etc.....	118.83
Supplying stamping material, pads and ink.....	207.45
Supplying mail bag fittings.....	4,051.16
Scales repaired.....	36.90
Hampe's repaired.....	29.50
Making up and supplying letter carriers' uniforms....	8,260.20

## PRICES RETAIL AND WHOLESALE IN CANADA, JUNE, 1920

**T**HE feature of the prices movement was a substantial decline in some raw materials, particularly in wool, jute, raw silk, hides, raw furs and turpentine. There were also decreases in a number of farm products. On the other hand there were increases in some grain, in cattle, sugar, coal, coke, bricks and paper. In retail food prices, meats, sugar and potatoes were again higher.

The average cost of a weekly food budget in terms of the retail prices in some sixty cities at the middle of the month was \$16.92 as compared with \$16.66 at the middle of May, \$13.72 in June, 1919, and \$7.35 in June, 1914. The chief increase was in potatoes, which averaged \$6.51 per bag as compared with \$2.12 in June, 1919. As the budget includes a fairly large quantity of potatoes to represent potatoes and other fresh vegetables, this increase accounts for a large part of the increase in the cost of the food budget as compared with June, 1919. Onions, however, were also very high in price, while canned vegetables were little changed from a year ago. Sugar was also much higher than a year ago and there were higher levels in eggs and butter, meats, bread, flour, rice, evaporated apples and prunes.

In wholesale prices, the Departmental index number fell to 349.3 as compared with 356.6 for May, 284.1 for June, 1919, and 135.3 for June, 1914. The chief decreases for the month were in hogs, sheep, hay, potatoes, lake fish, butter, eggs, wool, jute, raw silk, hides, some metals, turpentine, raw furs and rubber, but there were increases in oats, barley, corn, cattle, cheese, sugar, cotton goods, iron products, coal, coke, gasoline, coal oil, bricks, chemicals and paper.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workingmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central, without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood, coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For in-



stance the only fruits are evaporated apples and prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained.\* In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal

to 100. The quotations for most farm products are obtained weekly and averaged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

In meats there were substantial advances, the greatest being in sirloin steak, which averaged 41.5c. as compared with 39.3c. in May, increases appearing in a number of the cities throughout the country. In round steak, rib roast and shoulder roast and veal there were also increases. Mutton averaged 2c. per pound higher. Pork advanced less than beef, while lard declined.

Eggs showed a slight increase in the average, there being increases in some localities with decreases in others, while in half of the cities there was little change. Milk averaged slightly lower, decreases having occurred in ten cities, following decreases in eight other cities a month before. Butter declined in a number of the cities.

Bread advanced about  $\frac{1}{2}$ c. per lb. in half of the cities. Flour and rolled oats were up in a number of the localities, but tapioca declined in several. Canned vegetables were practically unchanged. Onions had risen steeply in May, reaching 20c. per lb. in several cities, but declined in many cities in June. Potatoes had risen steeply in February and again in May. The average price per bag in January was \$3.09, as compared with \$1.87 in January, 1919. In February the price averaged \$3.91, in May \$6.15, and in June \$6.51. New potatoes, chiefly imported, came on the market at very high prices, but as consumption decreased and supplies from the new crop increased, the prices fell rapidly. By the middle of June decreases had occurred in twelve of the cities and by the end of the month the

\*At times when the price of an article heavily weighted for this purpose rises (or falls) abnormally the increase (or decrease) in food prices so indicated is exaggerated and this should be taken into account in using the budget as an indicator of changes in the cost of living.



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		Ham, boiled, sliced, per lb.
	Sirloin steak, per lb.	Round steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, per lb.	Stewing, per lb.				Fresh, leg roast, per lb.	Fresh chops, loin, per lb.	Salt mass, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	
<b>Dominion Average.....</b>	cents 41.5	cents 36.7	cents 33.0	cents 27.1	cents 22.6	cents 27.7	cents 38.4	cents 41.1	cents 40.4	cents 43.3	cents 36.1	cents 55.8	cents 60.3	cents 74.2
<b>Nova Scotia (Average).....</b>	42.5	37.4	36.7	30.5	24.8	23.3	45.0	40.0	35.8	40.8	33.5	51.0	55.0	71.0
1-Sydney.....	45	40	38	28-32	23-30	20-30	40	40	40	40	55	50	55	80
2-New Glasgow (a).....	40	35	33	25	22-25	28	30	30	35	38	35-40	50	55	65
3-Amherst.....	45	35-40	40	35	18-25	22	45	50	35	50	20	50	50	75
4-Halifax.....	40	37	35	32	25	22	33	35	35	35	35	45	50	60
5-Truro.....	35	32	28-32	28	22	14-18	35	35	35	35	52	54	60	
<b>6-P.E.I.—Charlottetown.....</b>	35	32	28-32	28	22	14-18	35	35	35	35	52	54	60	
<b>New Brunswick (Average).....</b>	40.0	34.4	28.9	24.3	20.3	21.5	31.0	36.5	35.6	35.6	35.3	48.3	51.3	66.7
7-Moncton.....	40-45	35-40	30-35	24-28	18-20	24-28	38	38	35-40	35-40	35	48	50	
8-St. John.....	50	40	35	30	25	22	38	38	40	40	35	50	55	80
9-Fredericton.....	35	30	28	23	20	18	30	35	35	35	36	40	45	60
10-Bathurst (b).....	30-35	30	20-25	18	17	20	25	25	30	30	35	55	55	60
<b>Quebec (Average).....</b>	33.0	33.0	28.6	23.2	20.0	23.3	34.6	36.9	35.4	35.3	34.0	54.9	57.4	74.6
11-Quebec.....	29-30	28-30	23-24	16-19	14	22-27	25-28	25-28	30-32	28-30	30-32	48	48	70
12-Three Rivers.....	40	38	30	25	25	25	30	35	35	35	35	60	65	75
13-Sherbrooke.....	25	25	25	20	18	18	35	35	35	35	35	55	60	80
14-Sorel.....	35	35	28	22	21	25	35	45	35	35	35	65	65	70
15-St. Hyacinthe.....	28	28	20	20	20	20	25	35	30	30	30	60	60	80
16-St. John's.....	33	33	35	23	20	22	35	40	35	35	35	60	60	80
17-Thetford Mines.....	30	35	35	30	25	28	30	20	35	35	32	50	52	70
18-Montreal.....	35-38.5	30-37.5	25-32	18-25	15-17.5	22.5	45	40-48	42-44	44-47	35	48-55	55-60	70-75
19-Hull.....	40	40	35	30	20-22	25	50	50	40	38	50	50	50	
<b>Ontario (Average).....</b>	42.8	38.1	33.5	28.4	23.2	29.9	37.7	42.1	41.3	45.2	36.9	54.5	59.9	74.0
20-Ottawa.....	38-40	38-40	28-32	25	18-20	20-22	40	40	35	40	37	60	60	75
21-Brockville.....	45-50	40-45	30-40	30	25	25	35	40	40	40	37	63	68-70	70
22-Kingston.....	40-45	35-40	30-35	25-28	20-22	22	35	38	35-40	40-45	35	50	55	60-75
23-Bellefleur.....	35	30	35	25	20	30	35	40	35	35	35	60	65	65
24-Peterborough.....	45	40	35	28	22-26	30	40	45	48	48	30	60	65	75
25-Orillia.....	40-45	40	35-38	25-28	20-25	32-33	35-38	50	38	40	50	50	50	60
26-Toronto.....	35-45	30-35	25-35	20-25	12.5-15	20-30	25-30	40-45	35-45	40-50	35-40	59-55	65-60	65-75
27-Niagara Falls.....	50	45	30	25	20	25	45	45	42	48	38	55	60	80
28-St. Catharines.....	35	32	30	25-28	18-22	27-32	35-37	38	38-40	44	35	45	50	70
29-Hamilton.....	40-42	35	30-38	26-28	20-28	25-30	35-40	33-40	40-45	48	38-40	55	58	75
30-Brantford.....	45	40	35	32	25	35	45-50	60	45	50	45	55	60	75
31-Galt.....	45	40	38	35	30	28	45	45	45	50	40	50	50	75
32-Guelph.....	43	38	31-33	28-30	25-30	30-35	40	45	35	45	33	46	53	70
33-Kitchener.....	45	42	35	32	28-30	35	45	45	45	48	40	50	58	70
34-Woodstock.....	45-48	35-40	38	28	25	35	35	45	45-50	48	45	55	60	80
35-Stratford.....	36	34	32	30	28	28	35	38	44	44	32	62	62	72
36-London.....	38-40	37	32	28	22	30	35	37	42	45	50	55	55	70
37-St. Thomas.....	45	40	32	29	23	30	30	35	40	45	35	68	70	75
38-Chatham.....	45	38	29	25	20	32	34	40	38	48	35	55	60	65
39-Windsor.....	40	36	28-36	30	25-38	35	38	40	38-42	52	60	65	80	
40-Owen Sound.....	38	35	30	25-28	20-25	28-30	35	35	40	40	32-35	50	55	75
41-Cobalt.....	45	35-40	35	22-30	15-30	40	45	40	40	40	50-58	60	80	
42-Sault Ste. Marie.....	50	45	40	35	24	35	40	40	45	45	50	55	75	
43-Port Arthur.....	45	40	32	30-32	18	25	45	45	45	50	45	60	65	85
44-Fort William.....	45	40	35-38	30-33	20-25	30	40	45	45	45-55	65	65	85	
<b>Manitoba (Average).....</b>	46.0	38.5	36.0	28.5	25.0	28.8	40.0	32.5	45.0	50.0	60.0	67.5	75.0	
45-Winnipeg.....	52	42	42	32	28	25	40	45	45	55	60	65	80	
46-Brandon.....	40	35	30	25	22	30-35	40	40	45	45	60	70	70	
<b>Saskatchewan (Average).....</b>	43.8	36.3	31.0	27.8	22.8	28.0	40.8	41.3	41.3	43.8	35.5	63.8	70.0	78.8
47-Regina.....	45	35	32	28	25	35	45	45	45	50	35	65	75	80
48-Prince Albert.....	40	35	35	30	25	30	40	40	40	40	35	65	75	
49-Saskatoon.....	50	40	30	28	18	20	43	45	40	45	40	65	70	80
50-Moose Jaw.....	40	35	27	25	23	27	35	35	40	40	32	60	65	80
<b>Alberta (Average).....</b>	43.8	36.3	37.5	27.5	20.5	23.8	45.5	42.7	49.8	53.3	38.3	61.7	66.8	75.0
51-Medicine Hat.....	40	30	30	22	15	25	45	40	50	50	38	60	65	80
52-Edmonton.....	45	40	45	35	25	35	50	50	50	55	35	70	70	
53-Calgary.....	48	40	40	28	22	30	45	45	55	60	40	60	62	90
54-Lethbridge.....	42	35	35	25	20	25	42	38	40	48	40	65	70	70
<b>British Columbia (Average).....</b>	44.9	38.3	35.3	26.2	23.9	31.9	41.2	43.4	42.7	47.5	39.0	64.9	64.9	78.6
55-Vancouver.....	45	40	37	30	22	25	45	45	50	55	35	62	64	90
56-Nelson.....	45-50	40	40	20-28	20-20	33-38	38-43	40-45	40-45	45	40	60-70	70	80
57-Trail.....	45	40	35	18-25	15-25	30-35	35	40	40	45	45	65-70	70	80
58-New Westminster.....	40	30	25	25	18-22	30	45	45	40	45	40	60	65	80
59-Vancouver.....	48	42	45	25	25	35	38	38	42-45	45	45	58	65	70
60-Victoria.....	44	36	30	28	28	30	40	50	38	50	40	50	55	75
61-Nanaimo.....	45	40	35	30	28	35	45	45	45	45	35	60	65	75

(a) Including Westville, Stella-ton and Trenton. (b) Representing the former Newcastle district.

## AND RENTALS IN CANADA AT MIDDLE OF JUNE, 1920

FISH																							
Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, fresh, per doz.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	Other fish, fresh, per lb.	Other fish, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod, boneless, per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. tin.	Canned salmon, medium, lb. tin.	Canned salmon, pinks, lb. tin.	Lard, pure leaf, best, per lb.		
cts. 27.7	cts. 18.5	cts. 14.5	cts. 11.7	cts. 30.0	cts. 28.1	cts. 15.4	cts. 12.8	cts.	cts.	cts. 18.7	cts. 15.8	cts. 27.2	cts. 24.0	cts. 13.6	cts. 65.2	cts. 24.9	cts. 21.2	cts. 47.8	cts. 40.5	cts. 30.7	cts. 38.2		
14.3		13.3		29.2	30.0	40.0									56.0	24.2	17.0	40.0	40.0	39.2	39.3		
10		15		25-30	30										60	25	15	35		42-45	45		
14		10		30	30	40									50-60	23-25		45	40-45	32	3		
18		15													50	22	18	35	35	38	4		
8		8		20								25-28			60	20	18		45	40	5		
14.5		14.0	12.0	35.0	35.0	12.0						50.0		12.0	60.0	24.8	17.3	35.0	37.5	30.0	35.8		
12		12		35	35									12	70	24	20	35	30	30	7		
18		18		35								50-60			60	25	15		35	30	8		
18		14		35		12						45			70	25	16		40	30	9		
10		10													40	25	18		30	35	10		
16.0	15.0	11.6	11.5	28.7	30.0					15.8				10.0	72.5	26.2	24.3	42.9	36.6	30.7	37.3		
10		10	10		30					15					75		30	50	40	30	38		
20		15	13													30	45	40	35	35	11		
				35												25	25	45	40	35	12		
				25						15								45	40	35	13		
16-20	9.5-10		20-32					70-75		10-25				10	10	60		30	40	35	14		
														8	70-90	22-25	15-18	35-50	30	35-37	15		
																	40-45	25-30	25	37	16		
18.9	19.4	16.4	11.7	33.0	28.4	14.6	13.5			20.3	17.3	22.7	23.0	12.8	68.5	27.5	20.7	49.9	41.5	30.6	37.9		
25				35						18-20	15-18	20-35				25		50		35	20		
12.5-15	10	12.5	10	30	25	10	10	50							50	17-25	18	45	38	25	21		
16		16		28		10				20		30			75	25	18-22	50	45	30	22		
15		12.5		30						15						25	25	50	40	35	23		
20		14		25-30	12-14					20		35	20-22		70	22	18	50	40	30	24		
										25		15						50	45	25	25		
22						15				25					100	30	18-22	48-50	40-45	30-40	26		
20		15		35-40		15				17		15-25		15	75	25-30	20	55	50	35	27		
18		15		33	18-20	15				20		18	25			30	20	55	50	40	28		
				35	22	17				17		22				25	20	55	40	35	29		
30	30				12.5	12.5				20				10	60	30	28	50	40	30	30		
	20	10	30	30	13	15				18	18			10	60	18-23	18	50	40	30	31		
18		15	35	35	12-15	15				25					27	20-23	50	42	25	38	32		
15		35	35		30	15				17-25		20		8	70	25	20	45-50	35	30	33		
										20								50	40	30	34		
16-18	16-18		30	25-30		25				15-17		15		15-25		25	20	45	40-45	25	35		
12.5-20	20	15	15	35	25-30	25-30				15		15		75	25	18-20	50	40-45	25	40-45	38		
				30.0		32.0				18.0	15.0							18.0	47.5	40.0	42.5		
				30		32				18	15							18	45	40	45		
										18								50		40	46		
18.8	17.5			30.0	26.0	12.5	12.5			17.0	15.0			15.0	87.5	25.0	23.8	50.0	43.3	28.8	41.3		
20	20			30	30					20	15				100	30	30	50	45	25	47		
				30						15				15			23	55		30	48		
17.5	15			30	23	12.5				18				15	75	20	20	45	40	25	49		
21.3	17.5			27.5	22.5	14.4	12.5			15.1	12.5	32.5	25.0	17.5		26.3	22.3	48.8	40.0	31.3	40.9		
25				30		15				15		35		20		30	25	55	40	30	51		
20		17.5		25	23	15	12.5			12.5		30	25	15		25	20	45	40	35	52		
22				25	22	15				18				15		25	22	50	40	25	53		
18				30	12.5					15				20		25	22	45	40	35	54		
19.5	20.0			26.2	30.0	8.3	10.0			18.0	28.3	25.0	13.6	30.0	24.8	23.3	48.2	41.3	27.8	36.6			
23	20			30	30					18			15	18	27.5	23		50	25	45	55		
22				28	30												25	45	38	27	56		
18				25		10						30	25			25	50	40	25	35	57		
20				25		8						30	10			24	22	50	40	30	58		
16				24		7						28	10		30	25	18	44	25	35	59		
18				25				25				25			22.5	25	50	40	35	40	60		



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY.	Eggs					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
	Fresh, specials per doz.	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage, per dozen.		Dairy, solid, per lb.	Creamery, prints, per lb.		Old, per lb.	New, per lb.
Dominion Average . . . . .	cents. 56.0	cents. 53.5	cents. 49.9	cents. 50.0	cents. 50.1	cents. 14.8	cents. 59.7	cents. 66.8	cents. 43.7	cents. 40.4	cents. 38.2
Nova Scotia (Average) . . . . .	56.9	56.7				14.5	66.1	74.5	45.4	39.5	39.0
1-Sydney . . . . .	55	60				14-16		80	48	40	
2-New Glasgow (a) . . . . .	55					14	65-69	70-75		40	
3-Amherst . . . . .	55-60	55					60-65	70	42-45	38	38
4-Halifax . . . . .	60	55				15	65	70	45	40	
5-Truro . . . . .	55					14	70	80	45		40
6-P.E.I.—Charlottetown . . . . .	46	41	40			12-13	52	62		35	
New Brunswick (Average) . . . . .	55.0	51.3			50.0	14.1	58.1	65.6	44.5	38.8	36.5
7-Moncton . . . . .	55	50				14-15	60-65	65-70	45	40	
8-St. John . . . . .		55				15	65	70	43	35	35
9-Fredericton . . . . .	60	55			50	15	50	65	45	40	38
10-Bathurst (b) . . . . .	50	45				12	55	60	45	40	
Quebec (Average) . . . . .	59.3	56.7	59.5	55.0	52.5	13.6	56.9	62.2	40.9	40.1	37.0
11-Quebec . . . . .	60	55				16	54-57	60-62	38	38-40	34-36
12-Three Rivers . . . . .	60				50	15	60	65	35	45	40
13-Sherbrooke . . . . .	60					c12.5		70	45	40	40
14-Sorel . . . . .	55	50				14		60	40	35	35
15-St. Hyacinthe . . . . .		55				11		56			35
16-St. John's . . . . .	65	65	60	55	55	12	60	62	40	45	35
17-Thetford Mines . . . . .	50						50		45	40	
18-Montreal . . . . .	64-65	60	59			14-16	58	60-61	40-42	38-40	38
19-Hull . . . . .	60	55				12	58	63	38-49	38	38
Ontario (Average) . . . . .	56.0	52.7	49.8	50.0	47.0	14.7	59.3	64.0	42.6	41.0	38.6
20-Ottawa . . . . .	70	60				12	60	65	38-40	45	40
21-Brockville . . . . .		55				13	d60	65-70	40-42	40	40
22-Kingston . . . . .			45-50			12	55-60	60-63	37-40	40	38
23-Belleville . . . . .	50	48			45	c13	65	68	45	38	
24-Peterborough . . . . .	50	48				c12.5	57	60	45	44	40
25-Orillia . . . . .	50					c14.3	48	60	42	40	35
26-Toronto . . . . .	60					c14.3		65	42	42	
27-Niagara Falls . . . . .	58					16		63	43	38	37
28-St. Catharines . . . . .	50-55					15	60-65	65-70	42-45	40	38
29-Hamilton . . . . .	54	54				15	58	60	40	40	37
30-Brantford . . . . .	60	58			48	14-15	60	63	47	42	40
31-Galt . . . . .	53	50				c12.5	57	60	40	40	30
32-Guelph . . . . .	52	52				c12.5	58	62	45	45	40
33-Kitchener . . . . .		52				c14.3	d62	66	40	42	
34-Woodstock . . . . .	52					12	d55	60	42	40	40
35-Stratford . . . . .	46					13		65	45	44	42
36-London . . . . .	58	53				14	60	62	39-42	40	38
37-St. Thomas . . . . .	55	50				c13.3			45	40	38
38-Chatham . . . . .		48			48	16	65	68	42	40	35
39-Windsor . . . . .	55	52	52	50		16-20	65	70	48	48	45
40-Owen Sound . . . . .		50				c14.3	52	57	40	38	
41-Cobalt . . . . .	60	55				20		70	42	40	40
42-Sault Ste. Marie . . . . .	65	60				15	65	65	45	40	
43-Port Arthur . . . . .	60					20		65	45	40	
44-Fort William . . . . .	60					20		65	40	40	40
Manitoba (Average) . . . . .	47.5		40.0			12.5	60.0	70.0	45.5	40.0	40.0
45-Winnipeg . . . . .	50		45			15	60	65	48	40	40
46-Brandon . . . . .	45		35			10	60	75	43	40	
Saskatchewan (Average) . . . . .	43.8	45.0	45.0			16.3	52.5	68.3	45.0	41.3	
47-Regina . . . . .	45					15	60	65	45	40	
48-Prince Albert . . . . .	50	45	45			16	45		45	40	
49-Saskatoon . . . . .	45					16	45	75	45	40	
50-Moose Jaw . . . . .	35					18	60	65	45	45	
Alberta (Average) . . . . .	52.5	50.0	50.0	45.0		15.5	67.5	70.6	45.5	37.5	38.8
51-Medicine Hat . . . . .	45					17	65	75	45		40
52-Edmonton . . . . .	55	50	50			c13.3		65	45	35	1.35
53-Calgary . . . . .	55			45		15		60-65	47	40	40
54-Lethbridge . . . . .	55	50				c 16.7	70	80	45		40
British Columbia (Average) . . . . .	64.7	63.5	65.0		52.5	17.1	65.5	73.5	47.1	40.8	38.6
55-Fernie . . . . .	70		65			c16.7	60	75	50		40
56-Nelson . . . . .	70	65				c19		75	50	45	
57-Trail . . . . .	70					20		72.5	46	40	
58-New Westminster . . . . .	60				50	16.5	d72	75	50	40	40
59-Vancouver . . . . .	65	62			55	15	62	67	44	38	35
60-Victoria . . . . .	58					c15.4	68	75	45	42	38
61-Nanaimo . . . . .	60					17		75	45	40	40

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Price by single quart higher.

(d) Dairy Prints.



## AND RENTALS IN CANADA AT THE MIDDLE OF JUNE, 1920—(Continued)

Bread, plain white, per lb.	Soda biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLES			
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				Rangoon per lb.	Patina, per lb.	Japan, per lb.	Siam, per lb.		Tomatoes, 2½'s, per can.	Peas, standard, 2's, per can.	Co. n. 2's, per can.	
cents. 9.6	cents. 23.1	cents. 8.6	cents. 8.4	cents. 8.5	cents. 9.0	cents. 11.4	cents. 16.8	cents. 19.7	cents. 19.9	cents. 17.9	cents. 18.7	cents. 21.5	cents. 21.3	cents. 21.4	
10.0	22.0	9.3	8.9	8.3	9.2	9.5	17.4	19.3	.....	.....	21.9	24.2	23.2	22.2	1
10	24	10	.....	9	9	9	20	.....	.....	.....	22-25	25	25	25	2
10-10.7	18-22	9.2	8.8	8	9	8	15-18	18	.....	.....	20	20	20-25	20	3
9.3	22	9	8.1	8.3	10	10	18	22	.....	.....	25	22-25	22-25	18-20	4
10	24	8.8	9.4	8	9	10	15	18	.....	.....	20	25	22	22	5
9.3	20	7.9	7.3	8	8	8	18	.....	15	.....	20	18-20	18-20	18-20	6
10.5	21.5	8.8	8.3	8.7	8.5	9.3	18.0	24.5	18.0	17.3	21.0	20.5	20.0	20.3	7
9.3-10	22	8.3	8.1	.....	9	9	18	18-20	.....	16	20	20-22	18-20	20-22	8
10.7	22	9.8	9.4	9	5-9	10	18	30	18	18	24	20	20	20	9
10.7	20	8.8	8.5	9	8	10	18	.....	18	18	22	18-20	20-22	20	10
10.7	22	8.3	7.1	8	10	8	18	.....	.....	.....	18	22	20	20	11
8.9	21.4	8.8	8.5	9.0	9.7	12.1	15.6	19.3	19.0	18.7	19.4	20.1	20.5	20.9	12
9.5	22	9.5	9.5	8	.....	.....	.....	.....	18	20	16	20	18	20	13
9.3	22	8.3	8.3	8	12.5	12	15	20	25	.....	20	20-25	19-20	23-25	14
9.3	.....	9	9	10	10	15	18	20	.....	.....	20	20	20	20	15
8	20	7.9	7.9	10	10	12	15	18	.....	.....	20	17	25	20	16
8.3	.....	8.8	8.8	8	8	13	15	20	.....	.....	20	20-22	20	20-22	17
8	22	7.5	7.5	8	.....	12	15	16	17	18	25	20-22	25	25	18
8.7	.....	8.3	7.9	10	10	12-13	15-18	22	18	18	16-20	18-20	18-20	16-20	19
10-10.3	22-23	9.4-9.6	8.3-9.4	9	7.5	8	20	16	.....	.....	18	20	18	20	20
8.7	20	9.4	9	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
9.4	21.7	8.8	8.3	8.4	8.9	11.7	18.4	20.2	21.6	19.1	18.7	20.4	20.3	20.5	22
9.3	20	9.8	7.9	9	8	12	18	.....	25	20	20	20	20	25	23
9.3	25	8.8	8.8	8	8	10	15	20	.....	.....	18	18	18	18	24
9.3	20	8.3	8.3	8	9	12	18	.....	18	25	20	20	20	20	25
8	20	8.8	8.8	9	10	10	15	20	20	20	18	19-20	17-20	20-22	26
9.3	22	9	7.9	8	7	15	15	25	25	20	20	25	25	25	27
9.3	25	7.7	8.8	7.5	10	12	.....	20	.....	.....	18	20	20	18-20	28
8.7	22	9.8	8.8	8	10	10	.....	25	22	22	18	20	20	20	29
9.3	24	8.1	8.1	8.3	8.3	10	18	20	20	20	20	19	19	19	30
9.3	18	9.2	7.5	8.3	6.3	10	20-22	22	22	17-19	15	16.7-17	18-20	17.5-18	31
8.7	22	9.6	8.3	10	10	10	22	22	22	20	20	18-20	18-20	18-20	32
9.3	23	6.9	8.1	8.3	8.3	10	15	20	25	20	15	20	20	20	33
9.3	22	9.2	8.1	8.3	8.3	15	20	20	25	20	18	22	23	20	34
9.3	24	9.9	7.9	8	10	15	20	25	25	20	20	23	23	23	35
8.7	22	8.1	8.1	8.3	8.3	8.3	20	25	25	20	20	20	20	20	36
8.7	20	7.7	.....	10	10	10	.....	.....	.....	.....	19	21	21	19	37
8.7	21	8.3	8.3	9	9	9	15	15	22	22	18	20	15-22	20	38
9.3	22	9	9	7	10	15-25	15-25	15-25	15-25	15-25	18	20	22	20	39
9.3	25	7.7	7.7	8	8	10	23	22	22	.....	18	23	22	20	40
8.7	22	8.3	7.3	9	9	9	17	20	18	18	15	18-20	18-22	18-20	41
12	20	9.4	9.4	10	10	10	20	20	.....	.....	20	24-25	24-25	24-25	42
10	20	9.4	.....	8	9	12.5	25	25	25	20	20	20-23	20-23	20-23	43
11.1	22	.....	8.3	10	8	12.5	15	20	13	20	20	16.7-20	19-20	24-25	44
11.1	18-20	8.3	8.3	7.5-8	8	12	15	15	12.5	15	20	16.7-20	19-20	20	45
9.2	22.0	8.1	.....	8.1	10.0	12.5	13.0	16.5	20.0	13.0	16.5	24.0	22.0	24.0	46
8.8	22	8.8	.....	9.2	10	15	13	18	20	13	15	25	25	25	47
9.6	.....	7.3	.....	7	10	10	13	15	.....	.....	18	23	18-20	23	48
9.6	23.5	8.1	8.2	7.8	9.6	11.7	13.3	20.0	12.5	17.1	18.9	23.9	23.7	24.2	49
8.9	.....	8.3	8.3	8.3	.....	12.5	12.5	20	12.5	18	18	23	23	23	50
9.5	.....	8	8	6.6	.....	.....	.....	.....	.....	20	20	22.5-25	22.5-25	22.5-25	51
10	22	.....	8.8	8.1	9.2	12.5	15	.....	.....	18	17.5	22.5-25	23	25	52
10	25	8.1	7.5	8	10	10	12.5	.....	12.5	12.5	20	25	25	25	53
10.0	21.5	8.5	8.4	9.2	7.8	10.8	.....	12.0	18.9	17.7	17.3	23.1	23.9	24.5	54
8.7	20	8.8	.....	10	7.5	8.3	.....	.....	17.5	17.5	18.5	20.5-25	21-25	21.25	55
10	21	8.1	8.1	8	8	10	.....	.....	20	18	17.5	22.5	22.5	25	56
10.4	25	.....	8.3	8.8	8	12.5	.....	.....	20	18	15	22	25	25	57
10.8	20	.....	8.8	10	7	12.5	12	.....	18	17.5	18	25	25	25	58
10.1	23.1	8.2	8.3	8.8	9.1	12.6	15.0	.....	19.9	15.8	14.9	23.4	22.7	21.9	59
10	22	7.7	7.7	9.5	9	15	.....	.....	22.5	.....	17.5	22.5	22.5	22.5	60
11.5	22	8.1	.....	9.4	10	12.5	.....	.....	20	.....	15	25	23	26	61
9.9	22	7.7	.....	8.8	9	12.5	.....	.....	20	.....	15	23	23	24-25	62
9.8	20	9.4	9.4	8	10	12.5	.....	.....	20	15	12.5	25	22.5	20	63
9.8	22	8.5	8.3	9	9	12.5	.....	.....	20	15	12.5	20	23	20	64
9.8	30	7.9	7.9	9	9	12.5	15	.....	17	15	17	23	23	20	65
9.8	21	7.9	.....	8	8	11	.....	.....	20	18	15	25	25	20	66

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Beans, d.y. common, white, per lb.	Onions, yellow, red, etc. per lb.	POTATOES		APPLES			Prunes, medium size, per lb.	Raisins, seeded, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (90 lb.)	Per peck, (15 lbs.)	Fresh, best or eating, per gal.	Fresh, cooking, per gallon.	Evaporated, bright, per lb.			
Dominion Average.....	cents. 12.0	cents. 13.1	\$ 6.507	\$ 1.182	cents. 53.0	cents. 48.5	cents. 29.2	cents. 27.5	cents. 27.0	cents. 31.0
<b>Nova Scotia (Average).....</b>	<b>12.4</b>	<b>11.2</b>	<b>5.980</b>	<b>.994</b>		<b>41.5</b>	<b>26.3</b>	<b>27.4</b>	<b>25.7</b>	<b>31.7</b>
1-Sydney.....	15	15	6.90	1.15		33	25	25-30	25-30	30
2-New Glasgow (a).....	12	8	c6.00						25	
3-Amherst.....	10-12	8	c4.50	.70-.75			25	23-25	25-27	35
4-Halifax.....	12	10	6.50	1.10		50	25	35	30	30
5-Truro.....	12	15	6.00	1.00			30	23	25	
<b>6-P.E.I.—Charlottetown.....</b>	<b>12</b>	<b>10</b>	<b>5.40</b>	<b>.90</b>				<b>24</b>	<b>25</b>	<b>26</b>
<b>New Brunswick (Average).....</b>	<b>11.8</b>	<b>12.8</b>	<b>5.838</b>	<b>1.063</b>	<b>37.5</b>	<b>25.0</b>	<b>27.5</b>	<b>27.0</b>	<b>25.8</b>	<b>34.5</b>
7-Moncton.....	13	14	5.40	1.00			30	22	22	35
8-St. John.....	10	10	7.20	1.20	d37.5	d25	28	30	26	35
9-Fredericton.....	12	12	6.25	1.15			27	26	28	35
10-Bathurst (b).....	12	15	4.50	.90			25	30	27	33
<b>Quebec (Average).....</b>	<b>12.1</b>	<b>13.9</b>	<b>5.680</b>	<b>.989</b>	<b>43.2</b>	<b>34.6</b>	<b>28.0</b>	<b>27.0</b>	<b>26.1</b>	<b>31.9</b>
11-Quebec.....	9	12	4.50	1.00	30	30	20	30	20	
12-Three Rivers.....	12.5	15	c5.49	.85	d30	d20	30	30	30	35
13-Sherbrooke.....	15	18	7.00	1.25				35	25	35
14-Sorel.....	13	10	3.60	.60	54	30-35	30	25	20	30
15-St. Hyacinthe.....	10		5.25				30	18		
16-St. John's.....	10	15	c7.88	1.25	d50	d40	30	25	25	25
17-Thetford Mines.....	12	15	4.90	.85			30	30	30	35
18-Montreal.....	12	9-12.5	6.50-7.00	1.13-1.20	35-75	30-60	30-32	25-30	30-32	35
19-Hull.....	15	15	c5.75	1.00	40	40	25	20-25	28	28
<b>Ontario (Average).....</b>	<b>12.6</b>	<b>14.0</b>	<b>7.039</b>	<b>1.289</b>	<b>63.6</b>	<b>60.9</b>	<b>30.2</b>	<b>27.6</b>	<b>27.0</b>	<b>29.6</b>
20-Ottawa.....	12.5	10	9.00	1.75	50	40	30	30	30	30
21-Brockville.....	10-12.5	10-15	7.50	1.25			30	25	23	30-35
22-Kingston.....	12.5	12	7.50-8.00	1.25	d30-45	d30	28	23	22-25	28
23-Belleville.....	10	20	6.00	1.10			30	27	27	30
24-Peterborough.....	12.5	15	5.00	1.00			30	28	25	25
25-Orillia.....	10	15	5.00	.90			28	25	25	30
26-Toronto.....	13			c2.00				25	30	30
27-Niagara Falls.....	13	15	8.40	1.40				27	28	30
28-St. Catharines.....	12.5	15	c9.00	f1.88			30	28	25	28-30
29-Hamilton.....	10	8.5	7.00	1.25				25	28	25-27
30-Brantford.....	15	15	6.50	1.40				28	30	25
31-Galt.....	12.5	12.5		g1.00			35	25-30	28-30	25-30
32-Guelph.....	12.5	15	7.50	1.25				30	28	30
33-Kitchener.....	12.5	15	6.50	1.25			35	35	30	35
34-Woodstock.....	12.5	12.5	7.25	1.25			30	25	30	30
35-Stratford.....	15	15	6.00-6.50	1.20	70	60	20	25		30
36-London.....	12.5	22	7.75	1.35				30	29	27
37-St. Thomas.....	10	15	7.00	1.15		70		30-35	30	30
38-Chatham.....	12.5	8	6.50	1.25			35	25-30	25	28
39-Windsor.....	15		9.00	e1.75	65-70	65-70	40	35	25	32
40-Owen Sound.....	12.5	20	5.50	.95				25	25	25
41-Cobalt.....	15	20	7.50	1.15	80		25	35	35	35
42-Sault Ste. Marie.....	15	15	8.00	1.50	60	60	30	28	35	30
43-Port Arthur.....	12.5	8.3	6.00	1.00		70-90	25	20	25-30	30
44-Fort William.....	10-15	6.3	6.00	1.00	80	70-90	30-35	20	20	35
<b>Manitoba (Average).....</b>	<b>13.0</b>	<b>18.0</b>	<b>5.875</b>	<b>1.000</b>			<b>25.0</b>	<b>30.0</b>	<b>24.0</b>	<b>30.0</b>
45-Winnipeg.....	13	18	6.75	1.15				30	30	30
46-Brandon.....	13		5.00	.85			25	30	18	30
<b>Saskatchewan (Average).....</b>	<b>11.8</b>	<b>14.4</b>	<b>5.033</b>	<b>1.000</b>			<b>30.0</b>	<b>26.3</b>	<b>25.0</b>	<b>35.0</b>
47-Regina.....	12.5	15	6.25	1.10			25	25		30
48-Prince Albert.....	12	20	4.50				35	30		35
49-Saskatoon.....	12.5	12.5	c4.13				35	25	30	35
50-Moose Jaw.....	10	10	5.25	.90			25	25	20	40
<b>Alberta (Average).....</b>	<b>10.3</b>	<b>11.3</b>	<b>5.715</b>	<b>.933</b>			<b>30.0</b>	<b>26.3</b>	<b>28.3</b>	<b>31.3</b>
51-Medicine Hat.....	10	12.5	6.75				30	25	30	30
52-Edmonton.....	10	12.5	4.50	.75			30	25	20	25
53-Calgary.....	11	10	c5.31	1.00			30	30	38	35
54-Lethbridge.....	10	10	6.30	1.05			30	25	25	35
<b>British Columbia (Average).....</b>	<b>10.2</b>	<b>10.8</b>	<b>8.217</b>	<b>1.487</b>		<b>70.0</b>	<b>30.8</b>	<b>29.1</b>	<b>27.4</b>	<b>31.4</b>
55-Fernie.....	10	12-6	c7.20	f1.10		70	25	30	30	35
56-Nelson.....	10	9	6.45	1.50				28	25	35
57-Trail.....	10	12.5	7.20	1.25				30	30	35
58-New Westminster.....	12.5	12.5	c7.42				35	25	25	30
59-Vancouver.....	8	8.3	10.80	1.92			30	26	30	25
60-Victoria.....	10	10	10.35	1.80			34	35	27	30
61-Nanaimo.....	11	11	c8.10	f1.35			30	25	30	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle dist. (c) Calculated price per bag from price quoted. (d) Calculated price per gallon from price quoted. (e) New Potatoes. (f) Calculated price per peck from price quoted. (g) Price per basket.



## AND RENTALS IN CANADA AT MIDDLE OF JUNE, 1920—(Continued)

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Corn syrup, per 5-lb. tin.	Honey, clover, strain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's per can.	Pears, 2's per can.	Plums, 2's, per can.				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packets), per lb.	Green, medium (in bulk), per lb.	Green, medium, (packets), per lb.
\$ 1.438	\$ 1.391	cents. 42.6	cents. 40.9	cents. 30.7	\$ 1.139	cents. 71.7	\$ 1.822	cents. 22.6	cents. 21.0	cents. 65.0	cents. 67.2	cents. 67.5	cents. 67.7
1.238	1.213	40.0	40.0	27.5	1.093	67.5		21.7	20.7	66.9	65.5	65.0	
1.10	1.10							22	21	60-75	70		
1.00-1.50	1.00-1.50	40	40	30	1.25	70		22-23	21-22	65-70	60-65		
1.35	1.25	40	40	25	1.00			20	20	65	65		
1.25	1.25	40			1.00	65		22.2	20	65	65		
1.25	1.25	35	30	25	1.00	50	2.00	20	19	60	65		
1.517	1.46.7	45.4	47.1	35.0	1.13.3	66.7		21.8	20.5	57.5	62.5	70.0	65.0
1.35	1.25	40	40	40	1.00	65		22	21	55	55		
1.35	1.35	40	40	35	1.00	75		22	21	60	65	70	65
1.85	1.80	60	65		1.40	60		22.2	20	55	65		
		38-45	40-47	30				21	20	60	65		
1.459	1.454	43.6	42.5	30.7	1.133	68.2	1.850	23.6	22.0	67.8	64.4	66.6	62.5
1.50	1.40	40	40	30	1.25	60	1.50	23	22	70	65	70	65
1.50	1.50	50	50	35	1.25	65	2.25	22	20	60	50	70	50
1.25	1.25	40	40	25		65		25	24	70	70	55	
								22.2	20	70		70	
1.40	1.40	45	40	35	1.40	70	1.50	25	22.2	70	60	70	60
1.90	2.00	45		35	1.90	65		24	23	75	80	75	80
1.30-1.50	1.25-1.50	40	45	30		70-85	1.50	23-25	19-24	55-60	70	45-60	70-75
1.25	1.25	45	40	25	1.00	75		22	21	70	60	70	50
1.458	1.430	41.2	39.2	31.0	1.145	69.8	1.705	22.8	21.3	65.0	67.3	64.1	67.5
1.75	1.75	40	40	35	1.25	70	1.75	25	24	70		70	
1.50	1.50	40	40	35	1.00	65	1.50	22.2-25	22.2-25	70	70	70	70
1.40	1.40	35	35	25	1.25	65		22.2	20	60	50-55	60	50-55
1.45	1.35	65	60	25	1.00	60	1.75	22.2	20	70	60	70	60
1.35	1.25	40	40	35	1.25	70	1.60	22.2	20	70	70	75	70
1.50	1.50		20	1.10	70			22	16.7	50-60	70	50	70
1.35	1.35	40	30	30	1.25		1.65	22	21	60	70	60	70
1.60	1.55	40	40		1.15			20.5	20	75	70	60	70
1.50	1.50	35	45	35	1.00	65	1.75	20	20	60-70	70	55-65	70
1.50	1.45	32	35	23	1.00	70		24	23	60	70	70	70
1.40	1.40	35	35	30	1.25	65	1.50	25	22.2	70	70	60	
1.35	1.35	25-40	35-40	25-30	1.15	70	1.75	22.2	20	60		60	65
1.40	1.30	40-50	40-50	30-40	1.25	70	1.85	22	22	60	65	60	65
1.45	1.45	40	40	30	.95	75	1.25	22.2	22.2	65	70	65	70
1.50	1.50	50	40	35	1.25	75	1.50	23.5	22.2	60	70	65	70
1.50	1.50	30	30		1.00	85	1.75			65	70	65	70
1.50	1.50	40		50	1.25	65		25	25	65	70	60	70
1.40	1.40	35	30	25	1.25	65	1.50	25	22.2	60-80	70-80	60-80	70
1.40	1.40	40-45	30-50	30	1.00-1.25	65	1.75	22.2	22.2	50-80	50-80	50-80	50-80
1.50	1.50	45	45	45	1.25	95	2.00	25	20	70	60	60	70
1.50	1.50				60	60	1.60	21.1	20	65	70	70	70
1.50	1.45	35	35	30	1.25	85	2.25	22.9	20	65	70	65	70
1.50	1.50	60	60	30	1.25	70	1.75	23.5	22.2	60-70	65	60-70	65
1.40	1.35	40-60	35	25-30	1.00	65	1.75	22.2	22.2	60-70	55	55-60	55
1.25	1.25	30-50	25	25	1.00	60	1.90	22.2	20				
1.400	1.400	50.0	35.0	32.5	1.050	75.0	1.925	21.5	20.5	72.5	72.5	75.0	75.0
1.40	1.40	65	35	30	1.10	85	1.95	23	21	75	75	80	80
1.40	1.40	35	35	35	1.00	65	1.90	20	20	70	70	70	70
1.413	1.313	40.0	36.3	28.3	1.113	75.0	1.933	22.9	20.6	71.3	70.0	73.3	66.7
1.50	1.35	40	35	28	1.00	75	1.75	22.2	22.2	65-75	70	65-75	75
1.50	1.30	40	30	30	1.10	85	2.00	22.5	22.5	80	75		
1.40	1.35	45	45	30	1.10	75		22	21	65		65	65
1.25	1.25	35	35	25	1.25	65	1.75	25	16.7	65-75	65	65-75	60
1.475	1.375	48.8	47.5	31.3	1.168	80.0	2.125	22.3	20.8	61.3	72.5	73.3	70.0
1.50	1.50	45	40	25	1.25	70	1.85	22	21	55	65	75	65
1.40	1.30	50	50	30	1.25	75	2.25	22	22	55	75	70	70
1.60	1.40	45	45	40	1.15	90	2.20	23	20	70	75	75	75
1.40	1.30	55	55	30	1.10	85	2.20	22.2	20	65	75	70	75
1.463	1.334	42.6	44.0	30.0	1.183	80.6	1.917	22.4	20.5	62.1	68.6	73.6	73.0
1.50	1.40	45	45	30	1.35	85	2.25	23	22	70	70	85	
1.50	1.00	40	45	25	1.25	90	1.75	23	22	65	75	80	80
1.30	1.30	38	38	25	1.20	75	1.70	22	21	65	75	55	57
1.60	1.40	45	45	40	1.00	85	1.85	22	20	70	60	75	75
1.50	1.40	40	40	30	1.15	80	1.85	20	18.2	50	70	65	75
1.44	1.44	50	50	20	1.18	74	2.10	25	20	60	65	75	80
1.40	1.40	40	45	40	1.15	75		22	20	55	65	75	75



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½ lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2 lb. bag.	Pepper, pure, black, g round, per ½ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans, roasted, Rio, etc., per lb.								Laundry standard, per bar.	Toilet, castile, per lb.
<b>Dominion Average.....</b>	<b>60.9</b>	<b>58.6</b>	<b>30.6</b>	<b>15.5</b>	<b>10.6</b>	<b>15.5</b>	<b>1.167</b>	<b>9.3</b>	<b>14.7</b>	<b>10.7</b>	<b>32.1</b>
<b>Nova Scotia (Average).....</b>	<b>63.0</b>	<b>65.0</b>	<b>33.3</b>	<b>12.5</b>	<b>9.5</b>	<b>15.0</b>	<b>.938</b>	<b>7.9</b>	<b>15.0</b>	<b>11.4</b>	<b>30.0</b>
1-Sydney.....	60	60	33	13	8	14	1.00	10	15	10-12	30
2-New Glasgow (a).....	60	60	35	10	10-12	12-14	1.00	6-10	15	12	25
3-Amherst.....	70	65	30	10-12	7-10	18	90-1.00	6-7	15	10-12	30-40
4-Halifax.....	60	65	35	15	12	15		5	15	10-12	
5-Truro.....	65	65		13	8	15	1.00	10	15	12	
<b>6-P.E.I.—Charlottetown....</b>	<b>65</b>	<b>60</b>	<b>25</b>	<b>20</b>	<b>10</b>	<b>18</b>	<b>1.00</b>	<b>8</b>	<b>15</b>	<b>9.5-10</b>	<b>24</b>
<b>New Brunswick (Average).....</b>	<b>68.3</b>	<b>57.5</b>	<b>30.0</b>	<b>12.3</b>	<b>10.3</b>	<b>17.5</b>	<b>.925</b>	<b>6.0</b>	<b>14.5</b>	<b>11.5</b>	<b>27.5</b>
7-Moncton.....	65	55	25	12	6	15	.90	6	15	10-12	25
8-St. John.....	65	60	35	12	15	25	.90	6	12	12	20
9-Fredericton.....	60		30	10	8	15	.90	7	16	12	30
10-Bathurst (b).....	75		30	15	12	15	1.00	5	15	11	35
<b>Quebec (Average).....</b>	<b>58.4</b>	<b>59.7</b>	<b>29.4</b>	<b>14.6</b>	<b>10.4</b>	<b>16.5</b>	<b>1.114</b>	<b>8.6</b>	<b>13.5</b>	<b>10.4</b>	<b>30.0</b>
11-Quebec.....	55-60	55	25	18-22	8	10-12.5		12-14	15	8-10	
12-Three Rivers.....	60	50	30	15	10	15	1.20		15	9-10	20
13-Sherbrooke.....	65		35	15	10	15	1.20	6	15	11.5-12	25
14-Sorel.....	45	60	30	13	10	15	1.00	10	15	9	50
15-St. Hyacinthe.....		60		14					12		
16-St. John.....	70	70	25	16	16	20	.80		12	10	
17-Thetford Mines.....	60	75		12	25	1.60	7	15	15	12-17	
18-Montreal.....	50-70	50-65	30-32	13-15	7.8	12.5-18	1.00	10	14-15	8.3-10	
19-Hull.....	50	50	30	10	10	15	1.00	10	13	9.5-10	25
<b>Ontario (Average).....</b>	<b>60.2</b>	<b>57.5</b>	<b>30.8</b>	<b>13.5</b>	<b>10.0</b>	<b>15.4</b>	<b>1.206</b>	<b>9.3</b>	<b>13.8</b>	<b>11.5</b>	<b>33.6</b>
20-Ottawa.....	60	60	30		8	15	1.10	10	16	10.5-11	25
21-Brockville.....	65		30	15	10	20	1.00	8	15	11-12	40
22-Kingston.....	65	60	30	12.5	10	15	1.00	8	13	11	25
23-Belleville.....	60	60	30	12	10	15	1.20	10	12.5	12	39
24-Peterborough.....	65	60	40	15	12	15	1.20	8	14	9-11	
25-Orillia.....	50	60	30	15	10	15	1.00	10	15	12	24
26-Toronto.....	60	60	35	15	10	20		10	15	11	30
27-Niagara Falls.....	65	60	35	14	10	15		6	15	11-12	35
28-St. Catharines.....	60-70		30	13	10		1.20	8	15	12	40
29-Hamilton.....	50	40	30	10	7-10	15		5	14	10	27
30-Brantford.....	70	65	35	15	10	20	.90	10	15	11-12	25
31-Galt.....	65	65	35	13	12	15	1.10	10	15	12.5	25
32-Guelph.....	55	60	30	15	14	15	1.00	12	13	12	40
33-Kitchener.....	50	40	30	12	7	17	1.50	10	15	12	
34-Woodstock.....	65	50	35	13	7	13	1.40	10	12.5	12.5	
35-Stratford.....	60	60	25	14	15	10	1.60	10	12.5	12.5-13	30
36-London.....	65	65	30	15	10	15	1.00	9	15	12	35
37-St. Thomas.....	60	50	30	12.5	10	15	1.00	10	12.5	10.5-12	25
38-Chatham.....	55-60	55	20	13	10	15	1.25	8	14	12	35
39-Windsor.....	50-65	50-65		12	10	18	1.50		12.5	11.8-12	35
40-Owen Sound.....	65	65	30	12.5	5	15	1.10	7	12.5	11-12.5	45
41-Cobalt.....	65	55	35	15	15	15	1.25	10	15	12-12.5	35
42-Sault Ste. Marie.....	50	55	30	15	7	15	1.25	15	15	11.8-12	35
43-Port Arthur.....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Fort William.....			25	10	10	12.5	1.70	10	10	10	50
<b>Manitoba (Average).....</b>	<b>60.0</b>		<b>30.0</b>	<b>15.0</b>	<b>10.0</b>	<b>15.0</b>	<b>1.200</b>	<b>12.5</b>	<b>15.0</b>	<b>9.4</b>	<b>30.0</b>
45-Winnipeg.....	65		35	15	12	15	1.20	15	15	11	30
46-Brandon.....	55		25	15	8			10	15	7.5-8	30
<b>Saskatchewan (Average).....</b>	<b>60.0</b>	<b>50.0</b>	<b>30.0</b>	<b>22.5</b>	<b>13.8</b>	<b>15.0</b>	<b>1.375</b>	<b>10.0</b>	<b>19.5</b>	<b>9.5</b>	<b>32.5</b>
47-Regina.....	65		35	15	15	15	1.20	10	20		
48-Prince Albert.....	60		35	25	15	15	1.10	10	20		
49-Saskatoon.....	50	50	30	30	15	15	1.60	10	18	8-10	25
50-Moose Jaw.....	65		20	20	10	15	1.60	10	20	10	40
<b>Alberta (Average).....</b>	<b>63.8</b>	<b>55.0</b>	<b>32.5</b>	<b>16.3</b>	<b>11.3</b>	<b>13.8</b>	<b>1.175</b>	<b>10.0</b>	<b>15.0</b>	<b>10.0</b>	<b>32.5</b>
51-Medicine Hat.....	60	55	35	15	10	15	1.35	10	17.5	8-10	25
52-Edmonton.....	60	50	30	15	10	15	1.10	10	15	10	35
53-Calgary.....	65	65	35	15	15	15	1.10	10	15	11	30
54-Lethbridge.....	70	50	30	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average).....</b>	<b>60.0</b>	<b>61.4</b>	<b>30.6</b>	<b>23.3</b>	<b>11.5</b>	<b>15.0</b>	<b>1.242</b>	<b>11.3</b>	<b>15.0</b>	<b>8.8</b>	<b>34.0</b>
55-Fernie.....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	60	75	35		15	15	1.25	15	17.5	12.5	35
57-Trail.....	60	70	30	25	10	15		10	16	9	
58-New Westminster.....	60	60	35	20	15	15	1.20	10	15	6	40
59-Vancouver.....	60	45	30	30	9	14	1.15	10	12.5	6-7	
60-Victoria.....	60	60	34	30	9	14	1.10	12	17	6.8-8	35
61-Nanaimo.....	55	55	25	20	10	15	1.35	10	12	10	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per cord from price quoted. (d) Natural gas used. (f) Jackpine, poplar, etc. (g) Including delivery charges, \$1.25. (h) Lignite.

## AND RENTALS IN CANADA AT MIDDLE OF JUNE, 1920—(Concluded)

COAL		WOOD						RENT			
Anthracite, per ton.	Bituminous, per ton.	Hard (long) per cord.	Hard (stove lengths), per cord.	Soft, best (long), per cord.	Soft (stove lengths), per cord.	Millwood cuttings, etc., per cord.	Coal oil, per gallon.	Matches, per box.	Six-corned house with modern conveniences per month.	Six-corned house with incomplete modern conveniences or none, per month.	
\$	\$	\$	\$	\$	\$	\$	cents.	cents.	\$	\$	
16.250	11.616	13.077	14.779	9.936	11.636	10.540	36.6	15.1	25.280	17.922	
19.000	9.519	9.625	10.500	7.060	7.250	10.000	36.8	15.0	20.000	13.667	1
.....	7.20	6.00	7.00	5.00	6.00	.....	40	15	16.00-25.00	10.00-14.00	2
.....	7.75-8.00	8.00	c8.00	8.00	c8.00	.....	35	15	16.00-25.00	10.00-18.00	3
19.00	12.00-13.00	14.50	15.00	9.30	9.00	10.00	33-35	50	.....	.....	4
.....	10.50	10.00	12.00	5.00	6.00	.....	45	15	18.00-20.00	12.00-18.00	5
19.00	11.50	10.00	12.00	8.00	10.00	c10.50	30-32	15	16.00-18.00	12.00	6
17.750	11.595	12.500	14.500	7.625	8.750	6.990	32.5	15.0	23.250	18.200	7
17.50-18.00	9.25-11.25	10.00	12.00	7.00	8.00	.....	32-34	15	25.00-35.00	18.00-24.00	8
18.00	11.75-14.50	15.00	16.00	8.00	9.00	7.58	29-35	15	18.00	15.00	9
17.50	12.00	15.00	16.00	7.00	8.00	6.40	28-32	15	25.00	18.00	10
.....	11.00	10.00	14.00	8.50	10.00	.....	35	15	20.00	18.00	11
16.313	11.214	14.240	15.821	11.063	12.119	11.167	34.5	15	19.330	12.563	12
17.00	15.00	c16.00	c16.00	c13.33	c13.33	12.00-14.00	35	15	20.00-25.00	.....	13
15.00	11.00	12.00	18.00	9.00	12.00	c8.00	32-40	15	20.00	12.00	14
16.50	12.50	12.00	14.00	10.00	12.00	.....	35	15	20.00	18.00	15
17.50	13.50	14.00	15.00	13.00-14.00	14.00-15.00	c10.00	35-40	15	14.00	7.00	16
18.00	.....	c18.67	.....	c14.67	.....	.....	35-40	15	15.00	10.00	17
15.00	10.00	14.00	17.00	9.00	10.00	12.00	25-30	15	15.00-20.00	10.00-15.00	18
16.00-16.50	10.00-13.50	13.50-15.00	15.50-16.00	10.00-11.00	12.00	12.00-14.00	35	15	12.00-18.00	10.00	19
15.25	14.75	13.00	15.00	8.50	11.00	11.00	30-38	15	18.00-33.00	13.00-18.00	20
.....	.....	.....	.....	.....	.....	.....	28-35	15	19.00-24.00	13.00-18.00	21
15.307	12.276	14.000	15.941	11.031	13.126	11.585	32.6	14.8	26.560	18.800	22
15.25	14.75	13.00	15.00	8.50	11.00	11.00	28-35	15	22.00-30.00	17.00-22.00	23
15.50	.....	.....	c20.37	.....	c18.52	c16.04	32	15	19.00	13.00	24
15.00	13.00	14.00	15.00	12.00	12.00	c14.00	30-32	15	18.00-25.00	15.00-20.00	25
15.00	13.00	14.00	15.00	11.00	12.00	10.00	22-25	15	25.00-30.00	20.00-25.00	26
17.00	.....	15.00	16.00	9.00	10.00	7.00	28-30	12.5	20.00-30.00	18.00-20.00	27
16.00	11.50	11.00	12.00	8.00	.....	c8.40	35	15	15.00-20.00	13.00-15.00	28
14.50	.....	19.00	20.00	15.00	16.00	13.00	37-40	15	40.00	25.00	29
.....	9.25	d	d	d	d	d	34	15	20.00-28.00	18.00-23.00	30
13.00	.....	.....	.....	.....	.....	.....	33	15	30.00-35.00	20.00-25.00	31
14.00-15.00	10.00	14.00	14.00	12.00	12.00	10.00	37	15	25.00-35.00	20.00-25.00	32
15.00	10.50	16.00	16.00	12.00	12.00	c12.00	32	15	20.00-35.00	17.00	33
16.00	16.00	.....	16.00	.....	12.00	13.50	30-35	15	18.00	14.00	34
16.00	14.00	16.00	17.00	12.50	13.50	c12.50	32	15	20.00-26.00	14.00-18.00	35
15.00	12.50	14.00	16.00	11.00	12.50	c12.50	30	15	30.00-35.00	20.00	36
15.00	10.00	12.50	15.00	11.00	14.00	c13.33	35	15	20.00	15.00	37
14.00	14.50	16.00	.....	13.00	.....	.....	30	15	25.00-35.00	15.00-18.00	38
16.00	.....	18.00	18.00	.....	14.00	14.00	30	15	25.00-40.00	16.00-25.00	39
15.00	12.00	12.00-13.00	17.00	.....	14.00	c13.33	33	15	18.00-25.00	12.00-17.00	40
16.00	12.00	.....	.....	.....	.....	c9.00-15.00	30	15	20.00-25.00	15.00-20.00	41
16.00	10.50	.....	.....	.....	.....	.....	22-28	15	35.00	25.00	42
15.00	12.50	14.00	15.00	10.00	c14.25	5.00-9.00	32	15	15.00-18.00	12.00-15.00	43
17.00	.....	12.00	c15.00	10.00	13.50	9.75	35-38	15	22.00	14.00	44
15.00	11.00	12.00	16.50	9.00	12.00	.....	40	13.3	35.00	20.00-25.00	45
.....	14.00	.....	10.50	13.00	13.00	.....	40	15	25.00-40.00	15.00-30.00	46
.....	11.50-13.00	13.00	14.00	12.00	.....	.....	40	15	25.00-40.00	15.00-30.00	47
19.000	13.625	12.000	12.875	10.000	11.125	10.500	35.0	15.0	31.250	22.625	48
14.75	11.50	11.50	12.75	10.00	11.25	12.00	35	15	30.00-40.00	22.50-30.00	49
19.00	12.50	12.50	13.00	10.00	11.00	.....	35	15	25.00-30.00	18.00-20.00	50
19.750	11.400	11.250	12.500	11.500	11.625	10.500	41.9	15.0	33.750	23.125	51
19.50	12.35	f13.00	f14.00	11.00	12.00	12.00	40-45	15	35.00	30.00	52
20.00	11.00	f9.50	f11.00	.....	.....	.....	40	15	30.00	20.00-25.00	53
.....	19.00-11.50	.....	.....	12.00	11.50-12.00	10.50	45	15	30.00-40.00	20.00	54
.....	12.00	.....	.....	.....	.....	9.00	40	15	35.00	20.00	55
d	7.877	d	d	d	d	d	40.0	16.3	32.500	20.375	56
.....	d	.....	.....	.....	.....	.....	35	15	25.00	15.00	57
.....	6.50	.....	.....	.....	.....	9.00-10.00	40	15	40.00	25.00	58
.....	18.50-9.75	.....	.....	.....	.....	14.00	45	15	40.00	27.50	59
.....	8.00	.....	.....	.....	.....	.....	45	20	25.00	14.00	60
17.000	11.105	.....	.....	8.875	11.478	6.027	52.6	16.3	22.286	17.667	61
.....	6.45-6.70	.....	.....	10.00	12.00	.....	50	.....	20.00	18.00	62
.....	12.00	.....	.....	10.00	12.50	.....	65	.....	20.00	16.00	63
.....	12.00	.....	.....	.....	12.50	.....	70	15	30.00	20.00	64
.....	.....	.....	.....	.....	.....	c5.25	40	15	18.00-20.00	12.00-14.00	65
17.00	13.50	.....	8.00	10.00	10.00	7.00-8.00	50-55	10	29.00	25.00	66
.....	13.00-13.50	.....	7.50	c10.39	.....	c5.33	56	25	18.00-22.00	.....	67
.....	9.30	.....	.....	.....	.....	.....	35	.....	18.00	14.00	68



**COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT, IN TERMS  
OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA**

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	June, 1914	June, 1915	June, 1916	June, 1917	June, 1918	June, 1919	May, 1920	June, 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	48.8	48.8	52.0	63.2	76.8	79.8	78.6	83.0
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	33.2	33.6	35.0	43.6	55.6	55.8	50.4	54.2
Veal, roast, forequarter.....	1 "	10.0	11.3	12.9	14.0	14.4	15.7	17.1	17.5	18.8	22.6	27.9	27.6	26.4	27.7
Mutton, roast, hindq'r.....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	21.0	21.5	24.2	28.5	36.7	36.8	36.2	38.4
Pork, fresh, roast, ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.0	19.3	22.2	30.1	37.3	39.8	39.1	40.4
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	36.4	35.8	40.2	54.0	69.5	72.0	71.6	72.2
Bacon, breakfast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	25.6	25.3	28.9	39.0	50.7	54.3	54.4	55.8
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	37.2	35.8	40.2	62.2	73.8	80.4	77.0	76.4
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	25.8	24.8	28.6	42.5	44.8	53.7	55.0	56.0
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	23.1	25.0	24.3	26.2	36.6	38.7	45.4	48.3	60.1
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	51.6	52.8	51.0	58.8	71.4	79.2	90.0	88.8
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.0	58.4	58.0	52.4	57.8	61.2	83.4	92.0	108.6	131.0	119.4
Butter, creamery prints.....	1 "	25.5	27.7	31.9	31.5	31.7	33.9	31.2	33.8	35.1	46.8	51.7	61.1	72.5	66.8
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	21.4	24.6	25.5	34.0	33.5	39.3	40.2	40.4
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	19.4	22.8	23.8	32.0	30.5	37.3	37.8	38.2
Bread, plain, white.....	15 "	55.5	53.5	66.0	64.5	60.0	61.5	64.5	73.5	70.5	111.0	117.0	118.5	138.0	144.0
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	33.0	42.0	37.0	73.0	68.0	67.0	80.0	84.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	21.5	26.5	24.0	31.5	45.0	37.0	41.5	42.5
Rice, good medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	11.8	11.8	13.0	16.0	23.0	24.4	34.2	33.6
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	11.8	14.4	19.5	30.4	34.4	23.4	23.8	24.0
Apples, evaporated.....	1 "	9.8	7.7	11.5	13.8	13.5	12.0	13.1	11.9	13.5	15.4	22.8	23.4	29.2	29.2
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	12.3	13.1	13.2	15.1	17.6	21.2	27.6	27.5
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	22.0	31.6	38.0	40.0	43.6	47.6	86.8	90.4
Sugar, yellow.....	2 "	10.0	9.8	10.8	11.0	12.0	11.0	10.2	14.6	17.6	19.0	24.4	22.2	40.8	42.0
Tea, black, medium.....	1 1/2 "	8.2	8.3	8.7	8.9	8.8	8.9	8.9	9.4	9.9	11.5	14.5	15.7	16.5	16.5
Tea, green, medium.....	1 "	8.7	8.7	9.1	9.4	9.5	9.3	9.2	9.9	10.7	11.3	13.9	15.4	17.0	16.9
Coffee, medium.....	1 1/2 "	8.6	8.8	8.9	9.2	9.3	9.4	9.4	9.8	9.9	10.1	11.1	13.1	15.1	15.2
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	40.2	30.0	60.5	127.0	60.7	70.7	204.9	216.9†
Vinegar, white wine.....	1/8 pt.	.7	.7	.7	.7	.8	.8	.8	.8	.8	.8	.9	.9	1.0	1.0
<b>All foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.95</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.35</b>	<b>\$7.78</b>	<b>\$8.51</b>	<b>\$11.89</b>	<b>\$12.77</b>	<b>\$13.72</b>	<b>\$16.66</b>	<b>16.92†</b>
Starch, laundry.....	1/8 lb.	2.9	3.0	3.1	3.1	3.2	3.2	3.2	3.2	3.3	3.9	4.7	4.7	4.8	4.9
Coal, anthracite.....	1 1/2 ton	39.5	45.2	48.1	48.8	51.9	55.0	53.2	51.6	54.4	67.3	71.8	73.5	99.5	101.6
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	39.4	37.2	37.8	53.9	58.1	64.6	70.0	72.6
Wood, hard.....	" cord	32.5	35.3	38.8	41.4	41.3	42.5	41.8	34.3	41.8	51.9	67.4	76.4	79.5	81.7
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	39.1	31.3	30.2	39.4	49.6	56.4	60.7	62.1
Coal oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	24.1	23.5	23.0	25.4	27.6	28.7	35.6	36.6
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.90</b>	<b>\$1.79</b>	<b>\$1.87</b>	<b>\$2.38</b>	<b>\$2.75</b>	<b>\$3.00</b>	<b>\$3.45</b>	<b>\$3.55</b>
<b>Rent.....</b>	<b>1/4 mo'th</b>	<b>\$2.37</b>	<b>\$2.89</b>	<b>\$4.05</b>	<b>\$4.05</b>	<b>\$4.60</b>	<b>\$4.75</b>	<b>\$4.86</b>	<b>\$4.11</b>	<b>\$4.04</b>	<b>\$4.36</b>	<b>\$4.77</b>	<b>\$5.22</b>	<b>\$6.29</b>	<b>\$6.30</b>
<b>Grand total.....</b>		<b>\$9.37</b>	<b>10.50</b>	<b>12.79</b>	<b>13.00</b>	<b>13.79</b>	<b>\$14.02</b>	<b>\$14.14</b>	<b>\$13.69</b>	<b>\$14.46</b>	<b>\$18.67</b>	<b>\$20.33</b>	<b>\$21.98</b>	<b>\$26.44</b>	<b>26.81†</b>

**AVERAGE COST OF STAPLE FOODS BY PROVINCES†**

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.29	\$7.74	\$8.49	\$11.89	\$12.65	\$13.99	\$16.59	\$17.04
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.64	6.54	7.43	10.04	.....	12.40	15.41	15.08
New Brunswick.....	5.38	5.93	6.55	6.84	7.13	7.04	7.00	7.45	8.43	11.71	12.51	13.32	15.96	16.24
Quebec.....	5.15	5.64	6.33	6.46	6.97	6.87	6.83	7.22	8.10	11.58	12.51	13.14	15.70	15.99
Ontario.....	5.01	5.67	6.50	6.57	7.25	7.20	7.11	7.52	8.49	12.18	12.74	13.52	16.90	17.12
Manitoba.....	5.85	6.19	7.46	7.41	7.88	7.87	8.66	8.06	8.08	10.89	12.45	14.07	16.46	16.83
Saskatchewan.....	6.86	6.92	7.86	8.08	8.16	8.25	7.88	8.22	8.62	11.32	12.74	14.29	16.21	16.47
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	8.15	8.26	8.48	11.89	13.15	13.87	17.03	17.12
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	9.24	9.13	9.02	12.30	13.65	15.00	17.55	18.13

\*December only. †See footnote page 913.



downward movement had become general.

In jams and canned fruit there were a number of advances due, it was reported, to the high price of sugar and the higher cost of new supplies. Corn syrup also advanced in several of the cities. Sugar advanced and reached 22c. per lb. for granulated in over half of the cities, 25c. in several, and 24c. in others. In only five cities was the price as low as 20c. and in none lower.

Anthracite and bituminous coal were higher in several of the cities. Wood also advanced slightly. Coal oil advanced in many of the cities. Rent showed some advances.

### Wholesale Prices

**GRAINS AND FODDER.**—Wheat was steady at the prices fixed early in the year. Barley advanced from \$1.80 per bu. to \$1.92½ at Winnipeg, and oats from \$1.17 to \$1.31. Flaxseed declined from \$4.51 per bu. to \$4.10. Hay was \$2.00 lower at Montreal and \$1.00 lower at Toronto at \$30 per ton.

**ANIMALS AND MEATS.**—At Winnipeg, the best cattle rose from \$16 to \$17 per 100 lbs., but fell back to \$16. At Toronto, butcher cattle rose from \$14.75 to \$16. Beef, dressed, advanced to 34c. per lb. for hindquarters and 22c. for forequarters. Hogs fell from \$19.25 per 100 lbs. to \$18.25, but recovered to \$19.00 in the last week. Sheep were down from \$10.00 to \$8.50 per 100 lbs.

**DAIRY PRODUCTS.**—Finest creamery butter at Montreal had fallen from 60c. to 54¼c. in May, but in June rose to 57½c. per lb. Creamery solids at Toronto fell to 55c., but rose to 59c. Dairy butter was lower at 45-51c. Cheese averaged slightly higher at 29c. Eggs rose at Toronto from 52-53c. to 56-58c. per doz.

**FISH.**—Lake trout were lower at 16-

17c. per lb. and whitefish at 18-19c. The dry fish market on the Atlantic coast was dull, but stocks of the old catch had been pretty well cleared out.

**FRUIT AND VEGETABLES.**—Lemons and oranges were up to 50c. per box. Prunes were easier. Canadian strawberries came on at Toronto at 25-30c. per box, but fell to 17-20c. the next week. Potatoes were down to \$6.75 per bag in small lots at Toronto and at Montreal fell to \$4.75 in car lots.

**MISCELLANEOUS FOODS.**—Oatmeal was firmer and flour was higher at Montreal. Some brands of sugar advanced 50c. per 100 lbs., reaching the same price as the others had reached in May, \$19.26 per 100 lbs. in barrels at Toronto.

**TEXTILES.**—Ontario unwashed wool was again lower at 18-28c. per lb., and the market was reported to be uncertain. Raw cotton was slightly lower at 39.25c. per lb. Cotton goods averaged higher. Raw silk, Japan, was lower at \$6.80 for Kansai No. 1, filatures, as compared with \$16.40 in January. Italian extra classical was also lower at \$9.00 per lb. Jutes were lower also.

**HIDES, LEATHER, BOOTS AND SHOES.**—No. 1 beef hides fell to 15c. per lb. at Toronto and calfskins to 20c. Horse-hides were down to \$5.00-6.00 each.

**METALS AND IMPLEMENTS.**—Iron bar, black sheets and galvanized sheets were slightly higher, but wrought iron scrap declined from \$27 to \$24 per ton. Brass was up, but lead, quicksilver, silver, spelter, solder and tin were lower. Axes advanced.

**FUEL AND LIGHTING.**—Bituminous coal at Montreal rose from \$9.50 to \$10 per ton and anthracite from \$12.90 to \$13.50. Connellsville furnace coke rose to \$14.50-15.00 per ton at the ovens. Gasoline was 1c. higher at 30c at Toronto, and coal oil at 27½c.

**BUILDING MATERIALS.**—Shingles and rough lumber were lower on the Pacific coast. Bricks, building paper, soil pipe

# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR JUNE, 1920, MAY, 1920, AND JUNE, 1919, 1918, 1917, 1916, 1915, 1914, AND 1913.

(Average price 1890-1899=100.)

		INDEX NUMBERS									
	Number of commodities	*June 1920	*May 1920	*June 1919	*June, 1918	June, 1917	June, 1916	June, 1915	June, 1914	June, 1913	
I.—GRAINS AND FODDERS—											
Grains, Ontario.....	6	441.3	440.6	326.5	387.7	366.2	189.2	198.0	150.3	135.4	
Grains, Western.....	4	451.3	440.5	346.6	323.6	306.1	163.0	177.8	135.8	124.3	
Fodder.....	5	350.8	356.5	308.8	209.2	195.5	177.8	185.0	164.9	134.9	
All.....	15	413.9	412.6	325.9	311.1	293.2	178.5	188.3	151.3	132.2	
II.—ANIMALS AND MEATS—											
Cattle and beef.....	6	397.2	371.3	361.3	395.3	305.4	243.8	208.1	225.6	194.8	
Hogs and hog products.....	6	346.3	374.6	410.1	362.6	313.0	210.5	174.0	165.4	186.2	
Sheep and mutton.....	3	289.4	297.2	292.2	356.4	254.7	215.8	186.9	184.8	185.4	
Poultry.....	2	476.6	476.6	517.9	409.9	298.8	305.8	218.6	221.8	184.7	
All.....	17	369.4	371.8	384.8	378.6	298.4	234.4	193.6	196.6	188.8	
III.—DAIRY PRODUCTS—											
All.....	9	282.0	292.0	276.4	239.2	207.0	154.1	142.2	129.6	137.0	
IV.—FISH—											
Prepared fish.....	6	268.6	268.6	222.8	241.6	199.9	160.7	144.6	148.4	154.8	
Fresh fish.....	4	284.3	322.5	222.9	241.6	189.7	179.6	141.3	155.9	169.9	
All.....	10	273.8	286.6	222.8	241.6	195.8	169.1	143.3	151.4	160.9	
V.—OTHER FOODS—											
(a) Fruits and Vegetables—											
Fresh fruits, native.....	1	228.1	312.5	275.7	295.5	217.8	165.9	127.5	112.9	124.4	
Fresh fruits, foreign.....	3	234.6	221.9	216.5	230.5	125.4	120.2	97.5	99.7	122.8	
Dried fruits.....	4	270.9	283.4	306.1	275.6	217.0	152.6	125.5	121.7	108.4	
Fresh vegetables.....	3	760.7	819.0	323.4	290.2	677.9	341.8	138.5	200.1	166.9	
Canned vegetables.....	3	216.3	216.3	195.5	249.5	227.9	114.9	101.2	97.7	125.2	
All.....	14	404.3	428.5	264.7	268.1	346.0	178.1	118.6	131.6	128.8	
(b) Miscellaneous groceries—											
Breadstuffs.....	10	327.9	327.9	250.7	262.1	280.0	156.1	165.7	125.4	123.4	
Tea, coffee, etc.....	4	222.7	222.7	207.8	179.9	151.2	126.5	121.5	105.2	115.1	
Sugar..... etc.	6	636.8	634.1	285.2	256.3	210.2	167.8	142.0	103.4	114.7	
Condiments.....	5	241.5	241.5	226.9	234.4	173.0	147.5	121.7	104.6	99.6	
All.....	25	316.2	316.6	247.4	242.0	221.3	152.4	144.1	112.7	115.2	
VI.—TEXTILES—											
Woolens.....	5	376.3	385.3	373.1	421.8	322.5	217.3	159.5	144.0	134.0	
Cottons.....	4	392.7	399.3	361.1	321.6	227.1	158.6	128.5	146.8	143.0	
Silks.....	3	203.8	223.9	168.2	146.2	115.4	108.5	79.7	93.8	87.4	
Jutes.....	2	574.9	623.7	486.6	609.5	439.7	299.7	224.0	226.1	210.3	
Flax products.....	4	595.9	595.9	466.4	447.1	289.7	213.1	163.5	114.7	114.1	
Oilcloths.....	2	306.7	306.7	261.9	209.6	155.8	132.5	107.0	104.6	106.7	
All.....	20	410.5	422.0	358.9	363.0	260.8	188.2	143.3	135.4	129.5	
VII.—HIDES, LEATHER, BOOTS & SHOES											
Hides and tallow.....	4	269.8	398.3	468.5	339.2	344.4	313.7	192.1	207.1	180.5	
Leather.....	4	315.0	315.0	272.3	215.0	266.8	203.3	173.5	151.4	151.4	
Boots and shoes.....	3	339.7	339.7	281.8	233.7	232.9	198.6	158.3	155.7	155.7	
All.....	11	305.3	305.3	346.2	283.5	285.8	242.1	176.1	172.8	163.2	
VIII.—METALS AND IMPLEMENTS—											
Iron and steel.....	11	274.4	275.4	200.0	278.3	262.2	148.9	105.2	102.0	104.5	
Other metals.....	12	221.9	232.7	183.2	285.7	281.7	246.7	231.6	116.7	131.8	
Implements.....	10	251.7	250.3	238.4	221.5	188.0	135.1	111.3	106.6	105.6	
All.....	33	248.4	252.3	205.5	263.8	246.8	180.6	153.0	108.8	115.3	
IX.—FUEL AND LIGHTING—											
Fuel.....	6	375.8	333.4	221.9	243.6	246.0	152.3	116.0	122.3	131.3	
Lighting.....	4	261.5	258.7	240.4	224.1	110.9	88.5	90.0	92.2	92.2	
All.....	10	330.1	304.1	229.3	235.8	192.0	126.8	105.7	110.2	115.6	
X.—BUILDING MATERIALS—											
Lumber.....	14	533.9	533.9	286.0	269.3	210.3	182.2	175.2	183.4	183.0	
Miscellaneous materials.....	20	251.6	250.6	218.7	264.6	209.3	155.2	114.8	111.3	112.4	
Paints, oils and glass.....	14	472.9	489.8	362.0	304.3	258.7	193.7	158.1	104.1	114.7	
All.....	48	398.5	403.0	280.1	260.9	224.0	174.3	145.9	140.7	142.5	
XI.—HOUSE FURNISHINGS—											
Furniture.....	6	451.3	451.3	332.1	228.0	195.8	143.6	145.9	146.6	146.6	
Crockery and glassware.....	4	504.9	504.9	375.4	307.7	254.3	195.5	170.3	133.9	130.0	
Table cutlery.....	2	164.1	164.1	155.1	155.1	150.7	132.2	80.3	72.4	72.4	
Kitchen furnishings.....	4	292.2	292.2	253.8	276.1	198.5	132.4	125.5	125.3	117.8	
All.....	16	389.2	389.2	301.2	250.9	205.5	152.3	138.7	128.8	126.2	
XII.—DRUGS AND CHEMICALS—											
All.....	16	233.0	230.2	223.5	293.1	259.6	262.1	170.6	111.6	112.8	
XIII.—MISCELLANEOUS—											
Raw furs.....	4	900.3	172.1	854.0	583.1	396.7	300.8	142.0	230.9	325.1	
Liquors and tobaccos.....	6	320.8	316.8	264.7	222.9	164.1	143.6	134.7	138.4	134.7	
Sundries.....	7	216.5	212.2	221.7	218.9	195.4	141.6	116.0	106.8	113.4	
All.....	17	414.2	451.4	381.5	306.0	231.7	179.8	128.7	147.1	170.7	
All commodities.....	261†	349.3	356.6	284.1	280.6	246.8	183.6	149.4	135.3	136.4	

\*Preliminary figures. †Ten Commodities off the market, fruits, vegetables, etc., one line of spelter was dropped in 1915.



and benzine were higher, but linseed oil was easier. Turpentine declined from \$4.25 per gallon to \$3.50.

HOUSE FURNISHINGS. — No changes were reported.

DRUGS AND CHEMICALS. — Alcohol,

borax, carbolic acid, copperas and glycerine advanced.

MISCELLANEOUS.—In raw furs, mink and skunk declined. Malt and newsprint paper advanced, but raw rubber declined.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

THE accompanying tables and the following notes give the latest statistics available as to the prices movement in the United Kingdom and in other countries.

### United Kingdom

In the United Kingdom the retail prices of food at the first of June were reported to be 155 per cent higher than in July, 1914, as compared with 146 per cent higher at the first of May, the rise being due mainly to the increase in granulated sugar, potatoes, and eggs. The average price of granulated sugar rose from 10d. per pound to 1s. 2d. The average price of milk fell from 9d. per quart to 7¾d., and butter was slightly cheaper. The increase in clothing since July, 1914, was estimated to be 330 per cent. In fuel and light the retail prices of coal were found to be up 135 per cent, whereas on May 1 the price had risen only 75 per cent. Gas had increased 65 per cent, lamp oil 200 per cent, candles 260 per cent. The average increase in the cost of fuel and light was estimated at 125 per cent. The increase in rent was estimated to have been between 15 and 20 per cent, due to increases in local taxation as other increases were forbidden by the Increases of Rent Restriction Acts. The increase in the cost of living from July, 1914, to June 1, 1920, for a workingman's family was, therefore, estimated to have averaged 150 per cent. In wholesale prices the index number of the *Economist*, London, indicated a slight decline at the end of May and a much greater decline at the end of June, all groups being down except cereals and meats.

### Belgium

The *Revue du Travail* for Belgium reported the general level of retail prices of food and other necessities at the middle of March to be 6 per cent higher than in February, and 345 per cent higher than in April, 1914. In the twelve principal centres the average increase in food was 364 per cent, in clothing, fuel and light 345 per cent, and in the less necessary articles 396 per cent.

### Italy

In Rome the general level of food prices in April was reported by the Municipal Labour Office to be 3.3 per cent higher than in March and 210 per cent higher than in 1914. Other necessities, including clothing, fuel, lighting, rent, etc., were 206 per cent higher than in 1914. In Milan the Municipal Labour Office reported the cost of maintaining a pre-war standard of living for a family of five in May, 1920, to be 11.8 per cent higher than in April and 338 per cent higher than in 1914. Since 1914, clothing showed an increase of 492 per cent, heat and light 436 per cent, and rent 8.3 per cent.

### United States

Wholesale prices in the United States fell slightly during May as shown by the index numbers of both Bradstreet and Dun for June 1 and further increases appeared for June as shown by the index numbers for July 1. *Dun's Review*, July 10, 1920, reported:

After an upward turn that carried prices, on the average, nearly 120 per cent above the pre-



## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	COUNTRIES																
	Canada		United Kingdom			United States					France	Italy	Sweden	Australia	New Zealand	South Africa	Japan
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bacchi Index No.	Official	Bureau of Census and Statistics	Government Statistician	Census and Statistics Office	Bank of Japan	
No. of commodities.	272*	47	44	45	346	25‡	96	200	22‡	45	44		92		188	50	
Date.	1890—1899 = 100	1900 = 100	1901—1905 = 100	1897—1877 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100		1913—1914 = 100	1911 = 1000	1909—1913 = 100	Jan. 1914 = 1000		
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$.....	\$90.876	43.4				1,053				
1895.....	95.6	90.7	87.6	62	69.2	94.604	6.4346	81.251	42.0				760				
1900.....	108.2	100.0	110.5	75	81.7	99.388	7.8839	93.355	44.2				894				
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3			910				
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8			948				
1907.....	126.2	106.6	118.0	80	95.8	117.940	8.9045	110.462	50.9	109.0			1,021				
1908.....	120.8	103.0	109.0	73	90.8	125.756	8.0094	110.728	54.2	100.9			1,115				
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4			993	949			
1910.....	124.2	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1			1,003	984			
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2			1,000	994			
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8			1,172	1,041			
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	126.0	100	1,088	1,051		132.2	
1914.....	136.1	117.2	120.8	86	99.0	146.069	9.3030	122.188	60.8	117.9	119.8	116	1,149	1,077		126.3	
1915.....	148.0	143.9	150.6	108	100.0	143.050	9.8530	124.563	64.0	161.6	167.2	145	1,604	1,269		127.8	
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	217.6	251.6	185	1,504	1,380		154.9	
1917.....	237.0	243.0	250.0	175	175.0	261.796	15.6335	204.121	110.8	302.4	385.9	244	1,662	1,555		196.4	
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	515.5	339	1,934	1,809	1,870	259.0	
1919.....	293.2	296.3	287.9	205.6	214.0	295.607	18.6642	230.846	121.4	412.0		330	2,055				
1914																	
January.....	136.5		119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	128.6		a 1,085	a 1,045	1,000		
April.....	136.7		117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	116.5		a 1,113	a 1,067			
July.....	134.6		116.6	82.4	100.0	144.879	8.6566	119.708	58.9		115.6		a 1,185	a 1,073			
October.....	138.7		124.2	89.8	99.0	150.245	9.2416	123.531	62.9		123.3		a 1,225	a 1,123			
1915																	
January.....	138.9		136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	132.7		a 1,387	a 1,323	1,109		
April.....	146.4		151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	152.3		a 1,660	a 1,544			
July.....	150.2		149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	164.4		a 1,822	a 1,403			
October.....	152.4		153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	186.4		a 1,544	a 1,449			
1916																	
January.....	172.1		174.5	123.6	110.0	153.17	10.1936	137.666	65.6		232.3		a 1,502	a 1,450	1,229		
April.....	181.0		190.5	134.2	117.0	165.73	11.7598	145.690	71.3		252.7		a 1,493	a 1,510			
July.....	180.9		191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	242.8		a 1,505	a 1,593			
October.....	188.2		208.7	141.5	124.0	190.13	12.0399	152.355	82.2	223.0	260.2		a 1,514	a 1,665			
1917																	
January.....	212.7		225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	290.0		a 1,525	a 1,684	1,470		
April.....	231.1		244.5	173.0	173.0	262.50	14.5769	190.012	109.2	236.7	333.7		a 1,587	a 1,759			
July.....	248.7		254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	383.3		a 1,715	a 1,849			
October.....	244.7		259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	441.8		a 1,804	a 1,944			
1918																	
January.....	258.1		262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	457.6		a 1,887	1,677	1,663		
April.....	269.4		270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	505.6		a 1,940	1,741			
July.....	284.0		278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	540.6		a 1,954	1,808			
October.....	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	235.227	119.0	416.1	556.4	370	a 1,965	1,917		285.5	
November.....	290.9	286.7	282.6	195.3	206.0	283.625	18.9110	230.529	118.8	413.7	550.7	367		1,995		283.4	
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375		407.9	467.9	372		1,961		282.6	
1919																	
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	410.1	369	1,959	1,888	1,799	283.2	
February.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	403.9	358	1,914	1,848		281.6	
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.307	122.9	389.1	410.9	339	1,925	1,789		272.7	
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.073	129.8	384.0	417.9	339	1,952	1,770	1,758	273.2	
May.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.193	128.0	375.8	426.3	330	1,956	1,760		283.7	
June.....	284.1	277.7	281.3	199.4	207.0	301.485	18.0900	227.973	122.9	381.5	451.0	324	1,972	1,762		301.6	
July.....	294.0	281.4	293.2	206.4	219.0	313.647	18.8964	233.707	127.9	403.0	456.6	320	2,008	1,788	1,831	326.8	
August.....	301.1	299.7	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	465.5	321	2,070	1,828		332.2	
September.....	301.5	308.8	299.4	214.8	221.0	280.279	19.4720	238.342	116.0	416.2	468.3	319	2,111	1,868		340.5	
October.....	299.6	319.3	308.9	224.3	223.0	277.028	19.5215	235.867	111.2	441.4	492.0	307	2,278	1,886	2,079	352.1	
November.....	307.7	336.5	317.5	231.0	239.0	282.486	19.9026	238.573	114.6	468.2	552.8	308	2,267	1,899		370.2	
December.....	322.7	345.7	334.7	235.2	238.0	280.876	20.1756	244.639	119.4	488.6	576.2	317	2,250	1,925		381.5	
1920																	
January.....	338.4	356.3	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	634.7	319	2,311	1,999	2,360	398.0	
February.....	343.5	368.3	370.9	260.4	249.0	296.672	20.8690	253.748	127.3	603.3	701.0	342	2,354	2,039		414.6	
March.....	349.0	379.4	379.6	261.8	253.0	298.909	20.7950	253.016	133.8	641.0	780.0	354		2,123		425.2	
April.....	353.1	374.3	374.2	266.1	265.0	321.000	20.7124	257.901	147.4	674.5	855.7	354					
May.....	356.6		356.7	260.0		321.898	20.7341	263.332	155.4								
June.....	349.3					281.758	19.8752	262.149	154.7								
July.....						19.3528	260.414										

\*230 Commodities 1890—1909: 272, 1910—1914: 271, 1915—1920.

†Continuing Sauerbeck's index number.

Food only. ‡Quota beginning in month specified.

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES.

Date	Canada 29 Foods 60 cities	United Kingdom 21 foods 600 towns	Australia 46 foods and groceries 30 towns	New Zealand 59 foods 25 towns	Denmark Copenhagen	Switzerland	Spain Provincial capitals	France Chief cities except Paris	Italy Milan 9 foods	Holland Amsterdam	Norway Foods	Sweden 51 articles 44 towns	United States 22 foods 50 cities
1900.....	\$ 5.48	88.5a		906b									
1905.....	5.95	91.0a		990b									93
1910.....	6.95	96.3a		991b			98.4c	1000					92
1911.....	7.14	96.3a		983b			101.7c						98
1912.....	7.33	101.3a	1.140	1.017b			101.3c	1020	100				100
1913.....	7.33	101.6a	1.106	1.037b			102.0c			100.0			102
1914.....	7.73	103.4a	1.155	1.093b						103.0			101
1915.....	7.86	131.5a	1.423	1.201b						117.2			114
1916.....	8.79	106.0	1.506	1.268b						120.9			146
1917.....	11.42	199.0	1.481	1.360b						150.4			168
1918.....	13.02	214.7	1.523	1.487b						180.6			186
1919.....	13.87			1.555b						201.9			
1914													104
January.....	7.73		1.099										97
April.....	7.50		1.161				107.1d						102
July.....	7.42	100	1.164	1.070				1004e	92		100		105
October.....	7.99	112	1.156	1.096			106.9c						
1915													103
January.....	7.97	118	1.240	1.190				1105e	98				99
April.....	7.79	124	1.318	1.212			107.7d						100
July.....	7.80	132.5	1.522	1.200	116.3			1235e	102				103
October.....	7.82	140	1.551	1.202	120.0	120.3	113.8c						
1916													107
January.....	8.28	145	1.504	1.236		126.0*		1136e	118		143		109
April.....	8.34	149	1.520	1.258		129.4*	117.6d	1379e			155		111
July.....	8.46	161	1.516	1.276	135.9	139.5*		1420c	126		176		121
October.....	9.30	168	1.454	1.289		143.8*	120.3c	1466e			182		
1917													128
January.....	10.27	187	1.453	1.359		147.9*		1547e	142			160	145
April.....	10.77	194	1.473	1.357		157.9*	123.6d	1717e	160		212	175	146
July.....	11.62	204	1.470	1.357	154.7	178.8*		1845e	183		261	177	157
October.....	11.81	202	1.506	1.392		192.0*	136.1c	2008e	198		273	192	
1918													160
January.....	12.42	206	1.505	1.427		197.4*		2120e	211	179.6		221	161
February.....	12.54	208	1.510	1.430	166.1				215	191.2		227	154
March.....	12.66	207	1.519	1.434		203.7	145.4d		225	174.9		235	154
April.....	12.57	206	1.528	1.464				2331e	233	176.1	239	247	158
May.....	12.66	207	1.539	1.484					256	175.9		258	162
June.....	12.79	208	1.541	1.485		229.7			258	175.7		261	167
July.....	13.00	210	1.523	1.491	181.8			2446e	270	175.6	279	264	171
August.....	13.41	218	1.491	1.507					272	171.3		284	178
September.....	13.21	216	1.489	1.509		251.0	161.8c		278	197.8	270	310	181
October.....	13.54	229	1.521	1.515				2608e	280	201.6		320	183
November.....	13.65	233	1.547	1.535					278	203.1		330	187
December.....	13.65	229	1.565	1.603		252.0			289	203.1	275	330	
1919													185
January.....	13.78	230		1.553	189.9			2780e	290	194.9	279	369	172
February.....	13.41	230	1.645	1.522					291	212.4	278	331	175
March.....	13.05	220	1.661	1.505		257.4	167.7d		291	205.1	278	331	182
April.....	13.35	213	1.636	1.516				2942e		195.8	276	336	185
May.....	13.53	207	1.696	1.524						185.9	271	328	184
June.....	13.72	204	1.706	1.528		261.4				204.3	290	319	190
July.....	13.77	209	1.714	1.539	211.1			2893e	374	210.4	289	310	192
August.....	14.45	217	1.723	1.565					283	206.7	291	313	188
September.....	14.31	216	1.718	1.585			138.6c	304	304	203.2	298	309	192
October.....	14.21	222	1.814	1.605				3019e	358	203.7	300	307	192
November.....	14.23	233	1.839	1.635					371	202.4	297	309	197
December.....	14.70	234	1.834	1.662		244.6				199.0	299	307	
1920													201
January.....	15.30	236		1.688	241.9			3210e		203.3	299	298	200
February.....	15.70	235		1.708						205.1	297	290	200
March.....	15.98	233		1.730		244.4				204.9	298	291	
April.....	15.99	235		1.738						205.6		297	
May.....	16.65	246							445			294	
June.....	17.00	255											

aCalculated from annual index number prior to war and price level Aug.-Dec. 1914.  
 ending September.    d6 months ending March.    eQuarter beginning in specified month.    fFour chief centres only.    \*Previous month.

c6 months.



war level, the recent decline in the index number seems trivial, and it is still being intimated in some quarters that the current downward movement may reflect nothing more than a passing development. Yet influences are at work, as has been previously stated, that apparently foreshadow further yielding of prices, and the fact is not to be disregarded that a greater readjustment in Dun's compilation has been prevented chiefly by the sustained firmness of foodstuffs, as a whole, and that the im-

portant clothing class reveals a decisive recession. That consumption of commodities in this country has lately been diminished is scarcely to be doubted; and that the contention that prices cannot decline while production costs remain so high is one which is being questioned by not a few people. The increasing desire to move goods, which is not confined to retail circles, but which is also noted in various primary channels, is significant of the reversal of sentiment among sellers, and indicates that markets are no longer one-sided.

### WORKMEN'S COMPENSATION IN ONTARIO DURING 1919

THE report of the Workmen's Compensation Board of Ontario for 1919, the fifth year of the operation of the Act, records a substantial increase over previous years in the amounts disbursed. Although fewer accidents were reported, being 44,260 as compared with 47,848 in 1918, the benefits in 1919 totalled \$4,192,859.93, or an average of \$14,000 per day, compared with a total of \$3,883,994.84 in the previous year. This increase is stated to be due to higher wages and to extensions of widows' and children's allowances and medical aid under amendments which took effect early in the year. The wage increases which automatically raise the amount of compensation for disability are shown by the average weekly income of injured workmen, as follows: in 1915, \$13.27; in 1916, \$15.63; in 1917, \$19.06; in 1918, \$21.93; in 1919, \$24.80. More than 100,000 people (including dependants) were benefited by compensation, while about half a million workmen were under the protection of the Act. The report states that only 1.71 per cent of the assessment paid by employers in Ontario last year went toward expenses, and it is claimed that, "Probably under no other law does so nearly the whole of what employees pay for accidents go for the benefit of the injured workmen and their families." In contrast with this, it is claimed that in England under the system of individual liability and court procedure, about half the assessments are eaten up by expenses. In the United States where private in-

surance companies deal with injured workmen more than 75 per cent of the premiums paid by employers are intercepted before they can reach the workmen or their widows and children. The Ontario system results in more liberal benefits being available for the employees, and in lighter assessments for the employer. The average rates of assessment of employers in the five years since the Act came into force were as follows: in 1919, \$1.22 per \$100 of payroll; in 1918, \$1.09; in 1917, \$0.99; in 1916, \$1.09; in 1915, \$1.27. The increase of assessments for 1919 was largely due to amendments to the Act increasing widows' and children's compensation and abolishing the time limit of one month for medical aid.

The average cost per accident in which compensation was paid was \$135.80, of which \$121.71 was for compensation and \$14.09 was for medical aid. Accidents are classified under three heads: first, those resulting in temporary disability, the average cost of these being \$47.21 (\$35.70 for compensation and \$11.51 for medical aid); second, permanent disability accidents, of which the average cost was \$708.87 (\$673.06 for compensation and \$35.81 for medical aid); third, fatal cases (including those in which there were no dependants) the cost averaging \$2,156.28, while of dependency cases alone the cost averaged \$3,092.37. Fatalities numbered less than one per cent of the total cases dealt with during the year. Permanent total disability cases were less than one-tenth of one per cent



of the total; permanent partial disability cases were 6.50 per cent; temporary disability cases were 57 per cent, while about 36 per cent of the total, involving less than seven days' loss of time, called only for medical aid. The aggregate time lost during 1919, not including loss through death or permanent disability, was 573,653 working days; ninety per cent of those disabled lost less than six weeks' work; while the average time lost in disability cases was 19.75 days. In many cases, however, the effects of an accident may continue beyond the year, and the full measure of disability is not taken until after the close of the second year. The average age of the injured workers was 34.93; 24 per cent were foreigners; 41 per cent were unmarried, and about 5 per cent were females.

Up to the present time few cases of malingering have been brought to the notice of the Board, one of the chief objections raised against the enactment of the Workmen's Compensation law being thus shown to have little justification.

The report contains a chapter by the statistician of the Board, who presents the results of a special investigation into the effects of permanent injury on the wage earner. These results afford some evidence that the pensions awarded in most cases meet the wage loss consequent from injury, and "that there is an opportunity for every disabled worker, provided he be willing to seize it, to earn wages, which with his pension will bring his earnings to a parity with what he was earning at time of injury."

In an appendix to the report an address by the president of the Board is reproduced, giving an analysis of the Ontario Act and the method of its administration. The strong points of the law, he claims, are "simplicity of procedure, expeditious payment of benefits, elimination of litigation and expense, and limitation of the employer's burden as nearly as possible to what the workmen and their dependants actually receive."

## RECENT LABOUR LAWS OF CANADA, NEW BRUNSWICK, ONTARIO, ALBERTA AND BRITISH COLUMBIA

**T**HE present article is a summary of various laws bearing directly or indirectly on labour matters and recently enacted by the Dominion Parliament or by the provincial legislatures of New Brunswick, Ontario, Alberta and British Columbia. Legislation recently enacted in the provinces of Quebec, Manitoba and Saskatchewan was summarized in the May issue of the LABOUR GAZETTE.

### Canada

At the session of the Dominion parliament which closed on July 1, various laws were passed of interest to labour. These included measures amending the

Industrial Disputes Investigation Act, 1907; the Employment Offices Co-ordination Act; the Technical Education Act; and an Act respecting the Director of Coal Operations, having jurisdiction over what is known as District 18, in Alberta and South-eastern British Columbia.

Six amendments were made to the Industrial Disputes Investigation Act, 1907. One provides for the establishment of a single board of conciliation and investigation where a number of individual employers, companies or corporations are acting together or in the opinion of the Minister have interests in common; formerly it was necessary to obtain the consent of each individual employer to the establishment of a

board, or to establish a separate board for each employer. An amendment which replaces Section Sixteen of the Act requires the consent of the majority of trade unionists affected, or a majority of the employees affected when unorganized, before application for a board can be made on their behalf; this consent must be obtained by a vote by ballot, at a meeting called on not less than three days' notice. Section Twenty of the Act, relating to the transmission of copies of applications for boards or statements in reply, is amended to conform with the first amendment. Section Thirty-four, relating to the payment of witnesses, was amended by providing a minimum allowance of four dollars per day. Section Fifty-seven was amended by forbidding any alteration in respect to wages or hours or any action in the nature of a strike or lockout until a copy of the report of a conciliation board has been delivered through the registrar to both the parties affected. Section Sixty-three (a), which was added to the Act in 1918, is amended by enabling the Minister to establish a board of conciliation when a strike or lockout seems to the Minister to be imminent.

The Employment Offices Co-ordination Act was amended to empower the Minister of Labour to set aside from the annual appropriations an amount for the maintenance of employment offices other than those operated by provincial governments, provided that no such office should receive assistance under the Act unless the Minister were satisfied that the provincial government concerned did not propose to enter into an agreement for the maintenance of employment offices in that province. The amendment also provides that the sum set aside for municipal or other offices approved by the Minister but not operated by provincial governments shall be distributed among the offices *pro rata* with their expenditures as provided in the case of offices conducted by provincial governments.

The Technical Education Act was amended by repealing subsection 2 of

Section Five, which prevents the employment of the federal grant for "the supplying of furnishings and equipment for any technical education institution established in the province prior to the first day of April, one thousand nine hundred and nineteen."

By the Act respecting the Director of Coal Operations for Alberta and Southern British Columbia, the orders issued by this officer under the authority of various orders-in-council under the War Measures Act were validated and continued in force, and the Director of Coal Operations was empowered to continue in the exercise of his authority, which would otherwise have ceased with the close of the session of parliament.

#### New Brunswick

During the session of the New Brunswick Legislature which lasted from March 6 to April 24, an Act consolidating and amending previous acts concerning the protection of factory workers was passed and also amendments regarding workmen's compensation, workmen's liens, vocational education and housing.

The amendment to the Factories Act provides that the Factory Inspector shall carry out his duties under the direction of the Workmen's Compensation Board upon which have been conferred many of the powers formerly reserved to the Lieutenant-Governor in Council. Provisions in the previous Act which have to do with the health of employees have been omitted as coming properly under the Health Act. New sections require employers to produce certificates of age for all children or young persons employed by them who are under sixteen years of age. Such certificates must be signed by a parent of the child and penalties are provided for contravention of these provisions by employers or parents. An exemption from the terms of the Act is permitted in the case of lobster, fish and fruit canning establishments within the Province. Prior to this amendment, only canning factories outside of cities and towns were excluded. The sections



of the Act relating to the regulation and inspection of steam boilers provide for the appointment by the Lieutenant-Governor in Council of an inspector or inspectors of steam boilers, and restrict the appointment of the members of the Board of Examiners to stationary engineers who have not less than ten years' experience and who are practically conversant with the construction of boilers and the operation of steam plants.

Changes in the Workmen's Compensation Act increase the benefits payable on account of accident or disease. The maximum amount that may be paid in case of permanent partial disability is raised from \$1,500 to \$2,500; the allowance for burial expenses from \$75 to \$100; the monthly payment to a widow or invalid widower from \$20 to \$30 and the allowance for a child from \$5 to \$7.50 per month. Formerly the Act provided that payments in respect of a child should cease when the child attained the age of sixteen years; the recent amendment raises this age in the case of girls to eighteen years. The clause of the Act of 1918 limiting the total amount of compensation to \$3,500 is repealed. Payments at the increased rate are to be made from January, 1, 1920, but is retroactive to January 1, 1919, in the case of widows, invalid widowers or children. The clause stipulating that regard must be had to any military or other pension received by a workman in the consideration of the amount due is struck out, but a limit of \$1,500, is imposed on the amount of earnings that may be considered as a basis for the calculation of compensation due. Provision is made for the furnishing of medical, surgical, hospital and skilled nursing service, the cost to be paid from the accident fund. The Board is empowered to direct the installation of first-aid appliances and service in any industries it deems proper.

By an amendment to the Workmen's Lien Act, the latter is extended to cover work in connection with pulpwood, cedar posts, telegraph poles and railroad ties which was formerly exempted from the provision that any person

performing certain labour should have a first lien on the logs or timber for the amount of wages due.

The Vocational Educational Act, 1918, was amended to provide for the drawing up of a budget by the local vocational committees to cover the expenses for the school year and to confer on these committees, subject to certain conditions, authority to provide vocational instruction and to make the necessary arrangements therefor. Changes are made also in the sections of the Act regarding grants to the local vocational committees by the Province.

An amendment to the Housing Act, 1919, extends the provisions of the Act to cover incorporated villages as well as towns and cities.

### Ontario

The Ontario Legislature enacted a considerable number of labour laws during the late session which extended from March 9 to June 5, 1920. Acts relating to minimum wages for women and allowances for mothers were passed, and amendments made to existing laws regarding workmen's compensation, wages, factories, etc.

The Minimum Wage Act provides for the appointment of a board of five members, two of whom must be women, with power to conduct such investigations as it may deem necessary for the purpose of ascertaining working conditions and rates of wages, and to establish minimum rates of wages for female employees in any trade, occupation or calling in Ontario. Special rates may be fixed for part-time employees, apprentices or workers handicapped in some manner. The Minimum Wage Board may convene a conference, representing equally employers and employed with an impartial chairman, to determine a proper minimum wage to be paid in any industry. In the event of failure on the part of such a conference to come to any agreement, a new conference may be convened or regulations may be issued by the Board establishing certain minimum rates. Regulations of the Board



become effective on publication. Provision is made for the payment of per diem allowances and expenses to members of the Board for any period during which they are engaged on business relating to the administration of the Act. Farm labourers and domestic servants are excluded from the scope of the law which is to become operative on October 1, 1920.

The Mothers' Allowances Act, which is to go into effect also on October 1, provides for assistance to mothers of two or more dependent children under fourteen years of age, payments being restricted to widows or wives or inmates of a hospital for the insane in Ontario or of men permanently incapacitated from supporting their families. It is required, further, that such a mother must be resident in Canada at the time of the death or total disability of the father and must have been living in Canada for three years, and in Ontario for two years, prior to the application for an allowance. Applicants must be British subjects or the widows or wives of British subjects and must be fit and proper persons to have the care of children. For the administration of the Act a commission composed of five persons, two of whom must be women, is to be appointed by the Lieutenant-Governor in Council for periods of one, two, three, four and five years respectively. Subsequent appointments are to be made for a term of five years. A per diem allowance and expenses are payable to each member of the commission for attendance at meetings of the commission, but there is to be no other remuneration. Applications for assistance are to be received by the commission through local boards or otherwise. The municipality in which a beneficiary has resided for one year is required to pay to the Provincial Treasurer one-half the amount of the allowance, the remainder to be paid by the province. The commission is authorized to issue regulations approved by the Lieutenant-Governor in Council, with regard to the appointment of local boards, inquiries and

investigations by such boards as to persons to whom allowances may be paid, their property qualifications and other matters enabling the carrying out of the provisions of the Act.

The Workmen's Compensation Act was amended with regard to the amount of benefits payable. In case of death from accident or disease occurring in the course of employment, the maximum allowance for burial expenses is increased from \$75 to \$125; the monthly allowance to a widow is raised from \$30 to \$40, and the child's allowance where the deceased workman leaves a widow, from \$7.50 to \$10. In the case of orphan children, the monthly payment is increased from \$10 to \$15 and in all cases the maximum amount payable is 66 $\frac{2}{3}$  per cent of the workmen's average earnings instead of 55 per cent as formerly. Provision is made for the payment to a suitable person who acts as foster-mother of the children of the same monthly allowance as if she were the widow of the deceased workman. A lump sum payment of \$100 is also to be made to a widow or foster-mother. In non-fatal cases, the amount of compensation to a workman is raised from 55 per cent of his average weekly earnings to 66 $\frac{2}{3}$  per cent of such earnings, the minimum allowance to be \$12.50 per week. The new scale of benefits is to apply to fatal accidents happening on and after July 1, 1920, but pensions payable on account of death from accidents prior to that date are to be adjusted to the new scale from July 1. The provision of medical aid is extended to include the furnishing of artificial members and apparatus rendered necessary as a result of the accident.

An amendment to the Factory, Shop and Office Building Act declares ineffective, after April 30, 1920, all early closing by-laws in so far as they apply to the sale of fresh fruit. The amendment adds a section prohibiting the use in any factory of elevators or hoists constructed on the principle of an endless belt or similar contrivance unless provided with certain safety-devices. By

an amendment to the Wages Act, 70 per cent of any debt due to a workman in respect of his wages is exempt from seizure or attachment, but the judge hearing the case is empowered to increase or decrease this amount according to circumstances. Formerly \$25 was the amount declared exempt.

The Fire Departments Hours of Labour Act, which is to become operative on January 1, 1921, provides that employees of municipal fire departments shall be off duty one day of twenty-four hours in every calendar week.

The Railway Employees' Voting Act, 1918, which provided that municipalities might pass by-laws enabling the application of the act in order that railway employees whose duties necessitate their absence on polling day might vote at elections, was amended to cover elections for the board of education or the board of public school trustees or the voting on by-laws, and to require any municipality to pass a by-law declaring the act to apply if a petition to that effect has been signed by at least twenty-five such railway employees and presented to the municipal council at least two weeks prior to the date of the nomination meeting.

An amendment to the Stationary and Hoisting Engineers Act, 1919, which provided for the appointment of a board of examiners of three members in place of the five members required by the previous Act, repeals the section to this effect and enacts that the board may consist of three or five members.

A Technical Education Act was passed to permit the establishment of schools for technical training, the cost of which is to be paid from the funds appropriated by the Legislature or received from the Dominion Government in accordance with the provisions of the Federal Technical Education Act, 1919.

Retiring allowances are provided for employees of the Provincial Public Service by an Act of the recent session. Retirement is to be compulsory at the age of seventy years and optional at

sixty-five; the allowance is based on the average yearly salary during the last three years of service, and is not to exceed one-fiftieth of such average salary multiplied by the number of years' continuous service. Allowances may not exceed \$2,000 and no more than thirty years' service may be counted. Provision is made for the payment of allowances to persons serving more than ten years and for allowances to widows or children of persons entitled to allowances at the date of their death. The fund from which such payments are to be made is to be formed of contributions from the salaries of the employees at rates varying with their ages, and from the Government.

An amendment to the Ontario Housing Act, 1919, raises the amount which the cost of a house erected under the terms of the Act may not exceed, and provides that no new loans may be made under the provisions of the Act after December 31, 1920. The Municipal Housing Act, passed during the session, also limits the cost of houses erected under its terms.

#### Alberta

The Legislature of Alberta was in session from February 17 to April 10. Several Acts of interest to industrial workers were amended, among them being the Workmen's Compensation Act, 1918, and the Factories Act, 1917. The Mothers' Allowance Act, 1919, was amended by the insertion of a clause limiting the granting of allowances to widows and insane persons' wives resident in the province of Alberta at the date of the enactment (April 17, 1919), to widows whose husbands were resident at the time of their death and to wives whose husbands were living in the province at the time of their commitment to a hospital for the insane. An amendment to the Boilers' Act, 1918, declares the act not to apply to any boiler or steam-heating plant with a capacity of two horse-power or under, nor to railways under the supervision of the Dominion Government nor to boilers



subject to inspection under the Dominion Steam-boat Inspection Act. The original act exempted from its provisions steamboat boilers and boilers owned or operated by railway companies employing competent inspectors.

The Early Closing Act is amended by repealing the clause requiring the approval of the Lieutenant-Governor in Council of early closing by-laws and empowering him to declare such by-law of no effect, wholly or in so far as it affects a particular class of shops.

At the session of the Legislature in 1919, an amendment was made to the Factories Act providing that the Lieutenant-Governor in Council might appoint, in any town having a population of more than five thousand, an advisory committee of two persons representing employers and employed, together with a third person appointed by the Attorney General to make recommendations regarding the hours of employment of any person in a factory, shop or office, and concerning the minimum wages at which girls and women might be employed. The chief factory inspector might issue regulations putting such recommendations into effect. At the recent legislative session this clause was repealed and provision made for the establishment of minimum wages and maximum hours by procedure more in line with that adopted in other provinces. An advisory committee must be appointed for the province, four members to be chosen by the Lieutenant-Governor in Council to represent equally employers and employed and a fifth member to be nominated by the Attorney General. Authority is given such committee to investigate and determine the amount that shall be paid as a minimum wage to any one under eighteen years of age, or to any woman or girl who is employed in a factory, shop or office. The number of hours per day and per week that may be required of any person and the number of apprentices that may be permitted in any factory, shop or office are also to be determined by the committee, which has power to call witnesses, examine them under oath and

compel the production of such documents as may be necessary. It is declared to be unlawful for any employer to discharge or threaten to discharge, or to discriminate in any way against an employee because such employee has given evidence, or is about to give evidence, in any inquiry made relative to this act. Compensation for the services and expenses of the members of the committee is to be determined by the Lieutenant-Governor in Council. The latter is empowered to issue orders putting into effect the recommendations of the advisory committee.

The amendment to the Workmen's Compensation Act provides that any employer whose industry is not within the scope of the Act may have his employees brought under the Act by application to the Workmen's Compensation Board, if the application is approved by the Board and not objected to by a majority of the employees. This clause does not apply to any industries specifically exempted from the operation of the Act, and the application must be for a period of not less than twelve months at the expiration of which notice may be given of withdrawal from the scope of the Act. The Board may require an employer to include in his pay-roll the wages of all workmen employed by him in any industry, which, if carried on separately, would be an industry within the meaning of the Act. The clause exempting travelling salesmen and clerical workers not exposed to the hazards of the industry is repealed, and farming and ranching are specifically excluded from the operation of the Act. Extensive powers are given to the Board with regard to measures to be taken for the prevention of accidents and diseases. Regulations regarding proper sanitation and the installation or adoption of safety appliances or devices may be issued, and in the event of failure to comply with such orders or in case of special danger the Board may order the employer to close down the whole or any part of the industry concerned. Any assessment levied on an employer is given priority, as respects the property



of the employer within the province, over all debts, mortgages, etc., excepting wages due to employees. If an employer fails to retain from the wages of his employee the amount he is entitled to retain for purposes of medical aid, he is to be personally liable to pay to the Board such amount. The scale of compensation is raised considerably by the recent amendment. Compensation at the new rates from the date of the amendment is payable to workmen or dependents in respect of an accident which occurred prior to the change in the Act. Formerly \$2,500 was fixed as the maximum amount which might be paid in the case of death or permanent incapacity. This limit is removed by the recent amendment and monthly payments are continued to a widow till her re-marriage or death. In the event of re-marriage a lump sum payment of \$480 is to be made as under the previous act. In the case of death or of incapacity the monthly benefits to widows or invalid husbands, are increased from \$20 to \$30, and from \$5 to \$7.50 for each child under sixteen years of age, the maximum monthly allowance to a family being increased from \$40 to \$60. A penalty of \$25 per day is to be imposed for every day of failure on the part of any person to comply with the provisions of the Act.

In order to qualify for the grant of the Federal Government in aid of technical education, the Schools Grants Act of Alberta was amended to provide annual grants equal to 40 per cent of the salaries of approved teachers giving instruction in commercial, technical or industrial subjects, the maximum grant to be \$600 for any teacher so employed. A grant equal to 20 per cent of the salaries of approved teachers giving instruction in household economics, manual training, music or art is to be made, the grant not to exceed \$300 for each of such teachers. For approved equipment for teaching commercial, technical or industrial subjects, a grant equal to 25 per cent of the expenditure thereon is payable, the amount not to exceed \$4,000 in any year. In the case of school districts employing less than thirty

teachers and providing instruction in any of these subjects, a grant is payable equal to 50 per cent of the salaries of the teachers engaged in such work whose qualifications have been approved by the Department of Education of the province and also a grant equal to 50 per cent of the expenditure on approved equipment, the maximum grant in each case being \$1,200 in any year.

#### British Columbia

In British Columbia the Legislature began its session on January 29, and was prorogued on April 17. The labour legislation enacted comprised amendments regarding workmen's compensation, factories, weekly half-holidays and the payment of wages, and an Act to provide for mothers' pensions.

The Mothers' Pensions Act provides for the payment of allowances to mothers of one or more children under the age of sixteen years, who are widows or who are wives of men who are inmates of an asylum for the insane or of a penal institution, or who are unable through illness or accident to support their families. Mothers whose husbands have deserted them and any others whom the provincial Superintendent of Neglected Children deems proper to be assisted are within the scope of the Act. Assistance is limited to mothers who are British subjects and have been resident in the province for at least eighteen months prior to making application for allowances. Authority is given to the Superintendent to restrict help to those mothers whom he deems proper persons to have the care of children. The Act fixes the maximum monthly allowance for a mother with one child under sixteen years of age at forty-two dollars and fifty cents, and an additional seven dollars and fifty cents for each additional child under sixteen years of age. The payment of allowances is to cease on the mother's re-marriage or her removal from the province. Provision is made for the appointment by the Lieutenant-Governor in Council of local advisory boards to assist the Super-

intendent of Neglected Children in the proper carrying out of the Act.

The amendment to the Workmen's Compensation Act increases the amount of compensation payable in the event of accident or disease. The monthly allowance to a widow or invalid widower is raised from \$20 to \$35; the allowance to a child, where there is a surviving parent, from \$5 to \$7.50, and to an orphan child from \$10 to \$12.50, the maximum in the case of orphan children being increased from \$40 to \$50 per month. Where there is a widow or invalid widower with children, the maximum allowance is raised from \$40 to \$65. Where the dependents are other than a widow, widower or children, the maximum monthly payment to a parent or parents of the deceased is \$30 in place of the \$20 fixed by the original Act, the maximum to such dependents not to exceed \$45 in the whole. The sum permitted to be paid

to a widow on her re-marriage in lieu of a continuance of the monthly payments is fixed at \$480 and not maintained at an amount equal to the monthly payments for two years as was formerly the case.

An amendment to the Factories Act simplifies the wording of the Act. By an amendment to the Weekly Half-Holiday Act, certain public holidays are brought within the scope of the Act, and shops required to observe a weekly half-holiday are to be closed also on such public holidays.

Provision is made by an amendment to the Act concerning the semi-monthly payment of wages that, in the case of coal-miners, wages must be paid on a Saturday and at least fortnightly. An amendment to the Mineral Survey and Development Act makes the provision regarding the semi-monthly payment of wages and the security for them more comprehensive as regards working leases on mining property.

## RECENT LEGAL DECISIONS AFFECTING LABOUR

**I**N 1914 an employee was struck by a falling plank when at work, and his left shoulder was broken. While he was temporarily incapacitated, his employer paid him half his wages, as provided by the law of the Province of Québec. The following year he became afflicted with a disease of the spine, which he attributed to the accident, and he brought action against his employer, under the law which permits the revision of the terms of an indemnity within four years from the date of the agreement between the parties, or of the definite judgment of a court, claiming an annual payment of \$600.

**Payment of  
legal indemnity  
does not make  
agreement  
allowing revis-  
ion of it in  
Québec**

Bench. The employer claimed among other things that the evidence showed the disease from which the plaintiff suffered was not a consequence or result of the accident, and that there had never been an agreement between the two parties, which was an essential condition before an action could be brought for a revision of the indemnity. The employee, however, claimed that the payment of half the wages implied a tacit agreement between the two parties. In the evidence given by the two doctors who attended him, the probability that the disease was a consequence of the accident was admitted, but it was stated that such a condition of the spine might arise from other causes.

It was held by the Court, with one judge dissenting, that the two doctors expressed opinions without being very sure of the relation of cause and effect between the disease and the accident, and that the employer could not be con-

The Superior Court of the district of Québec gave judgment in favour of the plaintiff and an appeal was entered by the defendant in the Court of King's



demned to pay the sum demanded on suppositions and probabilities. It was also held that there had been no agreement between the two parties, the payment of the half wages being made because the law required it, and unless the circumstances showed an arrangement made independently of obligations imposed by law, there could not be said to have been an agreement.

The judgment of the Superior Court was therefore annulled and the action dismissed with costs. (*Quebec—Gosselin v. Bélanger.*)

A roadmaker employed by a railway company in Alberta was injured by the wreck of a speeder, or a converted handcar, on which he was travelling in the course of his employment. He brought action against the railway company for damages. The trial judge, as reported in the LABOUR GAZETTE for December, 1919, on pages 1536 and 1537, dismissed the plaintiff's action, on the ground that it was hardly reasonable that the plaintiff should be able to engage himself to assist the defendant company in putting a defective road in good condition and at the same time hold the Company liable for any accident happening to him in the course of his duty. The plaintiff entered an appeal in the Alberta Court of Appeal, which reversed the findings of the lower court, basing its judgment on the following considerations: The conclusion of the evidence was irresistible that the accident which caused the accident was due to the bad condition of the truck. If the track was dangerous, the fact was that the plaintiff was put in a position of danger by the employer rather than that he accepted employment under conditions known to him to be dangerous. The plaintiff had requisitioned new rails for this part of the track and the Company was negligent in not supplying them. When his acceptance or non-acceptance of a risk

is left to implication, the workman cannot reasonably be held to have undertaken it unless he knew of its existence and had the means of appreciating its danger, and we are not warranted in extending the implication to cover a consent to encounter dangers aggravated by the defendant's neglect to supply the necessary material asked for to remove the unnatural dangers.

The appeal was therefore allowed, and judgment was given for the plaintiff for the sum of \$8,500 and costs, subject to defendant's right within thirty days to appeal from the amount assessed. (*Alberta—Malcahy vs. Edmonton, Dunvegan and British Columbia Railway Company.*)

A workman employed in painting houses was injured through an explosion of gasoline on a stove when preparing his mid-day meal. He brought action for compensation against his employer in the Superior Court at Montreal under the Workmen's Compensation Act of Quebec. On behalf of the employer it was claimed that the plaintiff had no right to use the stove in question and that as he was not engaged in his work at the time of the accident, he could have no recourse under the Workmen's Compensation Act.

It was held by the Court that under the Act a man's employment was not broken by an interval of rest, and still less by the time taken for meals, particularly if the meals were taken on the works or at a place permitted by the employer and under the control of a foreman. The accident on which the present claim was based took place during an interval for dinner and at a place designated by the defendant in the usual way as a place where his workmen could take their meals. This place was under the control of a foreman and therefore, the court said, came within the ambit of plaintiff's work. Judgment was accordingly given in favour of the

**Employer liable if workman through his negligence is exposed to unusual risks**

**Compensation awarded workman hurt when preparing noon meal**



plaintiff for \$103.95 damages and an annuity of \$33. (*Quebec—Boucher vs. Bourdon.*)

A youth was injured when working for the St. Maurice Paper Company.

**Compensation  
allowance not  
to be ordered  
paid pending  
judgment if  
case doubtful**

His father as tutor brought action against the Company under the Workmen's Compensation Act, Quebec, claiming \$2,500 damages. The Superior Court in the district of Joliette ordered the Company to pay the plaintiff

\$1.50 a day as provisional allowance, pending final judgment in the action. The Company appealed against this order, and the appeal was sustained by the Court of Appeal. In its judgment the Court of Appeal held "In an action in virtue of the Workmen's Compensation Act, provisional allowance shall not be allowed if defendant's plea denying responsibility is very serious on its face, and if the Court has serious doubts that plaintiff can obtain final judgment against the defendant." (*Quebec—Lanoue vs. St. Maurice Paper Company, Limited.*)

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

The full text of the recent decision of the United States Railroad Wage Board awarding increases in wages amounting in the aggregate to six hundred million dollars, to railway employees in the United States, is printed in this issue of the LABOUR GAZETTE. The issue also contains an exhaustive article on Workmen's Compensation in Canada, in which article the various provincial laws are examined and compared.

The cost of the weekly family budget of staple foods dropped very slightly, averaging \$16.84 at the middle of July as compared with \$16.92 in June, \$13.77 in July, 1919, and \$7.42 in July, 1914. The index number of wholesale prices again declined, being 346.8 for July as compared with 349.3 for June, 294.9 for July, 1919, and 134.6 for July, 1914.

At the beginning of July the percentage of unemployment among members of trade unions was 2.48, as compared with 2.88 at the beginning of June, and 2.57 at the beginning of July, 1919. According to returns received from nearly 5,000 firms, the total volume of employment in Canada remained fairly steady during July, there being slight variations only from week to week.

The time loss due to industrial disputes during July was less than during either June, 1920, or July, 1919. There

were in existence during the month 49 strikes, involving about 6,734 workpeople and resulting in a time loss of 81,221 working days. At the end of the month there were on record 19 strikes, involving about 1,442 workpeople.

### Proceedings under the Industrial Disputes Investigation Act

During July the Department received reports from nine Boards established to deal with disputes between (1) the Winnipeg Electric Railway Company and certain of its employees, being members of Street Railway Employees' Union; (2) the Winnipeg Electric Railway Company and certain of its employees, being members of the Gas Workers' Union; (3) the Toronto Hydro-Electric Commissioners and their employees, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers; (4) the Corporation of Moose Jaw and civic employees, members of Civic Employees Local Union No. 9; (5) the Canadian Pacific Railway Company and certain of its employees, engaged in the commercial telegraph service, members of the Commercial Telegraphers' Union of America; (6) the Canadian Pacific Railway Company (Western Lines) and certain of its employees, being waterfront freight handlers, at Vancouver, B.C., members of Local No. 38-52, In-

ternational 'Longshoremen's Association; (7) Toronto Suburban Railway Company and its employees, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers; (8) the Toronto, Hamilton and Buffalo Railway Company and certain of its employees, being freight handlers, at Hamilton and Brantford, Ont., members of the Canadian Brotherhood of Railroad Employees, and (9) The Master Printers of Ottawa and certain of their employees, members of the Ottawa Typographical Union, No. 102.

Four applications were received for the establishment of Boards and a Board was established in connection with a dispute for which application had been received during the month of June.

#### **Registration of children in Quebec**

Since last spring when the issuing of registration cards to children began under the provisions of the Quebec Industrial Establishments' (Amendment) Act respecting child labour, about 8,000 children between the ages of fourteen and sixteen years have been examined by factory inspectors at Montreal, and 2,000 at Quebec. The cards show the name, age and nationality of each child, number of years of studies, whether an attendant at night school, ability to read and write, nature of employment, residence, complexion, height, weight, and any special mark of identification. A child cannot be employed unless in possession of one of these cards and in order to obtain one a certificate of baptism must be produced and ability shown to read and write.

#### **Ontario Bureau of Industrial Hygiene**

A bureau of industrial hygiene, under the supervision of Dr. J. G. Cunningham of Toronto, has recently been established in connection with the Department of Health of Ontario. The duties of the bureau are to investigate dangerous trades and report to employers methods of obviating danger to

workmen; to advise as to the most applicable and cheapest safety devices for the different industries; and to instruct employees how best to avoid accidents. Factory sanitation will also come within the purview of the bureau.

The formation of a Dominion committee with somewhat similar objects in view, the Committee on Industrial Fatigue, a branch of the Dominion Honorary Advisory Council for Scientific and Industrial Research, is discussed elsewhere in this issue.

#### **Progress of "Mothers' Allowances" in Canada**

The Mothers' Allowances Act passed at the late session of the Ontario Legislature, is the fourth act of its kind in Canada. Similar acts were passed in Manitoba in 1916, in Saskatchewan in 1917, and in Alberta in 1919. All these acts have been summarized in previous issues of the LABOUR GAZETTE. Three of the five commissioners to administer the Ontario Act have been appointed as follows: Rev. Peter Bryce, Toronto; Mrs. Adam Shortt, Ottawa, and Mrs. William Singer.

In Nova Scotia a commission was appointed in 1919 to inquire, among other things, into the practicability of a scheme for mothers' allowances for the province. Early in their investigations, however, the commissioners found that while much information, of a general character, was available, they could not arrive at any satisfactory conclusions, in the absence at the time of a reliable estimate of the number of mothers who would benefit by such a scheme.

#### **Medical care of smeltermen at Trail, B. C.**

In the June issue of the LABOUR GAZETTE mention was made of a proposed agreement between the Consolidated Mining and Smelting Company of Canada and three physicians of Trail, B.C., with respect to the medical treatment of the Company's employees and their families. The agreement was to be made subject to the approval of the Workmen's Compensation Board. In



return for certain medical benefits to the employees, the Company agreed to deduct from the wages of each employee \$1.30 per month and to pay the same over to the physicians. In the case of married men an additional sum of \$1 per month would be deducted, which sum would entitle members of their families also to certain medical benefits. These two proposals were submitted by the Workmen's Compensation Board to a vote of the employees in May last, and the ballot taken showed a large majority in favour of both proposals.

This vote was later protested by certain of the workers, and the Workmen's Compensation Board declared the result invalid and ordered another vote to be taken by secret ballot on July 5. The result of this ballot was as follows: Medical benefits for employees only (for which \$1.30 per month to be deducted); for, 353; against, 344. Majority of 9 in favour. Medical benefits for families of married employees (for which an additional \$1 to be deducted); for, 184; against, 201. Majority of 17 against. The first proposal therefore became operative on July 16.

#### Trade unions favour co-operative movements

Steps have been taken by the United Farmers' Co-operative Company to establish a co-operative distributive store at Toronto in conjunction with the labour organizations. At a public meeting recently held in the Labour Temple a joint co-operative committee was appointed composed of representatives of the Toronto District Labour Council, the Independent Labour Party, the Grand Army of United Veterans and the Canadian Federation of Labour. The company have agreed to open a co-operative general store, providing the joint committee sell one thousand or more United Farmers of Ontario associated stock certificates at \$10 each.

Under the auspices of the Trades and Labour Council of Windsor, Ont., a joint stock co-operative store, with 200 stockholders, has recently been opened in that city.

According to the British *Labour Gazette*, the closer connection of the trade unions in Great Britain with the co-operative movement is marked by the decision of the National Union of General Workers, at their conference in May, to transfer all union funds from ordinary banks to the Co-operative Wholesale Bank. A similar decision was made by the National Union of Clerks.

The Scottish Mine Workers' conference decided on a joint meeting with the Scottish Wholesale Society for the purpose of establishing facilities for banking. The Railway Clerks' Association decided that, as far as possible, investment funds should be placed on deposit with the Co-operative Wholesale Society, but the executive opposed, on practical grounds, a resolution advocating that the whole of their banking business should be transferred to the Co-operative Wholesale Bank.

#### Women's Labour Bureau in United States

An act has been passed by the United States Congress establishing a Women's Bureau in the Department of Labour.

The duty of the Bureau will be "to formulate standards and policies which shall promote the welfare of the wage-earning women, improve their working conditions, increase their efficiency and advance their opportunities for profitable employment." The Bureau has authority to investigate and report to the department upon all matters pertaining to the welfare of women in industry.

#### Austrian "Workers' Chambers" to review proposed labour laws

According to the British *Labour Gazette* for June, definite constitutional standing was assigned to workers' associations in Austria by a law which came into effect in May last, creating "Workers' Chambers" for the manufacturing industries, handicrafts, commerce, transport and mining. The Chambers are consulted as the authoritative voice of labour on all questions affecting the welfare of workers,

including insurance, unemployment, housing, food, health and education. All proposed labour legislation and executive regulations must be submitted to the Workers' Chambers before their adoption by Parliament. Each chamber is composed of two sections, one of manual, the other of non-manual workers, and the membership must consist of at least thirty and not over one hundred delegates, elected for five year terms, in accordance with regulations issued by the Department of Social Affairs. The two sections vote together in electing a president, but each section elects its own chairman, these officers also being appointed for a five-year term. While the chamber deliberates as a whole, each section may present independent recommendations to the Government. Workers' Chambers may also be required by the Department of Social Affairs to appoint labour representatives to act on joint committees of employers and employees for the discussion of industrial problems.

#### Jottings

The thirty-sixth annual convention of the Trades and Labour Council of Canada will be held at Windsor, Ont., commencing September 13. In the convention call reference is made to the increasing number of women in employment, and the importance of their problems, and unions which include women are requested to bear this in mind when electing delegates.

The annual convention of the Canadian Federation of Labour will be held in Hamilton, Ont., commencing August 23.

The quadrennial convention of the United Brotherhood of Carpenters and Joiners of America will open at Indianapolis on September 20. Canadian delegates will attend.

The Dominion Coal Company, of Sydney, N.S., announce that they will offer two scholarships at McGill University annually to their employees. Similar

grants are already made by the International Nickel Company and by the Granby Consolidated Mining and Smelting Company.

The Dominion Coal Company has established a department of industrial relations to supervise and compile statistics in connection with accidents, health of workmen, housing, first-aid and accident prevention.

A charter has been issued by the Dominion Trades and Labour Congress, to the Association of Federal Employees of Ottawa, an organization recently formed by a number of permanent civil servants at Ottawa. The new union is organized along lines similar to the National Federation of Civil Servants of the United States, and has a clause in its charter by which its members will not be involved in any outside trade-union disputes which may arise.

Branch organizations of the Association of Canadian Building and Construction Industries, which was organized at a conference of builders and contractors in November, 1918, have been formed in Montreal, Toronto, Ottawa, Hamilton, Winnipeg, Regina, Saskatoon, Calgary, Edmonton, Vancouver, and other cities.

At the annual meeting of the New Brunswick Medical Society, recently held at Moncton, a committee was appointed to arbitrate with the Workmen's Compensation Board with respect to fees paid by the Board for patients coming under the provisions of the Workmen's Compensation Act, which the society contended were too low. The opinion was expressed that in order to avoid a dual system of payments, all industrial accidents should come under the jurisdiction of the Board, employees on the National Railways being at present excluded. Contract work in general was discussed and disapproved of.

The British Railway Clerks' Association, at their annual conference in May, instructed the executive not to accept any agreement containing the principle

of a sliding scale of salaries based on the cost of living. On the other hand, the National Union of Scottish Mine Workers favoured an advance in wages equal to any advance in prices.

Clothing manufacturers of Rochester, New York, will co-operate with the government in training wounded veterans of the war who have been receiving education from the Federal Board for Vocational Education. Several firms have taken these men into their designing and manufacturing departments.

The National Society of Operative Printers and Assistants, England, are erecting, as a memorial to their members who fell in the war, a sanatorium for printers suffering from tuberculosis, a convalescent home, and a home for aged printers and their wives.

In order to cope with the housing shortage in London, England, the London County Council is contemplating the erection of a new town comprising 24,000 houses, with 20 schools, fire sta-

tions, libraries, and other public buildings, within the next five years, on an estate of 3,000 acres which has been acquired for the purpose, about eleven miles east of the city.

The United States Department of Labour has reported that during 1919, 3,374 strikes and lockouts took place in the United States, affecting 4,000,000 workers.

The New York State legislature has established a Child Welfare Commission to collect and study all laws relating to child welfare and make recommendations to the legislature of remedial legislation and other legislation necessary to establish a children's "code."

The New Jersey legislature recently passed a bill creating a State Industrial Safety Museum under the Department of Labour. \$25,000 has been appropriated for the purpose. As previously noted, the Factory Department of the British Home Office proposes to open a similar museum in London.

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## INDUSTRIAL CONDITIONS DURING JULY, 1920

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### I.—General Review

The total volume of the employment in Canada remained fairly steady during the month of July,

#### **The Labour Market**

with slight variations from week to week. In the Maritime Provinces, Quebec, Ontario, and British Columbia gains in the second week were offset by losses in the other weeks; while in the Prairie Provinces weekly advances continued until near the close of the month. The iron and steel, machinery and conveyances group reached a high point of activity in the second week, while non-ferrous metal products began the month with a decline but made substantial recovery in the third week. In the food group a falling tendency was noted

about the middle of the month. The textile and clothing industries continued to experience the usual seasonal decline, with, however, some signs of recovery. The leather trades still showed a decrease in employment, this being most marked in the third week. In the pulp and paper industry small average declines were recorded except in the first week. Steady employment conditions were maintained in the clay, glass and stone trades. Railway transportation showed a small net increase for the month, while water transportation made steady gains. In mining (other than coal) the non-metalliferous mine workers continued active, but the metallic ore group showed a decline. Activity in



the coal mines increased in the first half of the month, but a sharp drop, mostly in British Columbia, due partly to lack of storage space, was recorded in the third week. Building and railway construction continued to show steady gains throughout the month. In the lumbering industry small gains alternated with losses in number employed.

The loss of time on account of industrial disputes was less during July than during June, 1920, or July, 1919. There

#### Strikes

were in existence at some time or other during the month 49 strikes, involving about 6,734 workpeople, and resulting in a time loss of 80,221 working days, as compared with 60 strikes, 12,406 workpeople and 155,502 working days in June, 1920; and 75 strikes, 62,020 workpeople and 683,896 working days in July, 1919. On July 1, there were on record 29 strikes, affecting 4,229 workpeople. Twenty strikes were reported as having commenced during July, as compared with 27 in June. Sixteen of the strikes commencing prior to July and fourteen of those commencing during July were reported terminated, leaving 19 strikes in-

volving about 1,442 workpeople, on record at the end of the month.

The prices movement was again marked by decreases in wholesale prices of

many materials and seasonal changes in foods, some of which were in-

creases and some decreases. The net result was another decline in the index number of wholesale prices which fell to 346.8 for July as compared with 349.3 for June, 356.6 for May, 294.9 for July, 1919, and 134.6 for July 1914. The chief decreases for the month were in grains, fish, fruits and vegetables, textiles, and lumber, with increases in livestock and meats, butter and eggs, sugar, coal and coke, some building materials and some chemicals. In retail prices, the average cost of a family budget of staple foods in some sixty cities averaged \$16.84 at the middle of July as compared with \$16.92 for the middle of June, \$13.77 in July, 1919 and \$7.42 in July, 1914. The chief decrease for the month was in potatoes with slight decreases in a number of other lines and increases in some meats, in eggs and in sugar. Coal, wood and rent were also higher.

## II.—Industries and Trades.

Employment in the iron and steel industry of Nova Scotia continued good during July. SYDNEY

#### Metals and machinery

reported the production from three blast furnaces as follows:—21,100 tons of pig iron; ingots, 22,900; blooms and billets, 900 tons; plates, 4,200 tons; standard rails, 3,600 tons; light rails, 590 tons; rods, wire and nails, 10,030 tons; the stove and furnace and metal roofing industries continued active. The output of the four blast furnaces at SYDNEY MINES was 7,600 tons of iron and 10,200 tons of steel; one furnace was undergoing repairs. The structural steel industry at WESTVILLE was at a standstill for about three weeks following a fire at the Bridge Company's

plant; engine, boiler and farm implement makers were busy, sheet metal workers were fairly active and the electrical trades were normal; the Nova Scotia steel plants continued running steady double shifts. At HALIFAX the bolt, nut, bar and skate factories continued in steady operation, with heavy orders ahead; stationary engine and boiler works were very brisk; stove and furnace factories were active, though iron trimmings were difficult to obtain from Western Canada. The main workshop of the Maritime Bridge Company at NEW GLASGOW was destroyed by fire early in the month; the staff had been reduced from 200 to 100 owing to shortage of stock. AMHERST reported the malleable iron industry hampered by an

industrial dispute; foundries were active, though material was rather scarce. At CHARLOTTETOWN moulders, machinists, electrical workers and other metal trades had a busy month. The rolling mill at ST. JOHN ran steadily with increasing business; tin and sheet-metal workers were busy. The foundries and machine shops at MONCTON resumed normal employment after an interruption for several weeks caused by a fire. The foundries at SACKVILLE operated steadily. Foundry workers and machinists were very busy at FREDERICTON, MONTREAL reported activity in structural steel; engine and boiler makers were busy; sheet metal workers were fairly active and electrical workers normally employed; activity in the rolling mills was affected by a strike. At QUEBEC structural iron and steel workers, and stationary and portable steam engine and boiler makers had a busy month. Machine and repair shops at ST. HYACINTHE were very active, and at ST. JOHN'S, IBERVILLE and SOREL the metal trades were well employed. The iron foundries at THREE RIVERS worked full time with over 500 employed. A considerable falling off in activity in foundries was noted at OTTAWA and HULL. Iron workers at PEMBROKE were actively employed. At TORONTO the metal and machinery trades were generally depressed owing to the continued shortage of steel and coal, and many men were out of work, especially in connection with the machinery and electrical apparatus industries; agricultural implement plants were busy and the sheet metal industry was active, with skilled labour in demand; many iron and steel workers were among the recent arrivals from Great Britain, and a number of them who were unable to obtain work at their own trades were placed on farms or found other work. At HAMILTON the fuel shortage affected employment early in the month in the steel industry but conditions improved later and employment became good throughout the group. Machine shops, foundries, and chain, can and plating factories at NIAGARA FALLS all required help. At OSHAWA the malleable

iron works closed early in the month owing to shortage of material, but there was some demand for machinists, moulders and coremakers. ST. CATHARINES reported good employment in all metal trades, including boilermakers and electrical workers, but the chain factory closed early in the month from scarcity of material. At BROCKVILLE stove and furnace, tool and hardware factories were busy. BELLEVILLE reported fair activity in the bar iron, bolt and plate factories and in the portable engine and boiler shops. Moulding shops and foundries at PETERBOROUGH worked to capacity, with moulders and coremakers in demand; machinists were also very active, all shops working overtime; electrical workers were busy after a settlement of the late strike. Continued activity throughout the metal group was reported from GALT, especially in the farm implement and machinery sections. BRANTFORD reported some demand, especially for unskilled labour, in the iron and steel industry; malleable iron foundries, farm implement, stove and furnace, and electrical fixture factories and machine shops were all very busy. At KITCHENER some demand was noted for machinists, moulders and helpers and for tinsmiths; farm implement factories ran full time, and electrical workers were very busy. Tinsmiths were also in demand at WATERLOO. Moulders were in urgent demand at GUELPH. Active conditions were reported from STRATFORD. A continued shortage of moulders, polishers and other skilled workers was noted at WOODSTOCK; stove and furnace workers were steadily engaged. The rolling mills at LONDON, while less active still retained the same staffs; the wire and iron plants were busy; threshing engine and thresher factories were steadily busy except for a strike of two days' duration; stove and furnace workers were well employed except in the tin and enamel departments which were held up by a shortage of material. At ST. THOMAS a number of iron workers were thrown temporarily out of work by the burning of a plant towards the end of the month, but other iron works



and foundries continued steadily active with moulders in demand. CHATHAM reported an improvement in the structural steel industry, one plant operating night shifts. Boilermakers and helpers were required at SARNIA. Increased employment was noted in the steel industry at CHATHAM; the electrical trades were about normal. WINDSOR reported great activity in the structural steel industry with a demand for foundry labourers; machinists had a very busy month; the injector factory increased its staff to cope with foreign orders, the brass foundry being equipped with special moulding machinery. The malleable iron works at OWEN SOUND ran night shifts, and machine shops were busy. Steel and iron workers were in demand at SAULT STE. MARIE. All branches of the metal trades at WINNIPEG were well employed throughout the month, without change in numbers employed. The metal trades at MEDICINE HAT were fairly well employed but the rolling mill still remained closed. Activity in the iron industry at LETHBRIDGE was hampered by a strike of machinists. Metal workers at EDMONTON were reported fairly busy. VANCOUVER reported fair conditions in the foundries and rolling mills; the stationary and portable engine and metal roofing, tin, copper and sheet metal trades were also fairly active, but stove and furnace factories were rather slack. The engineering trades at NEW WESTMINSTER showed steady improvement. At VICTORIA the iron foundries and electrical plants were moderately active, principally in repairs, but stove foundries were fairly busy.

SYDNEY reported continued activity in boat and shipbuilding and repairing.

**Vehicles (land and water)** Shipyard workers, engine, boiler and automobile makers were well employed. Activity in

the shipyards at HALIFAX was hampered by the continued strike in the marine trades, but 850 men were reported on the payroll at Halifax shipyards; some of their work was completed in the smaller shops; 25 war drifters were

overhauled and repaired; supplies of light plate were difficult to obtain from Sydney. The car works at AMHERST were hampered by shortage of stock, but employment was good after the settlement of an industrial dispute. The Canadian National Railway locomotive and car repair shops at MONCTON continued very busy during the month; garages were all very active. MONTREAL reported slack conditions in the shipyards, but engine and boiler workers were actively employed. At QUEBEC workers in iron and steel shipbuilding and repairing were very busy, but the construction of wooden ships showed a decided falling off, one yard stopping completely and 300 men being laid off. The shipyards at SOREL had an active month. Over 600 workers were steadily employed at one shipyard at THREE RIVERS, but the other yard, which formerly employed about the same number was finally closed at the end of the month. During the first half of the month the cabinet and carriage departments of the OTTAWA car works were tied up by the woodworkers' strike, but normal activity was resumed later. The locomotive and car shops at HAMILTON were hampered by shortage of materials. BROCKVILLE reported activity in motor boat, automobile and engine works, the moulding work, however, being done in outside shops. The locomotive shops at KINGSTON had a busy month with about 600 men employed, this being the normal number; the shipyards gave steady employment to about 220 men. BELLEVILLE reported fair activity in automobile repairing and making of parts. The engine and tractor factories at GALT were very busy. The carriage works at BRANTFORD were steadily active. KITCHENER reported continued activity in the automobile and bicycle factories. The locomotive and car shops at STRATFORD had a busy month. Sufficient skilled labour was available at WOODSTOCK for the wagon and sleigh factories, but general labour was somewhat scarce. About 400 men were thrown out of employment at CHATHAM by the temporary closing of the Gray



Dort and Hayes wheel factories, but they were quickly absorbed by other trades. WINDSOR reported increased employment in the automobile factories, the foundries being very busy in turning out engines; automobile parts factories ran to capacity; tool and die makers were in demand in the machine shops. Railway shops at WINNIPEG were busy throughout the month. Help was required at MEDICINE HAT in the manufacture of tractors. The C. P. R. shipyard at VERNON was active on tugs and scows. VANCOUVER reported a decline of activity in boat and shipbuilding, men being laid off in two or three lines of work in the yards; automobile repair work was plentiful, and the cycle and motor engine shops were busy. Shipwrights were in demand in the yards at PRINCE RUPERT. VICTORIA reported activity in the wooden shipyards, additional help being taken on.

Activity continued throughout the food group at SYDNEY, HALIFAX, AMHERST and CHARLOTTE

**Foods, liquors  
and tobacco**

TOWN, with some improvement in abattoirs and soft drink plants.


Active conditions also prevailed at WESTVILLE. The milk factory at TRURO was rushed to capacity. The sugar refinery at St. JOHN ran continuously; flour and feed mills, bakeries and creameries were busy and the brewery and soft drink trades were fairly active, though affected by a rise in retail prices. Bakeries and cheese and butter factories at MONCTON were very busy. At MONTREAL flour and feed plants, abattoirs and meat packing houses, breweries and soft drink factories were active; bakers and confectioners were normally employed, though affected by a shortage of sugar supplies; fruit canning was hampered by the same cause; cigar makers were slack. QUEBEC reported busy conditions in fruit preserving and canning plants, creameries, dairies, soft drink factories and breweries; abattoirs and packing houses and tobacco factories were active. At SHERBROOKE employees in the food indus-

tries were busy, especially brewery workers. St. HYACINTHE, St. JOHN'S, IBERVILLE, SOREL and THREE RIVERS reported general activity throughout the group. At OTTAWA and HULL activity in certain of the food industries was affected by cool weather, but general conditions were good throughout the month. At TORONTO the flour mills and cereal plants were in steady operation throughout the month; abattoirs and packing houses were quiet with a number of workers out of employment; bakers and confectioners were generally active as regards domestic trade, but the export trade in confectionery was affected by the overstocking of overseas markets; fruit and vegetable canners were active, but handicapped by a shortage of cans; soft drink plants and breweries were active, and cigar makers fairly well employed. HAMILTON reported continued activity throughout the food group. Canning factories at NIAGARA FALLS ran to capacity, but experienced a shortage of cans owing to scarcity of tin plate. Employment was good among all classes of food workers at St. CATHARINES, BROCKVILLE and KINGSTON, but cigar makers had a dull month; girls were mostly employed at the latter trade. BELLEVILLE reported the flour mills already active in grinding this year's crop for home use and feed; fruit and vegetable canneries and creameries and soft drink factories were very busy. At PETERBOROUGH bakers, confectioners and meat packers were busy, but flour, feed and cereal workers were rather less active. Conditions were generally good at GALT and BRANTFORD. Butchers were in demand at KITCHENER; bakers were busy but candy makers were slack; breweries and soft drink factories were very busy, but cigar makers were only fairly active. GUELPH and STRATFORD reported active employment in all branches. Female help was in demand in the confectionery trade at WOODSTOCK. A demand for biscuit and candy makers was reported at LONDON, the factories working overtime; millers and soft drink workers were very busy, and the cigartrade showed some improvement. St. THOMAS reported normal con-

ditions in the local industries. Help was taken on in the abattoirs at ST. THOMAS, overtime being worked; the sugar factories were ready for the beet harvest, and about 300 operatives would shortly be employed; the soft drink plants were very active and the cigar industry about normal. WINDSOR reported increased activity among bakers and confectioners; creameries were handicapped by short supplies of milk; breweries and soft drink plants were very busy. At WINNIPEG confectionery workers had increased employment and female help was in demand; vegetable canners continued active but without increase in staffs; brewery and soft drink factory workers were steady, and creameries were normally active. Creameries and soft drink plants at BRANDON were very busy; flour mills, bakeries and breweries were busy, but cigar makers were dull. The abattoir at MOOSE JAW ran on short time owing to insufficient supplies of cattle and hogs. MEDICINE HAT reported rather slack conditions in the flour mills, two plants closing down for repairs during the dull season, and the other only running one 8-hour shift; other food industries were fairly active. Brewery workers at LETHBRIDGE were exceptionally busy, except for a two days' strike early in the month; flour mills continued rather quiet. At CALGARY the flour and feed plants were rather quiet, and abattoirs were also slack; bakers and confectioners and brewery and soft drink workers were well employed. A number of packing plant employees at EDMONTON were laid off during the month. FERNIE reported unusual activity in the breweries and soft drink plants; bakers, confectioners and dairy workers were also busy. At VANCOUVER flour, feed and cereal workers were fairly busy; the sugar refinery was not fully active owing to shortage of raw sugar; abattoirs and packing houses were rather less active, but conditions were good in the baking and confectionery plants, dairies, breweries and soft drink factories; the fruit and vegetable canning season opened with good prospects. VICTORIA reported

general activity throughout the group, the canneries being active, particularly in small fruits, but owing to the cost of sugar the pack was less than in former years.

Rope and twine workers at HALIFAX continued steadily employed. The woollen mills at AMHERST had a very busy month. At TRURO the woollen mills resumed work after being closed for two weeks for repairs and alterations. Both cotton mills at ST. JOHN were busy, extensive improvements being introduced. The woollen mills and underwear factory at MONCTON operated steadily with the usual staffs. The cotton factory at FREDERICTON ran full time. At MONTREAL the woollen and knitting, and tent and sail factories were busy. QUEBEC reported activity among tent, awning and sail makers. Cotton and woollen operatives and bleaching, dyeing finishing and textile printing workers at SHERBROOKE were well employed. The woollen factories at ST. HYACINTHE worked steadily, in some cases day and night; underwear factories were very busy. The cotton mills at THREE RIVERS gave steady employment to about 1,400 workers. At TORONTO the woollen, hosiery and knitted goods plants were busy, with experienced workers in demand; tent, awning and sail makers had an active month and carpet and rug makers were steadily employed. The textile plants at PEMBROKE were running to capacity. ST. CATHARINES reported activity in all textile trades, including woollen, knitting and silk mills, with some demand for help. Tent, awning and sail workers at BROCKVILLE were well employed. At KINGSTON the textile trades were active. PETERBOROUGH reported some decline of activity in the woollen mills, which closed for two weeks for alterations, workers being paid for one week on condition that they return and work for the company for the rest of the year. The cotton and woollen industries at GALT were very busy, some mills importing help from abroad; silk operatives were

**Textiles,  
cordage and  
carpets** 



well employed and bleaching and dyeing workers were busy. BRANTFORD reported a demand for female help for the woollen and hosiery factories; the cordage factory was short of unskilled help. The felt factories at KITCHENER continued busy; help was wanted at the twine factory. At GUELPH cotton, woollen and linen mills and hosiery goods factories had an active month; carpet and rug weavers were well employed. The woollen and knitting mills at STRATFORD were busy. A shortage of female labour and of raw materials for the knitting and textile factories at WOODSTOCK was reported. Female help was in strong demand at LONDON for the knitting, underwear and hosiery factories, which worked overtime. The knitting factory at St. THOMAS had a busy month. Textile and woollen workers at CHATHAM were steadily active. WINDSOR reported increased activity in the tent factory due it was stated to the scarcity of houses. At WINNIPEG the bag factories had a quiet month, some inexperienced help being laid off; knitting factory workers continued fairly steady; tent and awning plants were quiet, but without change of staffs.

Steam laundries at SYDNEY continued active. At HALIFAX the ready-made

**Clothing,  
boots, shoes  
and laundering**

clothing industry showed improvement, wool supplies from Great Britain being more regular, but the Canadian supply limited; laundries, dyeing and cleaning plants were busy. The boot and shoe trade at AMHERST was dull, some employees being laid off. The cap factory at TRURO ran full time with capacity help, skilled workers being brought in from Montreal and Ontario; the shirt factory ran full time. Tailors and garment workers at CHARLOTTETOWN had increased activity; laundry and dye workers, and boot and shoe workers had a good month. At St. JOHN, activity was noted in the ready-made clothing trade and in steam laundries. A shortage of experienced help was reported at MONCTON in the

tailoring, dressmaking and millinery shops; the cap factory continued active and laundries and cleaning plants were also very busy. Female help was in demand for the tailor shops at FREDERICTON; shoe and larrigan workers were steadily active. At MONTREAL the ready-made clothing and hat and cap factories were rather quiet, owing partly it was stated to overproduction; some workers, it was reported, have been idle for from 10 to 15 weeks; laundries were active; the boot and shoe trade was dull. QUEBEC reported activity in the ready-made clothing and women's whitewear trades, but glove and fur workers were rather slack, and shoe factories were dull. Ready-made clothing, and boot and shoe workers at SHERBROOKE had a good month, and steam laundries and cleaning plants were very busy. Boot and shoe workers at St. HYACINTHE were rather slack, one large plant being temporarily closed. Glove workers at THREE RIVERS were steadily active. Clothing factories at OTTAWA and HULL had a quiet month, cool weather limiting demand for summer goods. At TORONTO the ready-made clothing, shirt and overall, hat and cap, glove and women's whitewear factories were fairly busy with experienced and other female workers in demand; a shortage of material was experienced and in some cases plants were closed because of shortage of orders; fur workers had a quiet month but steam laundries and dyeing and cleaning plants were active; the boot and shoe industry was quiet, a large percentage of workers being laid off. All clothing factories at NIAGARA FALLS were busy during the month. Hat and glove workers at BROCKVILLE were well employed, fur workers were fairly active, and laundries were busy. BELLEVILLE reported good employment for women in the shirt factory; laundries and dyeing plants were busy. Women's wear factories at PETERBOROUGH were busy in the manufacture of children's clothes, female help being in great demand; boot and shoe workers were somewhat less active. GALT reported activity in the ready-made clothing, shirt and collar trades and in laundries



and dyeing plants. At BRANTFORD dress, overall and shirt workers and steam laundries had a busy month. KITCHENER reported the robe and clothing factory running full time; help was required in the shirt, collar, glove and button plants; laundries and dyeing plants were also very busy. Women's whitewear workers at GUELPH were well employed; help was in demand for the rubber factories. Laundries and dyeing plants at STRATFORD were unusually busy, boot and shoe repairers were fairly active. The ready-made clothing factory at LONDON was very busy, the plant being enlarged; steam laundry workers were also well employed; shoe workers were not so busy, trade having slackened. The shoe industries at ST. THOMAS also reduced their working forces and hours owing to uncertain market. Machine hands were in demand at WINDSOR for the overall factories, and steam laundries also required help. Steady conditions were reported at WINNIPEG in the ready-to-wear, shirt, hat and cap and whitewear trades; glove workers had increased employment; furriers were active on repairs; laundries were quiet but cleaners fairly active. VANCOUVER reported conditions rather quiet in the ready-made clothing industries with the exception of the overall and shirt trade; boot and shoe workers and steam laundries and dyeing plants were busy. At VICTORIA the shirt and overall factories were rather less active, but laundry, dyeing and cleaning workers were well employed.

The felt and tarred paper industry at HALIFAX showed some improvement in July, though a shortage of materials was experienced. The pulp mills at ST. JOHN, CHATHAM, LIVERPOOL and MURRAY continued fairly active on account of the shortage of coal. The pulp mill at BATHURST was closed during the last week of the month. In the province of Quebec the pulp and paper mills at THREE RIVERS, SHAWINIGAN FALLS, WINDSOR, CAP MAGDELAINE, EAST

ANGUS, CHICOUTIMI and KENOGAMI were steadily active, but a slight decline in employment was noted at HULL, DONNACONA, CHANDLER, LA TUQUE and BAGOTVILLE. In Ontario slight increases of staffs were reported in the pulp and paper mills at STURGEON FALLS, THOROLD and HAWKESBURY; steady conditions prevailed at TORONTO, IROQUOIS FALLS, SMOOTH ROCK FALLS and SAULT STE. MARIE, while a slight decline was recorded at ESPANOLA and OTTAWA. Felt and tarred paper workers at HAMILTON were active. At ST. CATHARINES pulp and paper, beaver board and other pulp product workers had a busy month; the pulp mills now operated by the Beaver Board company turned out about 15 tons of bleached pulp per day; a new finishing plant gave increased employment, about 100 additional men working in the laminating machine department alone. The asphalt roofing factory at BRANTFORD was very busy. Help was required at PORT ARTHUR and FORT WILLIAM for new pulp mills. The pulp and paper mills at OCEAN FALLS and POWELL RIVER, B.C., had a busy month.

Printers continued active throughout July at SYDNEY, HALIFAX, WESTVILLE and CHARLOTTETOWN.

**Printing,  
publishing  
and paper  
goods**

Printers were in demand at TRURO and ST. JOHN; paper box workers also were well employed at the latter place. The printing trades were active at MONCTON and FREDERICTON. At MONTREAL newspaper and job printers, bookbinders and lithographers were well employed. QUEBEC reported busy conditions in the printing and publishing trades; paper bag factories were busy, but box factories were quiet. Printers, binders and paper box workers at SHERBROOKE had a good month. At SOREL printers had a quiet month. OTTAWA and HULL reported the usual activity in job printing and publishing with no slackening for the summer season. At TORONTO printers, bookbinders, engravers and lithographers had plenty of employment, with ex-

perienced bindery workers in demand; paper box and bag factories were active, though somewhat hampered by shortage of material. Printers at HAMILTON were fairly busy. Activity was reported among printers and bookbinders at NIAGARA FALLS and St. CATHARINES. Printers were reported active at BROCKVILLE, KINGSTON and BELLEVILLE. Box makers and other paper workers, also the printing trades, were busy at GALT, BRANTFORD, GUELPH and STRATFORD. At KITCHENER printers were less active than in the previous month, but paper box makers were very busy. Woodstock reported fair conditions in the printing trades. At LONDON printers were rather less busy, but a demand was noted for paper bag makers. Additional help was taken on at CHATHAM in the printing shops. Increased activity was reported in the printing shops at WINDSOR, but paper box makers were less active. At OWEN SOUND printers and box workers were very busy. At WINNIPEG printers and bookbinders were active with slightly increased employment; box makers had a quiet month but without change in staffs. Printers at BRANDON, LETHBRIDGE and CALGARY were fairly active, but at EDMONTON the printing and publishing trades were rather less active. VANCOUVER reported fair activity in the printing and publishing trades and in the paper box industry. At VICTORIA the printing shops were moderately active, but lithographers were busy; paper box factories were quiet, some employees being laid off.

Continued activity was noted in the sash and door factories and planing mills at SYDNEY. At

#### **Woodworking and furniture**

HALIFAX the planing mills worked steadily supplying local requirements; broom and cooperage workers were also well employed. The sash, door and planing mills and furniture factories at WESTVILLE were fairly active. Woodworking factories at AMHERST were all very busy. The mattress factory at TRURO ran full time. At CHARLOTTETOWN the planing mills

and broom factories had a busy month, but upholsterers, varnishers and polishers were rather slack. St. JOHN reported activity in the planing mills and brush and broom factories. The planing mills at MONCTON also were busy supplying building requirements; cooperage workers were well employed. At FREDERICTON the mills had a very busy month. At MONTREAL wooden box, furniture and piano workers had a fair month. QUEBEC reported activity in the planing mills, furniture, broom and brush factories, but the wooden toy industry was quiet. The planing mills and chair factory at SHERBROOKE were busy. At St. HYACINTHE the chair factory which had been idle owing to scarcity of materials was ready to re-start; organ and phonograph factories were very active. THREE RIVERS reported very busy conditions in the mills and in the chair, casket and coffin factories. Woodworkers at St. JOHN's and IBERVILLE were well employed in supplying building needs. The woodworking and furniture trades at SOREL were quiet. The sash, door and planing mills at OTTAWA and HULL were shut for more than half the month owing to a strike of woodworkers; and little activity was evident later because of small demand from builders; box workers were busy after the strike called off. At TORONTO the sash, door and planing mills, and furniture, piano and phonograph plants were all busy, with an urgent demand for skilled cabinet makers. HAMILTON reported activity throughout the woodworking group. Conditions were good at NIAGARA FALLS and fair at St. CATHARINES. The office furniture factory at BROCKVILLE was extended, and the mills also were active. The piano industry at KINGSTON was normally active. The planing mills at BELLEVILLE were busy preparing materials for building; chair and furniture makers were also well employed. The mills and box factories at PETERBOROUGH were active. At GALT furniture and mill workers were very busy. Piano and gramophone makers and planing mill operatives at BRANTFORD were well employed. A shortage of help



was reported at KITCHENER for the furniture trade; sash, door and box factories were very busy; broom and cooperage workers were fairly active, but the wooden toy trade was rather slack. At GUELPH piano and sewing-machine makers and planing workers were active. STRATFORD reported activity in the sash, door and box factories. Planing mills at LONDON were rushed with work for the building trades; wooden box and barrel makers were employed to capacity; piano workers were increasingly active. Cabinet makers and finishers were in demand at St. THOMAS, but some labourers were laid off. A shortage of help was reported in the woodworking trades at WINDSOR; piano makers were well employed on summer orders. The planing mills and sash and door factory at OWEN SOUND were busy. WOODSTOCK reported an urgent demand for skilled help in the furniture trades, which were exceptionally busy; the organ industry was rather quiet. At ORILLIA furniture factory workers were less active, but planing mills were busy. Sash and door factories and planing mills at WINNIPEG ran steadily with the number of employees practically unchanged. The sash and door factories and planing mills at CALGARY were fairly busy. At VANCOUVER the mill workers were busy, and furniture and chair trades were fairly active. VICTORIA reported moderate activity in the planing mills; wooden box makers were well employed.

Leather bag and harness workers at HALIFAX continued well employed.

**Leather and rubber (other than clothing)** The trunk and bag factory at AMHERST was steadily active. Leather workers at FREDERICTON were also active. At MONTREAL tanneries and trunk, bag and harness factories were fairly busy, and rubber workers were well employed. Tanneries at QUEBEC had a very dull month, and trunk and bag workers were slack. Tannery workers and harness makers at St. HYACINTHE were well employed. Tannery workers

at SOREL had a busy month. At TORONTO the trunk, leather bag and harness trades were active, and rubber factories were busy. HAMILTON also reported activity in the various leather industries. OSHAWA reported a demand for harness-makers. About 120 men were laid off at the tannery at KINGSTON, only 25 being retained. The tanneries at KITCHENER ran full time; experienced trunk and suitcase workers were in demand; the rubber factories were generally very busy, with help in demand, but at one plant work ceased for two weeks to allow extensions to be made. Tannery workers and harness repairers at STRATFORD were well employed. A number of workers were laid off in the tannery at LONDON. Tannery workers at WOODSTOCK reported a satisfactory month. Harness and leather workers at WINNIPEG were well employed during the month. Trunk, bag, harness and horse goods makers at CALGARY were very busy.

WESTVILLE reported the cut stone, granite, brickyard and clay product workers well employed during the month. The cement plants at MONCTON were very busy.

Brick and tile workers at FREDERICTON were active. The glass factories at MONTREAL continued in steady operation. At QUEBEC stone-cutters had a dull month. SHERBROOKE reported busy conditions in the cut stone and granite works and brickyards. The artificial stone factories at THREE RIVERS were idle for part of the month on account of shortage of cement. Work at the cement plant at HULL, where about 700 workers are normally employed, was suspended for part of the month owing to shortage of coal. At TORONTO the brickyards were in full operation and glass factories were active. HAMILTON reported activity in the cut stone works, brick, tile and pipe yards, cement factories and pottery works. Stone and granite cutters at BROCKVILLE were fairly active and the municipal brickyard operated steadily. The cement plant near BELLEVILLE



ran steadily day and night to keep pace with the great demand for this product but scarcity of coal hampered expansion of work. At KITCHENER stone and marble cutters and cement, brick, tile and sewer pipe workers were all busy throughout the month. Help was in demand for the lime works at GUELPH. The brickyards at LONDON were busier than ever before, many additional workers being employed. The clay industries at CHATHAM were active. Help was in demand for the brickyards and clay pits at ESTEVAN. At MEDICINE HAT brick and tile workers and stonecutters were well employed. The brickyards at LETHBRIDGE were busy. VICTORIA reported busy conditions in the brickyards and cement factories.

Continued activity was reported at SYDNEY in the chemical industries, including the naphtha, carbolic acid, creosote, dead oil, naphthaline and pitch plants. At HALIFAX employment

**Paints, oils,  
chemicals,  
explosives**

showed an increase in the petroleum and lubricating oil factories. The paint and varnish trades at MONTREAL were normally employed, and chemical, drug and medicine plants were fairly active. At QUEBEC cartridge and ammunition workers had a quiet month. SHERBROOKE reported great activity in the lubricating oil and grease factory, though oils were rather difficult to obtain; factories for gunpowder, acids, extracts, drugs and medicines were also busy. The paint mills in THREE RIVERS district were fairly active. Soap, paint and varnish works at TORONTO had a good month. HAMILTON reported activity in the soap, acid and drug industries and fair conditions in the gunpowder and ammunition factories. The electrochemical plants at NIAGARA FALLS continued busy, and the fertilizer and carborundum factories ran day and night. Employment was good in the paint and varnish factory at BRANTFORD. At KITCHENER the oil, grease and glue factories were busy throughout the month. A shortage of oil hampered activity in the paint and varnish factories at WINDSOR;

the salt factory increased its staff, but the pharmaceutical plant was rather less active. The linseed oil mills at MEDICINE HAT continued active. The oil refinery, paint, varnish and soap factories at VANCOUVER were fairly busy. At VICTORIA the paint and soap factories were fairly active, but a number of workers were laid off at the explosive plants.

The earnings of the Canadian Pacific Railway during June were \$16,480,574 as compared with \$13,577,273 in June 1919.

**Railways, shipping and 'longshore work** During July the number of persons employed by the Canadian Pacific Railway, the Grand Trunk Railway and the Canadian National Railways on railway operation, including general office staffs, trainmen, engine crews, station employees, and parlor and dining car employees showed an increase of about 1,500 persons, the total number of employees at the end of the month being 68,200 as compared with 66,700 at the end of June. These gains were accounted for by additions of 900 persons to the staffs of the C. N. R., 500 to the C. P. R. and 100 to the G. T. R. The Government railways in eastern Canada were said to be affected during July by the general shortage of coal. SYDNEY reported great activity in shipping and 'longshore work, other transportation workers continuing active. Conditions at HALIFAX also were fairly busy in all departments. WESTVILLE reported the railways well manned and the electric railway, transfers and garages busy. Engine drivers and firemen at TRURO were rather slack owing to light traffic, but at CHARLOTTETOWN all spare trainmen were reported engaged owing to extensive ballasting operations. At ST. JOHN railways were very busy with tourist and general traffic; on the street railway arrangements were made for introducing one-man cars; 'longshore work was slack owing to quiet shipping conditions. In the vicinity of MONCTON train crews were well employed on ballast trains. At FREDERICTON business and tourist traffic by rail and

steamer was brisk. At MONTREAL the railways were employing more men; most of the men recently let out in the Angus shops of the C. P. R. were taken back; 'longshore men were busy, the harbour showing much activity. QUEBEC reported an active month for river-side workers, and other traffic, especially automobile and tourist, was very heavy. Active conditions were noted at SHERBROOKE, THREE RIVERS and SOREL. At TORONTO steam railways were busy, with heavy freight passenger traffic; street railwaymen were fully employed; navigation was active with work plentiful for sailors and 'longshoremen. Steam and electric railways at HAMILTON were very active with both freight and passengers; 'longshoremen also were well employed. Transportation workers at NIAGARA FALLS were active. At BROCKVILLE 'longshore work was brisk, for the most part in handling coal; tourist and holiday traffic increased employment. BELLEVILLE reported heavy passenger and freight traffic on the three railways operating in the district; 'longshoremen were chiefly engaged in handling coal; transfers were exceptionally busy on holiday traffic. At PETERBOROUGH the street railway was very busy on improvement and maintenance of way; the Trent Canal traffic was heavy. Steam and electric railwaymen and transfer workers at BRANTFORD had a good month. At KITCHENER the freight departments of the railways were very busy and electric railwaymen were well employed. LONDON reported a resumption of activity on both the C. P. R. and G. T. R.; more help was employed in garages and transfers. Railway traffic employees at ST. THOMAS made slightly better time than in the previous month, particularly in the case of brakemen; shopmen were also very busy. At CHATHAM railway shipments showed an increase, much freight coming by water. Street railways were very busy at WINDSOR owing to the races; owing to limited shipping facilities at Detroit motor lorries were used to bring products over from there for shipment. Freight transportation at OWEN SOUND

was light but passenger traffic was heavy. The freight passing through the canal at SAULT STE. MARIE in June amounted to 297,090 tons, compared with 522,272 tons in June 1919; the drop being accounted for by the opening of a new lock on the American side which takes boats of heavier draft. (Figures for July in this connection are not at present to hand). Some demand for section men and foremen was reported at PORT ARTHUR and FORT WILLIAM. Street railways at WINNIPEG were steadily active but without change of staffs. At BRANDON transport workers were fairly active. Help was in demand on the railways at SASKATOON. Railway sectionmen and extra gangs were in demand at REGINA. At MOOSE JAW a considerable movement of coal eastwards was noted. Railway and transfer workers in all departments at MEDICINE HAT were well employed, though freight traffic was rather lighter. CALGARY reported fair activity on railways and transfers, and garages were busy. The taking over by the C. P. R. of the Edmonton, Dunvegan and B. C. Railway management greatly increased the demand for section men and railway gangs. At VANCOUVER steam and electric railways were busy, and navigation and 'longshore workers were more active; transfers were fairly active and garage workers were well employed. PRINCE RUPERT reported activity in longshore work after the settlement of the strike about the middle of the month. At VICTORIA transportation in all branches, steamship, rail and automobile, was very heavy.

Quarrying was active in QUEBEC district owing to the demand for concrete and crushed stone. At SHERBROOKE asbestos miners were busy, chrome iron miners were fairly active, but the copper mines were quiet; granite cutters were well employed. Additional men were coming into COBALT district, where the shipments from the silver mines during the month amounted to



approximately 1,803,174 pounds of ore, as compared with about 3,376,255 pounds of ore in the previous month. Bullion shipments amounted to 351 bars containing 376,439.70 fine ounces of silver, as compared with 124 bars containing 150,692 fine ounces in June; it was stated that between two and three million dollars worth was stored at the mines, only a limited amount being allowed to flow into the market; labour was more plentiful but men were in demand for assessment work on claims recently staked on the Gillies limit. At the gold camps of PORCUPINE and KIRKLAND LAKE labour supply difficulties were being gradually overcome; a good supply of labourers coming in; both camps were extending operations and a number of new properties were being developed. Muckers and machine runners were in demand for the mines at TIMMINS. At SAULT STE. MARIE more miners, muckers and labourers were required for the Magpie iron mine. WINNIPEG reported a demand for men for the gold mines. The Flin Flon copper mine employed about 140 men, two shafts being sunk. Miners were in demand at THE PAS. Metalliferous mining at FERNIE was fairly active, and further development work was in progress which was expected to require labour later in the season. At NELSON, TRAIL and ROSSLAND the Josie mine suspended operations as the TRAIL smelter was unable to store any more ore until their copper furnaces started, but the workers obtained employment at the Rossland mines; the mines in the ROSSLAND area showed slightly increased activity, and in NELSON district the Blue Bell mine Company increased their staff and were preparing to start a second shift at the concentrator; one copper furnace started on July 20, and one lead furnace worked steadily; the lead, zinc and silver refineries turned out their usual amount, but the copper refinery remained closed for remodelling for the greater part of the month. CRANBROOK reported a slackening demand for men for the Sullivan mines; the White Horse placer mine closed down for a time owing to an accident.

PRINCE RUPERT reported a demand for men for ANYOX and STEWART. At ALICE ARM about 200 tons of ore a day were being hauled from the mine to tidewater.

Production in the Nova Scotia coalfields was reported to be showing an upward tendency partly due to the operation of several small mines in Cape Breton, including those at PORT HOOD, LITTLE BRAS D'OR and POINT ACONI, and to increased production at NORTH SYDNEY. The output of the Dominion Collieries at SYDNEY, however was 249,013 tons in July as compared with 286,000 tons in the previous month; 33,500 tons of coke were produced, 120 ovens being in operation. In the Nova Scotia Company's collieries at SYDNEY MINES 52,000 tons of coal were produced, compared with 56,500 tons in June. The output of coke was 7,750 tons, compared with the previous month's output of 8,200 tons, 40 ovens being off for the month leaving 150 ovens in operation. All the coal mines at WESTVILLE were reported busy during the month. Increased production was reported in the MINTO mines. WINNIPEG reported a demand for miners for the prairie coalfields. A shortage of miners and mine labourers was reported at ESTEVAN; an industrial dispute was reported practically over. CALGARY reported a slackening in the demand for miners for Alberta towards the end of the month. At DRUMHELLER the mines worked short time, having few orders for coal. Both the C. P. R. Galt mines Nos. 3 and 6, at LETHBRIDGE worked to capacity throughout the month, with large outputs; many smaller mines also reported work plentiful. EDMONTON reported miners in demand for northern Alberta. The mining situation at FERNIE was reported to be fairly satisfactory, though conditions were somewhat unsettled both there and at MICHEL owing to the opposition of the One Big Union to the U. M. W. of A. check-off. At VANCOUVER a demand was noted for coal miners for the coast mines. NANAIMO reported most



of the mines on Vancouver Island working regularly, with some demand for miners at the South Wellington and Morden mines; Granby mine at CASSIDY was closed about the middle of the month, but was expected to resume as the month closed.

The value of building permits issued in 55 cities during June amounted to \$13,295,041, as compared with \$12,155,879 in May, and \$7,577,346 in June, 1919. Building activity in the Maritime provinces was considerably handicapped during the month by a shortage of cement. At SYDNEY the building trades were fairly busy. HALIFAX reported activity in the erection of industrial, public and private buildings, as well as extensive paving and road work. Building was quiet at WESTVILLE, but marked activity was reported at TRURO, with a demand for painters. Government dredging work was in progress in the harbour at ST. JOHN; the building trades were fairly active. A good demand for labour was noted at MONCTON, and at FREDERICTON the building trades were well employed, with a shortage of painters and carpenters. At BATHURST the lumber company had about 100 houses under construction. The building trades at MONTREAL had a quiet month, but at QUEBEC considerable activity was noted; construction work on the Quebec Central Railway was under way. SHERBROOKE reported busy conditions in building of all classes; progress was made in the construction of one hundred new homes under the Government's housing scheme. At ST. HYACINTHE construction was at a standstill, but some repair work was in progress. The building trades at THREE RIVERS were fairly active, but were hampered by the shortage of cement; very little harbour dredging or municipal work was done. ST. JOHN'S reported a shortage of labour for road construction. Building activity in OTTAWA and HULL became more general on the conclusion of the woodworkers'

strike on July 17, but it was retarded by a scarcity of cement, brick and other material, due, it was stated, to shortage of coal, and to the demand on cement stocks for road and bridge construction; materials were coming in rather better as the month closed, though some outside men were still unemployed. The shortage of cement retarded operations at PEMBROKE, but much work was being done on roads and streets. The building trades were active at TORONTO, especially in the erection of suburban dwellings, about 100 houses being under construction in Weston district; the construction of commercial buildings was held back to some extent by the strike of ornamental iron workers; the Canadian General Electric Company was erecting a large factory. Carpenters were in demand at OSHAWA, where 108 houses were being built under the local housing scheme. At HAMILTON building activity was somewhat retarded by a strike of unskilled labourers, but they returned to work before the close of the month. Activity was noted in the building trades at NIAGARA FALLS; work was resumed on July 8 on the Hydro-Electric Commission's canal, after being tied up by labour difficulties since June 16. Building under the housing scheme was in progress at WELLAND. Fair conditions were reported at ST. CATHERINES, both in building and railway construction; operations on the Welland ship canal, sections 1, 2 and 3, were resumed during the month. At BROCKVILLE construction was active in all lines. Operations were active at KINGSTON, the strike of masons, bricklayers and plasterers being settled. Street repairing was very active at BELLEVILLE, and some dwellings and industrial buildings were under construction. Few dwellings were going up at PETERBOROUGH, but employment was good on public and industrial buildings; work on the new bridge was also in progress. GALT reported the building trades greatly hampered by shortage of cement; a new line of the Grand River Railway was started between PRESTON and HESPELER. At BRANTFORD the build-

ing trades were fairly well employed. KITCHENER reported much activity in building, with a demand for bricklayers, masons, carpenters and helpers; a large gang of men continued working on the new line through the south and west wards of the city. A shortage of labourers was said to retard municipal work at GUELPH; the building trades had a fairly busy month, though materials were scarce at times. At SARNIA preparations were begun for building houses under the Government housing plan. The building trades were busy at STRATFORD. Building labour was well occupied at WOODSTOCK. LONDON reported much construction under way, including industrial, commercial, and private buildings; and about 40 houses under the Housing Commission; civic work on street paving and dressing was active, and the construction of the new reservoir was being rushed. Construction work was quiet at St. THOMAS, but considerable municipal work was in progress. At CHATHAM and WINDSOR the building trades were well employed, with some demand for help. At OWEN SOUND street paving was suspended for the year, but building was active. Government road construction was active in COBALT district between Swastika and Kirkland Lake. At SAULT STE. MARIE activity was noted in the building trades. WINNIPEG reported a demand for building labourers; practically all skilled mechanics in the building industry were well employed. Activity in the building trades was also reported at BRANDON and REGINA, but at SASKATOON, MOOSE JAW, and MEDECINE HAT, conditions were quiet. At CALGARY a slackening in activity occurred during the month, some trades working only part time. EDMONTON reported activity in the building trades, with no great demand for additional help. VERNON reported that work on the Aberdeen Lake irrigation dam was complete. NELSON and TRAIL reported building rather slow, but the smelter company was busy remodelling its various plants; the copper refinery was partly ready to open. At VANCOU-

VER a small amount of construction was in progress on commercial buildings and dwellings; some dredging was done in the harbour; street and other civic work was quiet. NEW WESTMINSTER reported activity in the building trades, and at VICTORIA an increase was reported in the numbers of workers on dwellings and commercial buildings; and new round-houses were under construction for the Canadian Pacific Railway.

The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and the Canadian National Railways on railway construction, including maintenance of way, showed an increase of about 2,500 persons during the month of July, the total at the end of the month being 45,600, in comparison with 43,100 at the end of June. These gains were due to weekly increases in the staffs of the Canadian Pacific Railway amounting to 900 persons, and in the staffs of the Canadian National Railways, amounting to 1,600 persons.

CHARLOTTETOWN reported quiet conditions in the lumbering industry during July. At St. JOHN and FREDERICTON the saw and shingle mills run steadily. Two lumber camps at BATHURST were opened up during the month, and full operations in eight or nine camps were to start as soon as men could be secured. In QUEBEC district the saw mills worked to capacity on the seasons's cut, and at SHERBROOKE the saw and shingle mills were also very busy. The saw and shingle mills at OTTAWA and HULL had a busy month. At PEMBROKE the mills ran steadily but shipping was hampered by shortage of cars; men were in demand early in the month for shipping pulpwood; the low water holding up one or two drives may curtail operations later in the season. Saw and shingle mills at PETERBOROUGH continued very busy. TIMMINS reported some demand for sawyers, setters and trimmers, all the mills being busy. At OWEN SOUND saw mill workers had an active month. At SAULT STE. MARIE men

were in demand for the pulp and pine woods, and also to cut cordwood; men were required for the sawmills at PORT ARTHUR. Sawmill workers were in demand at PRINCE ALBERT. EDMONTON reported a shortage of mill workers and bushmen. At FERNIE all the mills worked fairly steadily in spite of unsettled market conditions; occasional shortage of labour was felt, and there was some difficulty in transporting logs to the mills; about 700 feet of flume used for this purpose, was destroyed at Boulder Creek in a bush fire, which also burned 2,000 newly cut logs. NELSON and TRAIL reported the lumbering industry fairly active, some mills having sufficient men and others running short handed; a new sawmill on Porecupine Creek was

working to capacity. Experienced millmen and bushmen were in demand at CRANBROOK, KAMLOOPS and CHASE. At VANCOUVER the coast lumber and shingle mills and camps were reported still fairly busy, though conditions were somewhat unsettled; small tie camps scattered through the country were generally busy. NEW WESTMINSTER reported activity in the saw and shingle mills, but some large mills were temporarily closed for repairs or stocktaking. Loggers and bushmen were in demand at PRINCE RUPERT. VICTORIA reported activity in the lumbering industry, excepting shingle mills. NANAIMO also reported lumbering rather less active on VANCOUVER ISLAND; the logging camp and sawmills at PORT ALBERT closed down early in the month, but reopened later.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF JULY, 1920, WITH TEXTS OF BOARDS' REPORTS

**D**URING the month of July the Department received reports from nine Boards of Conciliation and Investigation established to deal with disputes between (1) Winnipeg Electric Railway Company and certain of its employees, being members of the Street Railway Employees' Union; (2) the Winnipeg Electric Railway Company and certain of its employees, being members of the Gas Workers' Union; (3) the Toronto Hydro-Electric Commissioners and their employees, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers; (4) the Corporation of Moose Jaw and civic employees, members of Civic Employees Local Union No. 9; (5) the Canadian Pacific Railway Company and certain of its employees, engaged in the commercial telegraph service, members of the Commercial Tele-

graphers' Union of America; (6) the Canadian Pacific Railway Company (Western Lines) and certain of its employees, being waterfront freight handlers, at Vancouver, B.C., members of Local No. 38-52, International Longshoremen's Association; (7) Toronto Suburban Railway Company and its employees, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers; (8) the Toronto, Hamilton and Buffalo Railway Company and certain of its employees, being freight handlers, at Hamilton and Brantford, Ont., members of the Canadian Brotherhood of Railroad Employees, and (9) the Master Printers of Ottawa and certain of their employees, members of the Ottawa Typographical Union No. 102.

Four applications were received for the establishment of Boards and a Board was established in connection with a dispute for which application had been received during the month of June.



### Applications Received.

During the month of July applications for Boards were received as follows:

(1) From the Municipality of the City of Prince Rupert, B.C., concerning a dispute between the Grand Trunk Pacific Railway Company and certain of its employees, being longshoremen at Prince Rupert. The employees in this case had gone on strike and the application was made by the City under the authority of Section 63a of the I.D.I. Act. A Board was established composed as follows: His Honour Judge F. McB. Young, Prince Rupert, chairman, appointed on the joint recommendation of the other two members, Mr. Fred Dawson, nominated by the company, and Mr. W. E. Thompson, nominated by the City as representing the employees concerned.

(2) From certain employees of the Master Printers of Ottawa, members of the Ottawa Typographical Union No. 102. The personnel of the Board and the text of the Board's report appear in the present article.

(3) From the employees of the Hull Electric Company, members of Division No. 591, Amalgamated Association of Street and Electrical Railway Employees of America. A Board was established composed as follows: Captain W. P. Grant, Ottawa, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. Geo. D. Kelley, Ot-

tawa, and Jos. Gibbons, Toronto, nominees of the company and employees respectively.

(4) From the employees of the Vancouver and Victoria Gas Companies, being gas workers. A Board was established composed as follows: Mr. Chas. E. Tisdall, Vancouver, chairman, appointed on the joint recommendation of the other two members, Messrs. A. G. McCandless and Victor R. Midgley, Vancouver, nominees of the companies and employees respectively.

### Other Proceedings under the Act.

During the month of July a Board was established to deal with the dispute between the following companies: (1) Toronto and Niagara Power Company; (2) Toronto Power Company, Toronto; (3) Toronto Power Company, Niagara Falls, Ontario, and (4) Toronto Street Railway Company, and certain of their employees, being members of the following trade unions, namely: (1) blacksmiths and helpers, members of Local 318, International Brotherhood of Blacksmiths and Helpers; (2) electrical workers and helpers, members of Local 353, Toronto, and Local 897, Niagara Falls, International Brotherhood of Electrical Workers; (3) woodworkers, members of Toronto District Council of Carpenters, and (4) machinists and helpers, members of District Lodge No. 46, International Association of Machinists, and Lodge 1296, Niagara Falls, Ontario, International Association of Machinists.

### Report of Board in dispute between the Winnipeg Electric Railway Company and its street railway employees

**A** REPORT was received from the Board established to deal with the dispute between the Winnipeg Electric Railway Company and certain of its employees, being members of the Street Railway Employees' Union. The Board was composed as follows: His Honour Judge Robert H. Myers, Winnipeg,

chairman, appointed by the Minister in the absence of a joint recommendation from the other members, Messrs. Chas. E. Dafoe and R. S. Ward, Winnipeg, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Dafoe and was accompanied by a proposed agreement.

A minority report was presented by Mr. Ward. The company later advised that the findings of the Board regarding wages adjustments were acceptable to them.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Winnipeg Electric Railway Company, employer, and certain of its employees, being members of the Street Railway Employees' Union, employees.

Winnipeg, Man., July 5, 1920.

To the Honourable,  
The Minister of Labour, Ottawa.

Sir,

The Board of Conciliation and Investigation consisting of Messrs. Charles E. Dafoe, Robert S. Ward and His Honour Judge R. H. Myers, appointed by you to inquire into and endeavour to settle the differences between the Winnipeg Electric Railway Company and certain of its employees being members of the Street Railway Employees' Union held its first session in Winnipeg on the nineteenth of May, 1920. Subsequently the Board held three sittings in May and six in June when evidence and arrangements were submitted by all parties concerned. Each member of the Board attended every session. Messrs. C. A. Tanner, Alfred Scoble, Alex. Tevendale, Alderman John Blumberg, H. I. Toombs, W. A. Freeman, H. B. Wilson, R. L. Lyon, R. E. Long and other employees attended as representing the employees and Messrs. F. L. Butler, L. Palk, R. R. Knox, J. R. Ong and M. L. Kane represented the company. It was found that the many points at issue were those that had formed subjects of controversy and arbitration before other Boards in previous years and the two parties had very decided views upon them and neither was prepared to yield.

The chief points at issue were as follows:

1. The Company had guaranteed a weekly minimum wage of \$18.00 to extra motormen and conductors, the employees asked that the amount be raised to \$30.00.

2. Employees wanted time and one-half for extra men—the same as for regular motormen and conductors.

3. A question as to seniority rights of a man promoted who might hereafter be returned to the ranks.

4. Charge money raised from \$35.00 to \$50.00.

5. The question of uniforms, pea jackets and overcoats was a very important topic, both parties desiring radical changes from the existing agreement.

6. Regarding overtime of motormen and conductors and what time to comprise "platform time." This issue involved considerations of reporting time, pull-in time, box time, etc.

7. The employees were demanding that in making time schedules a larger percentage should be straight runs and runs to be completed within a spread of ten and eleven hours and that no spread should exceed twelve hours.

8. Shorter hours for men in shops and car barns and on the tracks.

9. Annual holidays for all men.

10. More wages.

After the parties had closed their cases the Board held several sessions and also interviewed the officials of the company and of the union in an effort to effect an agreement but without complete success. It may be noted here that the award last September dealt with several of those same differences and the decisions then arrived at could not be disturbed without a very strong case being made out and presented to this Board which was not done.

The majority of the Board thereupon agreed to recommend that a settlement of the points at issue be arranged according to the draft agreement and schedule attached to this report.

The Board have granted certain concessions to the employees respecting passes, platform time, overtime and an amount guaranteed as weekly wage to extra men. The amount granted as increase in wages places the employees in more favourable circumstances than street railway employees in most of the Canadian cities and on a par with the City of Toronto where an agreement was effected a few days ago. The terms of the proposed agreement and schedule are fair to all parties considering all the circumstances.

We therefore recommend that both parties accept the draft agreement prepared by the majority of this Board and submitted herewith. Mr. Ward, one of our Board, was a member of last year's Board, and in the award made last September by the latter Board he expressed his opinion that the increase to 55c then made did not entirely take care of the increased cost of living. He is still of the same opinion and furthermore still contends that the additional increases now granted of three, four and five cents per hour are not sufficient to keep pace with the cost of living and he declines to sign this report.

The negotiations were carried out with the utmost good feeling among the contending parties and we express our appreciation of the courtesy shown to us.

Respectfully submitted,

(Sgd.) R. HILL MYERS,  
Chairman.

(Sgd.) C. E. DAFOE,  
Member.

This Agreement made in duplicate this... day of..., A. D., 1920, between Winnipeg Electric Railway Company, hereinafter called "The Company" of the first part; and Winnipeg Street Railway Employees' Union, representing certain employees of said company mentioned in the agreement hereinafter called the "Employees" of the second part.

Witnesseth that the parties hereto agree as follows:

This agreement shall take effect and be binding upon the parties hereto from the 1st day of May, 1920, to the 30th day of April, 1921, and

thereafter until terminated as hereinafter provided. If either party desires to terminate this agreement on the 30th day of April, A. D. 1921, they will give the other party thirty days' notice prior to that date. If such notice is not given, this agreement shall continue in force thereafter until terminated by a thirty days' notice by either party prior to the 1st day of May, or the 1st day of November in any year.

#### WAGE SCHEDULE AND WORKING CONDITIONS— MOTORMEN AND CONDUCTORS

##### WAGE SCHEDULE

(a) Motormen and Conductors shall receive for

	Daily, except Sunday	Sunday only
	Per hour	Per hour
First 6 months.....	50c	55c
Second 6 months.....	53c	58c
Second year.....	57c	52c
Third year and thereafter.....	60c	65c

(b) All extra motormen and conductors reporting regularly at the Company's stated time every day during the week, and ready and able to work for the Company, shall be paid a minimum of twenty dollars (\$20.00) per week.

(c) Motormen and Conductors booked on regular runs scheduled out of car house shall be required to report for duty at the car house five (5) minutes before time to leave and shall be allowed five (5) minutes reporting time in addition to platform time.

(d) Motormen and Conductors working overtime shall be paid at the rate of time and one-half for such overtime. This is not applicable to extra motormen or conductors, except when a car is being operated by an extra motorman or conductor and a regular motorman or conductor and they each perform a like service on the full scheduled run, when each shall receive the same consideration in respect to any overtime that may be earned on that run.

(e) Lay-off time is the time between the shifts of a scheduled run and when thirty minutes or less shall be considered a part of and be paid for as platform time.

(f) Motormen and Conductors training students shall be paid 5 cents per hour extra for such service while so engaged.

(g) Motormen and Conductors who are required to place their cars in the car barns or in storage yard at the end of regular runs shall be allowed five (5) minutes pull-in time in



addition to platform time for so doing—it being understood that full schedule time applicable to that period of the day shall be allowed to complete the last trip.

(h) Conductors on outlying lines shall be allowed box time in addition to platform time for time required in excess of ten (10) minutes in travelling between relief points and the place of receiving or delivering fare box. Any motormen on an outlying line required by the Company to come to the office shall receive same consideration.

(i) Wages shall be paid semi-monthly on the 15th and last day of each month, except when either of the above days falls on Sunday or a Holiday, in which event payment shall be made on the day previous if proper arrangements can be made to do so.

#### EQUIPMENT OF CARS

All cars shall be cleaned and fully equipped with proper appliances for operating, including an adequate supply of sand and fuel, and a broom for each car and shall be ready for service ten (10) minutes prior to the time at which they are due to leave the barn. The motorman and conductor of each car before leaving for the run must see that the car is fully equipped with the proper appliances and supplies, and if anything is found to be lacking must report at once to an Inspector or Foreman. Conductors and Motormen must keep their vestibules clean while on their run, and must report any defects or anything wrong with the car at the end of the run. No motorman or conductor shall be compelled to take a car without doors or with broken windows from the barns between October first and May first. All motormen's and conductors' vestibules shall be fitted with a heater, and as cars are remodeled all conductor's vestibules shall be fitted with an enclosure for the winter months containing a heater. Both motormen's and conductors' vestibules shall be made as tight and comfortable as possible. All double end cars shall be fitted with trolley catchers, double glass in front vestibule window and mats for the motormen's use during the winter months, and shall have a heater installed in each end of the car ready for use by October first. Stools shall be furnished for the use of the motormen and conductors on such routes as the General Manager may think best. Stools for conductors shall be supplied only on single end cars. The handles for operating door mechanism shall be fitted with covering during the winter months to be effective from October first. All front vestibules on closed cars shall be darkened at night, either by being fitted with curtains or blinds or in such manner as may be thought best. Doors on vestibules of double end cars shall remain on permanently.

#### SENIORITY

Seniority subject to efficiency shall be given preference on all runs. Seniority shall date from the time an employee receives a badge. Each motorman and conductor shall have the oppor-

tunity of selecting his run in accordance with the length of his service with the company. Not more than three months shall elapse between the dates on which runs are posted for selection by motorman and conductor. It is understood that the company will provide adequate facilities for signing up of runs.

#### PROMOTIONS

Any employee now in the Traffic Department acting as Division Superintendent, Traffic Supervisor, Timekeeper, etc., who was promoted from the position of motorman or conductor prior to the 13th September, 1919, will retain his seniority rights as of that date and such employees thereafter promoted shall retain their seniority rights as of the date of their promotion, but such seniority rights shall not be exercised by any employee now in the Traffic Department, or who may hereafter be promoted to a position in the Traffic Department, until the next regular sign-up of runs after the employee retires from such position as he may now hold or to which he may hereafter be promoted in the Traffic Department.

#### CHANGE MONEY

After two months service with the Company conductors and relief men will be furnished with tickets and change to the amount of \$35.00 after signing the company's form of agreement for the return of the money when called upon to do so.

#### MONEY CHANGES

Hereafter conductors entering the service shall be furnished with a conductor's money changer by the company, and same shall remain the property of the company.

#### UNIFORMS

Every two years, without charge, conductors shall be furnished with a uniform pea-jacket, and each motorman with a uniform overcoat, and any motorman or conductor who leaves the service of the company for any cause within six months after receiving a pea-jacket or overcoat, may either return coat or pea-jacket and pay \$1.00 per month for each month it has been in his possession, or keep it and pay the cost of it less \$1.00 per month for the time it has been in his possession. Provided, however, that when an employee who has been two years or more in the service of the Company leaves, the charge for pea-jacket or overcoat shall be computed from October first in each year.

Each motorman and conductor will be provided with a summer cap each year, and a winter cap every three years,—winter caps to be issued not later than November first and summer caps not later than May first in each year.

Each motorman or conductor will be provided with a regulation uniform each year on following conditions: motorman or conductor entering service will pay half the cost of first

uniform, all uniforms furnished thereafter shall be furnished free of charge to the motorman or conductor.

Circumstances permitting, orders for uniforms shall be issued not later than January 31st.

Should a motorman or conductor with less than two years service to his credit leave the service of the company, or be discharged within four months after receiving a uniform, such motorman or conductor will be charged full price of such uniform, it being understood that when a motorman or conductor has been in the service of the company for a period of over two years the charge for the uniform shall be computed from May first.

A motorman or conductor entering the service of the company before July 31st in any year shall be provided with a regulation uniform for that year.

SCHEDULES

In schedule making the following definitions shall apply:

“Platform time”—Actual running time on cars either:

- 1. From time car leaves car house until crew is relieved; or
- 2. From time the crew takes car on relief until car completes its run arriving at the car house; or
- 3. From time at which crew takes car on relief until it leaves car on relief.

Plus lay-off time of thirty minutes or less as hereinafter defined.

“Lay-off time”—The time between the shifts of a regular scheduled run and when not exceeding thirty minutes shall be considered part of the platform time.

“Reporting time”—Time allowed crews in addition to platform time and lay-off time for all regular cars scheduled out of the car houses or storage yards. The reporting time is not to be included with platform time in the calculation of overtime or spread time.

“Pull-in-time.”—Time allowed crews for placing cars in car barns at end of regular runs and is not to be included in platform time in the calculation of overtime or spread time.

“Box-time.”—Time allowed in excess of ten minutes required for the trip between the place of receiving or delivering fare box and the relief point.

“Spread time.”—The elapsed time from the beginning of platform time on the first shift to the end of platform time on the last shift. In the calculation of spread time, the reporting time, pull-in-time, and box time are not to be included.

“Guarantee time.”—The time necessary to be added to the total of platform time, lay-off time, reporting time, pull-in time and box time, to make seven hours and forty-five minutes.

“Overtime.”—The platform time in excess of eight hours and twenty minutes. Reporting

time, pull-in-time and box time, shall not be included in any calculation of overtime but shall be paid for at regular rates.

All runs posted for selection shall conform as nearly as possible to an eight hour day.

Employees on regular runs working in excess of eight hours and twenty minutes platform time, shall be paid overtime at the rate of time and one half for all such additional time.

On all runs posted for selection employees shall be paid a minimum time of seven hours and forty-five minutes.

Not less than thirty-five per cent of all scheduled runs shall be straight runs.

Not more than twenty per cent of scheduled runs shall be three piece runs.

Not less than fifty per cent of scheduled runs shall be completed within a spread of ten hours, and not less than sixty-five per cent of the total runs within eleven hours.

No run shall exceed thirteen hours spread.

REPORTS

All motormen and conductors asked to come to the office to make reports relating to matters that have not taken place in connection with their own car, will be paid for the time lost so doing.

Conductors and motormen making reports of accidents occurring in connection with their own car will be paid for all time exceeding twenty minutes lost in waiting in the Company's Office to make such reports.

Any motorman or conductor required by the company to attend court to give evidence which necessitates the loss of time to said conductor or motorman, will be paid full rate of wages for such time lost.

MOTOR BUS OPERATION

All men required to operate motor busses shall be taken from the service and the motor bus runs shall be posted for the general sign-up of runs once each year, as near as possible to January 1st, it being understood that such runs shall be available only to men having the necessary qualifications.

SPECIAL RUNS

As far as practicable no motorman or conductor shall be compelled to leave his regular run to take a special run.

WAGE SCHEDULE AND WORKING CONDITIONS  
FOR MEN EMPLOYED IN SHOPS AND CAR  
BARNs

WAGE SCHEDULE

The following minimum wage shall prevail during the life of this agreement:

Machinists.....	75c
Machinists' Apprentice (Adv. 2½¢ each 6 months.).....	36c

## Machinist Helpers and Drill Press Men—

1st 6 months.....	47c
2nd 6 months.....	49c
After one year.....	56c

## Babbitt Men:—

1st 6 months.....	49c
2nd 6 months.....	52c
After one year.....	58c

## Wheelmen.....

	58c
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## Blacksmiths.....

	75c
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## Welder.....

	75c
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## Blacksmith Helpers:—

1st 6 months.....	47c
2nd 6 months.....	49c
After one year.....	56c

## Armature Winders.....

	75c
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## Armature Winders Apprentice, (adv.

2½c each 6 months.....	36c
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## Armature Winders Helpers:—

1st 6 months.....	47c
2nd 6 months.....	49c
After one year.....	56c

## Car wiring men and Controllermen promoted from Pitmen:—

1st 6 months.....	58c
2nd 6 months.....	61c
After one year.....	64c

## Car Carpenters.....

	70c
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## Painters.....

	70c
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## Fender Repair Men:—

1st 6 months.....	47c
2nd 6 months.....	49c
After one year.....	52c

## Pitman Leader:—

1st 3 months.....	47c
2nd 3 months.....	49c
2nd 6 months.....	52c
3rd 6 months.....	56c
4th 6 months.....	58c

## Pitman Helpers:—

1st 3 months.....	47c
2nd 3 months.....	49c
Afterwards.....	52c

## Air Brake Repair men promoted from Pitmen:—

1st 6 months.....	58c
2nd 6 months.....	61c
After one year.....	64c

The terms "Car Inspector" applies to all men other than car cleaners, sweepers, and stove tenders employed in the Fort Rouge car barn and North car barn both day and night, and at the main barn at night. This term will apply to men employed on shift work at Fort Rouge Car Barn, North Car Barn and at Main Car Barn.

## HOURS OF WORK

*Section A.* For men in the Fort Rouge Construction Shop eight (8) hours, between the hours of 8 a.m. and 17k, with one hour off for lunch between the hours of 12k and 13k shall constitute a day's work. On Saturdays during the months of May, June, July and August four (4) hours between the hours of 8k and 12k shall constitute a day's work. All time worked over eight (8) hours per day, except during the months of May, June, July and August when four (4) hours shall constitute a day's work on Saturdays, shall be considered overtime and shall be paid for at the rate of time and a half. All time worked over four (4) hours on Saturdays during the months of May, June, July and August shall be considered overtime and shall be paid for at the rate of time and a half.

*Section B.* For men employed in the Main Street Shop and Car Barn during the day shift eight (8) hours between the hours of 8k and 17k with an hour off for lunch between the hours of 12k and 13k shall constitute a day's work. On Saturdays during the months of May, June, July and August four (4) hours between the hours of 8k and 12k shall constitute a day's work, except for car maintenance men which includes painters, carpenters, controller men, air brake men, pitmen and car cleaners, who will be required to work on Saturday afternoons during the months of May, June, July and August when necessary. All time worked over eight (8) hours per day shall be considered overtime and shall be paid for at the rate of time and one half. All time worked over four (4) hours on Saturdays during the months of May, June, July and August shall be considered overtime and shall be paid for at the rate of time and a half.

For men assigned to night work or shift work in the Main Street shops and Car Barn eight (8) hours shall constitute a day's work, and forty-eight (48) hours shall constitute a week's work. All time worked over eight (8) hours per day, of forty-eight (48) hours per week, shall be considered overtime and shall be paid for at the rate of time and a half.

*Section C.* For men employed in the Fort Rouge Car Barn and North Car Barn, during the day shift eight (8) hours between the hours of 8k and 17k with an hour off for lunch between the hours of 12k and 13k shall constitute a day's work. Six (6) days of forty-eight (48) hours per week shall constitute a week's work for men in these two barns. All time worked over eight (8) hours per day, or forty-eight (48) hours per week shall be considered overtime and shall be paid for at the rate of time and a half.

Car House Inspection and Cleaning.	Days	Nights and shift work.
Car Repair men or Car Inspectors:—		
1st 3 months.....	44c	46c
2nd 3 months.....	46c	48c
2nd 6 months.....	49c	51c
3rd 6 months.....	51c	53c
4th 6 months.....	57c	60c
Car Cleaners, Sweepers, Stove Tenders, etc...	44c	46c



For men working at night or on shift work in the Fort Rouge Car Barns and North Car Barn, eight (8) hours per day shall be considered a day's work, and forty-eight (48) hours per week shall be considered a week's work. All time worked over eight (8) hours per day, or forty-eight (48) hours per week, shall be considered overtime and shall be paid for at the rate of time and a half.

*Section D.* Time and a half shall be paid for all Dominion Holidays, and in case when the holiday falls on Sunday the above rate shall apply on the day on which the Holiday is observed. Except that the men employed in car maintenance which includes painters, carpenters, controllers, air brake men, pitmen and car cleaners in Main Street Shops and Car Barns, and men employed at night in Main Street Shops and Car Barns, Fort Rouge and North Car Barns both day and night, will not be paid at the overtime rate when working Saturday afternoons, Sundays and Legal holidays when such time comes in their regular shift. Only such men as are required to maintain cars for service shall be required to work Sundays and Legal Holidays.

The term "shift work" is to be interpreted as any eight (8) hours work exclusive of lunch hour period in any twenty-four (24) hour period.

Seniority with efficiency shall govern in all Departments.

Wages shall be paid semi-monthly on the 15th and last day of each month, except when either of the above days falls on Sunday or a holiday, in which event payment will be made on the day previous if proper arrangements can be made to do so.

#### WAGE SCHEDULE AND WORKING CONDITIONS, TRACK DEPARTMENT

The following minimum wage shall prevail during the life of this agreement:

Track labour .....	44c
Foremen, Leading Trackmen or Sub-foremen:—	
1st 6 months .....	45c
2nd 6 months and after .....	50c

#### HOURS OF WORK

For men working in track department, during the day time eight (8) hours from 8k to 17k with one hour off for lunch between 12k and 13k shall constitute a day's work. Six days (6) or forty-eight (48) hours per week shall constitute a week's work. All time worked over eight (8) hours per day, or forty-eight (48) hours per week, shall be considered overtime and paid for at the rate of time and a half.

When men are assigned to regular night work or to shift work eight (8) hours shall be considered a day's work, and six (6) days or forty-eight (48) hours per week shall be considered a week's work. All time worked over eight (8) hours per day, or forty-eight (48) hours per week shall be considered overtime and shall be paid for at the rate of time and a half.

The term "shift work" is to be interpreted as any eight (8) hours work exclusive of lunch hour period in any twenty-four (24) hour period.

Wages shall be paid semi-monthly on the 15th and last day of each month, except when either of the above days falls on Sunday or a holiday, in which event payment will be made on the day previous if proper arrangements can be made to do so.

#### SUB-STATION OPERATORS

The following wage shall prevail during the life of this agreement:—

	Per month
1st class operators .....	\$145
2nd class operators .....	130
Senior 3rd class operators .....	125
Junior 3rd class operators .....	120
4th class operators .....	115
Floormen .....	95
Wipers .....	90
Transcona operators, each .....	140

#### Relief operators.—

The rate of pay of Relief operators will be an intermediate rate between the two classes of operators which they relieve.

Station Maintenance Men.	Per hour.
Wiremen journeymen .....	80c
Wiremen helpers .....	65c
Wiremen Apprentice:—	
1st 6 months .....	33c
2nd 6 months .....	38c
3rd 6 months .....	44c
4th 6 months .....	51c
3rd year .....	57c
4th year .....	65c

Miscellaneous.	Per month
Telephone and bonding men .....	\$150
Batteryman .....	100

#### HOURS OF WORK

(a) In stations operating twenty-four (24) hours, except Transcona, eight (8) consecutive hours out of any twenty-four (24) hours period shall constitute a day's work, and forty-eight (48) hours shall be considered a week's work.

(b) In stations operating nineteen (19) hours and having two shifts, 9½ consecutive hours per shift for five days per week a total of 47½ hours per week.

(c) Station maintenance men, eight (8) hours shall constitute a day's work from 8k to 12k, and from 13k to 17k. The hours on Saturday to be from 8k to 12k, total of forty-four (44) hours per week. For all work up to forty-eight (48) hours per week, (exclusive of Saturday afternoons) straight time will be paid—all time over forty-eight (48) hours per week will be paid for at overtime rate. For men assigned to shift duty any eight (8) hours, exclusive of lunch hour period in any twenty-four (24) hour period, shall be considered a day's work—forty-eight (48) hours shall be considered a week's work.

(d) That Saturday afternoons, Sundays and Legal Holidays, and other time worked over bulletin hours shall be paid for at the rate of time and a half. Legal holidays to be as follows: Sundays, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day, New Year's Day and Civic Holiday.

Employees in the station operating staff and maintenance men assigned to shift work will not be paid at the overtime rate when working Saturday afternoons, Sundays or Legal Holidays when such time comes in their regular shift.

Any employee who has worked overtime shall not be paid off to equalize the overtime made.

Any employee called out in case of emergency after 21k shall receive not less than four hours pay at regular rates.

Any employee on duty called to go on evening or night shifts shall be allowed to work until 12k.

In station operating staff when men are required to work over forty-eight (48) hours per week, except Transcona, such excess time will be paid for at the rate of time and one-half.

The hours of work of operators at Transcona remain same as at present.

All men working on monthly salary who have been one year in the service of the Company shall receive two weeks holidays each year with pay.

When any of the station operating staff are assigned to work on their days off same to be paid at the rate of time and one-half.

Wages shall be paid semi-monthly on a specified pay day, when either of the days fall on Sunday or a Holiday payment will be made on the day previous if proper arrangements can be made to do so.

Seniority with efficiency shall prevail in all Departments.

In case of a man moving to a higher position he shall receive the minimum rate of pay for that position.

As vacancies occur promotion will be made on the basis of seniority with efficiency.

All wires carrying a voltage of 675 volts or over to ground shall be classed as high voltage wires.

In station work two journeymen, or one journeyman and helper, are required to work on wires carrying a voltage of 675 volts or more to ground.

#### APPRENTICE

An apprentice is an employee not having four (4) years experience in one or more branches of the trade. Apprentices shall be required to work only under the supervision of a journeyman except for the last six months of their apprenticeship. Apprentices shall not be required to work overtime except in cases of emergency.

#### WAGE SCHEDULE AND WORKING CONDITIONS, TRUCK DRIVERS

The following minimum wage shall prevail during the life of this agreement:—

Truck drivers.....52c per hour.

#### WORKING CONDITIONS

Eight (8) hours per day shall constitute a day's work—forty-eight (48) hours per week shall constitute a week's work. Overtime will be paid for at the rate of time and one-half over eight (8) hours per day or forty-eight (48) hours per week.

Seniority with efficiency shall prevail.

Truck drivers in Electric Department will act as groundmen or helpers when required to do so.

Truck drivers in Track Department will load and unload truck when required to do so.

All Truck drivers will be held personally responsible for truck placed in their charge, and will be required to keep truck clean and see that it is supplied with the necessary oil and gas.

All repairs to engine and equipment in truck will be made by employees in the garage.

Truck drivers violating the City By-laws governing traffic rules will be held personally responsible.

Truck drivers will not be required to purchase their own chauffeur's license after their first year's service as such.

#### GENERAL WORKING CONDITIONS

##### DISCRIMINATION

Neither the company nor the employee shall discriminate against any employee for being or not being a member of the Street Railway Employees' Union.

##### LEAVE OF ABSENCE

(a) Reasonable leave of absence will be granted to employees on application to their respective Superintendents, or shop and barn foremen, and employees taking other employment during such leave shall be considered to have terminated their service with the company.

(b) Any employee elected or appointed to office in the employees' union which requires his absence from the Company's employ shall, during such absence, retain his seniority rights and may upon his retirement from such office return to the company's employ.

(c) Officers of the employee's Union shall be granted leave of absence on business of the employees' Union insofar as the regular operation of the service will permit, and their application for leave of absence shall be given preference over any other application for leave of absence on the same day.

##### REDUCTION OF STAFF

When employees are laid off because of slack work the youngest men in the service shall be laid off first, and when the company desires more men these men laid off shall be given preference.

## REFERENCES

Any employee leaving the service of the company for any cause shall upon application be furnished with a reference as to length of service, character and ability, while in the company's employ. Regular printed forms shall be used for this purpose.

## TRANSPORTATION

Free transportation on all lines of the company will be granted to employees who are in uniform or who produce a badge or pass furnished by the Company. The company undertakes to procure for the employee free transportation over the lines of the Suburban Rapid Transit Company, and the Winnipeg, Selkirk and Lake Winnipeg Railway Company, upon application being made to the General Office. The maximum number of passes in any one day on any one line to be twenty, such passes good on any day with the exception of holidays.

## GRIEVANCES

It is agreed that the company through its properly accredited officers shall meet and confer with the properly accredited officers of the employees' Union, or with committee of employees upon any and all questions which may from time to time arise between the company and its employees. All complaints and grievances to be adjusted by the Traffic Superintendent, or by the Superintendent or Foreman in charge of the various departments in which the employees hereinafter mentioned are employed, if possible. When such adjustment cannot be made the matter will be taken up with the company direct by a committee representing the men having the grievance and they shall endeavour to reach a mutual understanding. It is distinctly understood by the parties that in the meantime there will be no lockout on the part of the company or strike on part of the men. Any employee who has been discharged or suspended and who feels aggrieved shall have the right to have his case taken up with the company by a committee appointed by the employees. If after investigation such employee is found not guilty of sufficient cause to warrant such discharge or suspension, he shall be reinstated to his former position and paid for all time lost. No report or grievance complaining of the conduct of an employee shall be received or recognized by the company as affecting the record of the employee, nor shall it be entered upon his record sheet unless it bears the name of the complainant. Any report or grievance shall be open to inspection by the employee or by the grievance committee appointed by the employee. Such report or grievance must be disposed of by the company, and the finding of the company as to the culpability of the employee entered on the company's record sheet.

In witness whereof the parties hereto have executed these presents:

WINNIPEG ELECTRIC RAILWAY COMPANY,

By.....  
Vice-President & General Manager

WINNIPEG STREET RAILWAY EMPLOYEES'  
UNION,

By.....

## Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Winnipeg Electric Railway Company, employer, and certain of its employees, members of the Street Railwaymen's Union, employees.

To the Honourable Gideon Robertson,  
Minister of Labour,  
Ottawa, Ont.

Sir:

I regret very much that the majority of the Board did not arrive at a decision regarding an increase in wages with which I could agree, thus making it necessary for me to submit a minority report.

At the first meeting of the Board, at which the parties to the dispute were present, it became very evident that they were a long way apart with a long list of unsettled questions. The employees had presented a new agreement to the company which, in addition to asking for an increase in wages, contained a large number of changes in working conditions. The company, on the other hand, presented a new agreement to the Board which contained the same rates of pay as the existing agreements, and a number of changes in working conditions, none of which were concessions to the men, but all of them being an endeavour to take something away.

Practically no progress had been made towards settling any of the points at issue before coming before the Board,



in fact the men had not seen the company's new agreement until it came before the Board. After devoting a lot of time to hearing the evidence of the parties, and later discussing the changes asked for by both parties the net result of the Board's report on working conditions is the adoption of the old agreements with very little change. Although I am convinced that the changes in working conditions asked for by men were reasonable and with some slight modification should have been granted, I could have signed the report if an equitable increase in wages had been secured.

The increase granted motormen and conductors amounts to (4) four cents per hour for the two lowest rates and (5) five cents per hour for the two highest rates; making their rates as follows:

	Week days per hour	Sundays per hour
First 6 months ...	50	55
Second 6 months...	53	58
Second year .....	57	62
Third year and there- after .....	60	65

Other classes of labour covered by this agreement received the following increases. Those now receiving from 30 to 40 cents per hours, an increase of (3) cents per hour. For those receiving 40 to 50 cents per hour, an increase of (4) four cents per hour. For those receiving 50 cents per hour up, an increase of (5) five cents per hour. Men paid on a monthly basis to be increased (10) ten dollars per month.

In view of the large increase in the cost of living which needs no argument from me to prove, it is so apparent to us all, I am of the opinion that the increase does not take care of a reasonable portion of the increase in the cost of living. To be reasonably fair the increase offered ought to have been double.

#### Uniforms.—

The agreement between the company and the motormen and conductors provides that the company shall supply the men with one uniform each year, except that the men pay half the cost of the first uniform.

During 1919 a large number of motormen and conductors did not receive a uniform as provided in the agreement, and the men asked in their proposed agreement that,

“any motorman or conductor who did not receive a uniform for the year 1919, shall receive two uniforms for 1920, or be reimbursed the cost of the 1919 uniform.”

For the following reasons I consider this request should be granted.

First.—The existing agreement between the company and men provides that the men shall receive a uniform each year.

Second.—A large number of men did get uniforms in 1919 in accordance with the agreement.

Third.—The fact that some men got uniforms and others did not gives the appearance of discrimination against some men.

Fourth.—The fact that the men are supplied with uniforms is considered in fixing the wages of the men, and is therefore a part of their wages.

It would have been but fair for the Board to at least have awarded these men one half of the cost of the 1919 uniform and I hope the company will consider this a fair proposition.

All of which is respectfully submitted.

Dated this 5th day of July, A.D. 1920.

(Sgd.) R. S. WARD,  
Member of Board.

## Report of Board in dispute between the Winnipeg Electric Railway Company and its gas workers

**A** REPORT was received from the Board established to deal with the dispute between the Winnipeg Electric Railway Company and certain of its employees, being members of the Gas Workers' Union. The Board was composed as follows: His Honour Judge Robert H. Myers, Winnipeg, chairman, appointed by the Minister in the absence of a joint recommendation from the other members, Messrs. Chas. E. Dafoe and R. S. Ward, Winnipeg, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Dafoe and was accompanied by a proposed agreement. A minority report was presented by Mr. Ward. The company later advised that the findings of the Board regarding wages adjustments were acceptable to them.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Winnipeg Electric Railway Company, employer, and certain of its employees, being members of the Gas Workers' Union, employees.

Winnipeg, Man., July 2, 1920.

The Honourable,

The Minister of Labour, Ottawa.

Sir:—

Regarding the dispute between the Winnipeg Electric Railway Company and certain of its employees being members of the Gas Workers' Union. The Board of Conciliation and Investigation appointed by you under the Industrial Disputes Investigation Act, 1907, consisting of Hon. Judge Robert H. Myers, Chairman, Robert S. Ward and Charles E. Dafoe, Members, beg leave to report as follows:—

The Board was duly constituted and held regular sessions on the 11th, 14th,

16th and 18th June, and personally visited the Gas Works accompanied by the representatives of both parties and made a thorough inspection of the plant and the conditions of labour.

Messrs. James Hector, Henry Winkworth and Edward Maytum represented the employees, and Messrs. M. L. Kane, J. W. Lawler, and L. Palk represented the Company, throughout the negotiations, all of which were characterized by the greatest harmony and courtesy. This was the first occasion that these employees had appeared before a Board and their demands were confined largely to two subjects, first, for one day off in seven, and second, an increase in wages.

After the evidence was all placed before the Board, we held three or four meetings and decided that the request of the employees be granted. The majority of the Board have prepared a draft agreement and wage schedule which we have presented to the Company and employees for their acceptance. Mr. R. S. Ward, representing the employees, does not entirely concur in our conclusions and will report separately.

The terms and conditions are the best that the Board can offer in the interests of both parties at the present time and recommend the acceptance of the same by them.

The Officers of the Company have promised to improve the conditions of the mess room, wash house and lavatory accommodation at the Gas Works, and we recommend that this be done immediately, and hereafter that the same be kept in a clean sanitary condition and that proper lockers be provided for those employees who are compelled to change their clothing at the works.

Respectfully submitted,

(Sgd.) R. HILL MYERS,

Chairman.

(Sgd.) C. E. DAFOE.

THIS AGREEMENT made in duplicate this day of A.D., 1920, between the Winnipeg Electric Railway Company, hereinafter called "The Company", of the first part, and Employees of the said Company, members of the Gas Workers of Winnipeg, hereinafter called "The Union", of the second part.

WITNESSETH: That the parties hereto hereby agree as follows:—

#### 1. *Duration of Agreement.*—

This agreement shall take effect and be binding upon the parties hereto from the 1st day of May, 1920, to the 1st day of May, 1921, and thereafter from year to year, until changed by the parties hereto. Either party desiring to change this Agreement on the 1st day of May, 1921, or the 1st May of any subsequent year, shall notify the other party in writing of its desire to change, at least thirty days before such date, and details of desired changes must accompany notice.

#### 2. *Discrimination.*—

Neither the Company, the Employees, nor the Union shall discriminate against any employee for being or not being a member of the Union, but foremen shall not be members of the Union.

#### 3. *Wage Schedule.*—

(a) The following rates of wages shall prevail from the date of this agreement:—

	Per hour.
Machine men.....	65 cents.
Front door men.....	63 "
Back door men.....	63 "
Pipe jumpers.....	60 "
Hand stokers and scurfers.....	63 "
Trimmers.....	55 "
Fire cleaners.....	60 "
Boiler men, firemen and scurfers' helpers.....	55 "
Boiler cleaner.....	55 "
Work fitters.....	55 "
Yardmen, coke wheelers, and latter employed in coal cars and purifying house or any part of the gas works.....	44 "
Blacksmiths.....	60 "
Handyman—pipefitter—tinsmith.....	55 "
3 men working on coal elevator.....	53 "

#### (b) *Overtime.*

Overtime shall be paid at the rate of time and a half. Employees working on Sundays, legal holidays, etc., when such time comes in their regular shift, shall not be paid at overtime rate.

#### (c) *Payment of Wages.*—

Employees shall be paid semi-monthly on the fifteenth and last days of each month, except when either of the above dates fall on a Sunday or holiday, in which event either payment shall be made on the day previous if proper arrangement can be made to do so.

(d) Employees shall enjoy the same privileges as regards passes on the Company lines as previously.

#### 4. *Hours of Labour.*—

Eight (8) hours shall constitute a day's work for men in the gallery and nine (9) hours for yardmen, labourers, and other like employees, and forty-eight (48) and fifty-four (54) hours respectively shall constitute a week's work.

#### 5. *Instructions.*—

In case of breakdown or in other emergencies all employees must unite to meet the emergency as directed although it may not be in their ordinary line of work.

#### 6. *Leave of Absence.*—

(a) Employees shall be granted reasonable leave of absence upon application to their respective foreman. Any employee taking other employment during such leave or who does not report for work at the termination of the leave, shall be considered to have terminated his service with the company.

(b) Officers of the Union shall be granted leave of absence for the purpose of Union business insofar as the regular operation of the works will permit and their applications shall be given preference over any other applications for leave of absence on the same day.

(c) An employee working on the eight (8) hour relay shifts who absents himself from work without leave as a consequence of sickness or other unforeseen cause, shall where his regular shift is on the morning or afternoon relays, report for duty at the office of the works, personally or by telephone, on the day prior to that on which he intends to return to work, at least two (2) hours before the substitute goes off duty; when his regular shift is working nights, he shall report before noon on the day on which he is prepared to recommence work.

(d) Employees working in relay shifts shall change shifts in proper rotation as may be arranged by the Company and this Union from time to time.

#### 7. *Reference.*—

Any employee leaving the service of the company for any cause shall upon application be furnished with a reference as to length of service, character and ability, while in the Company's employ. Regular printed forms shall be used for this purpose.

#### 8. *Grievances.*—

In cases which may require immediate adjustment, the foreman in charge may confer with the representative of the Union and arrange the point at issue, and if the arrangement is not satisfactory to the employees, they may appeal to the Superintendent of the Plant, but the employees must carry out the orders of the foreman pending the appeal to the Superintendent.

The Company, through its accredited representatives, shall meet and confer with the proper accredited representatives of the employees upon any and all questions which may arise from time to time between the Company and its employees.



IN WITNESS HEREOF the parties hereto have executed these presents:

WINNIPEG ELECTRIC RAILWAY Co.

By.....  
Vice President and General Manager.

THE GAS WORKS UNION OF WINNIPEG.

By.....

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Winnipeg Electric Railway Company, employer, and certain of its employees being members of the Gas Workers' Union, employees.

To the Honourable Gideon Robertson,  
Minister of Labour, Ottawa.

Sir:

I regret very much that the majority of the Board did not arrive at a decision regarding an increase in wages with which I could agree, thus making it necessary for me to submit a minority report.

The New Agreement proposed by the men contained several changes in working conditions in addition to the request for an increase in wages. I do not think that it is necessary for me to review all the changes requested and the manner in which they were disposed of, as a unanimous report would have been made had an equitable increase in wages been secured for the men.

The men asked for a 48-hour week for men working in the yards; they now work 54. This request was not conceded. In view of the fact that the 48-hour week is so generally adopted and recognized, I am of the opinion

that the Board ought to have granted this request.

They also asked that men working in the Gas Plant be allowed one day off in seven. They now work seven days per week, 8 hours per day. I am pleased that the Board has granted this request, but regret that in doing so it did not increase the hourly rate sufficient to make their weekly wage at least the same as heretofore. With the exception of three men who got an increase to make their weekly wages a few cents more than formerly, all the others suffer a reduction in the weekly wage. The majority report will no doubt show these increases in detail.

The increase of four and five cents per hour which was granted to the other employees is of little value to them at present, as it was shown in the evidence that the company is now paying them more than the minimum rate set by the Board. It will of course be the minimum when labour gets more plentiful.

So much has been said and written about the increase in the cost of living, that I need not go into a lengthy argument to prove the need for better increases in wages to take care of a larger portion of the increase in the cost of living. The increase offered by the majority report does not take care of a reasonable portion of the increase as shown by the LABOUR GAZETTE. For this reason I did not join with the other members of the Board in making the report.

All of which is respectfully submitted.

Dated this 5th day of July, A.D. 1920.

(Sgd.) R. S. WARD,

Member of Board.

## Report of Board in dispute between the Toronto Hydro-Electric Commissioners and their electrical workers

**A** REPORT was received from the Board established to deal with the dispute between the Toronto Hydro-Electric Commissioners and their employees, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers. A Board was established composed as follows: Mr. J. M. Godfrey, Toronto, chairman, appointed by the Minister in the absence of a joint recommendation of the other two members, Messrs. Frank R. Ewart and Louis Braithwaite, Toronto, nominees of the employer and employees respectively. The report was signed by all three members and contained recommendations as to settlement, although a minority report was later presented by Mr. Braithwaite.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Toronto Hydro-Electric System, employer, and their employees being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers, employees.

To the Honourable,  
Gideon Robertson,  
Minister of Labour, Ottawa.

The Board of Conciliation and Investigation appointed in relation to the differences between the employers and employees in this case, met by appointment at Toronto, on Saturday, the 19th day of June, 1920, and continued in session thereof on the 21st, 22nd, 23rd, 24th, 25th, 28th, 29th, and 30th days of June, and the 2nd and 3rd days of July, 1920.

Each member of the Board was present at all the above sittings.

The representatives for the employers, The Toronto Hydro-Electric System, before the Board, were Mr. H. H. Couzens, Manager of the System, Mr. P. E. Hart, Managing Engineer, Mr. H. J. McTavish and Mr. E. M. Ashworth.

The representatives for the Employees were Mr. James T. Gunn, Mr. J. Noble, Mr. R. Meeson and Mr. Alex. Farquhar.

The evidence and arguments of both sides, and the exhibits filed by them, were duly heard and considered, and all points in contention between the parties weighed and discussed by the Board.

The first matter considered was the dispute regarding the non-payment of wages to certain employees of the System who did not work owing to weather conditions on the 27th day of February, 1920. The Board, after hearing both sides, feel that this dispute arose through misunderstanding between the Superintendent and the men. It was suggested that owing to this misunderstanding the men should be paid their wages during the time they did not work on that day. Mr. Couzens accepted this suggestion and the matter was thus amicably adjusted.

The Board next considered the question of Temporary Foreman, and it was agreed that **CLAUSE 12** of the working conditions of the System as embodied in the Minority Report of 1915 be amended to read as follows:—

### “(12) TEMPORARY FOREMEN, ETC.—

In the case of men acting as temporary foremen or temporarily taking a higher position where such men are required to act for only a short time no change shall be made in their rate of pay, but where they are required to act for three days or longer they shall receive for such time as they are acting the foremen's or sub-

foremen's rate of pay, but the official or foremen making the temporary appointment should notify at once his next superior officer in writing of such appointment.

The Board next considered the question of promotion. We are in favour of the following principle governing promotion, namely: right of promotion will be governed by seniority where ability is equal and sufficient. (Seniority begins at the time the employee's pay starts.) Where a promotion is made to the grade of sub-foremen or above there shall be a probationary period of six months. If at any time during that period the employee promoted does not show capacity for the position he shall revert to his former position. If at the expiration of that period he does show proper capacity then he shall be permanently appointed. During the probationary period he shall receive the pay corresponding to that position.

The majority of the Board are not in favour at the present time, except as hereinafter mentioned, of disturbing the present classification of the employees of the System. Mr. Braithwaite representing the men, does not agree with this conclusion and will submit his views in this matter in a Minority Report.

The Board, however, are of the opinion that a new classification should be made in the case of Transformer Meter Installers.

The scale of wages for this class is set forth in a Schedule dealing with wages hereto annexed.

The Board are of the opinion that the classification of the Station Operating Division should be changed so that when an Assistant Operator becomes an Operator he shall receive a commensurate increased rate of wages. This is provided for in the Schedule of wages hereto annexed.

The Board are further in favour of allowing the time served by an Assistant Operator relieving an operator to count in determining promotion as time served as an operator.

When men are employed temporarily in the Operating Department on ac-

count of holidays or sick-leave, such relief men should be employed as assistant-operators and the assistant-operators given the opportunity to serve as operators.

The Board favour amending Clause 10 of the System's Working conditions as set forth in a Minority Report of 1915, to read as follows:—

#### (10) GRIEVANCE COMMITTEE.—

Any employee who feels himself aggrieved in any way shall have the right by appointment to interview the General Manager and submit his case. At all times by appointment the General Manager will receive a Grievance Committee from any department. It is also understood that the Business Agent of the Local or General Officer of the Organization may be a member of said Committee if desired by the employee or employees affected.

The Board further report in favour of adding the following provision to the present Working Conditions,—

"The System shall deliver to the jobs the material required, except small articles which can be conveniently carried by employees not to exceed ten pounds."

The Board are further in favour of the following provision for promoting co-operation between the Management and the Employees:—

"The Employees in any Department shall have the right to select one of their fellow employees to take up from time to time with the System's representative the question of the welfare of the employees and suggestions that will be beneficial to the System".

The other conditions as set out in the Minority Report of 1915, are to continue in full force and effect.

In two cases involving promotion affecting a number of employees the management of the System have agreed to reconsider these promotions and permit the employees a full opportunity to make any representations proper and necessary.



The Board lastly dealt with the vexed question of wages:

It is obvious that an agreement on this question could only be reached by invoking the spirit of conciliation and compromise. After considerable discussion the Board finally agreed upon the Schedule of Wages hereto annexed. This wage scale is to remain in full force and effect from July 1st, 1920, to 31st March, 1921, and there-

after until abrogated by Thirty (30) days notice in writing by either party.

There shall be no reduction in wages or existing privileges by the adoption of this report.

All of which is respectfully submitted.

(Signed) JOHN M. GODFREY,  
Chairman  
LOUIS BRAITHWAITE,  
F. R. EWART.

### TORONTO HYDRO ELECTRICAL SYSTEM—WAGE SCHEDULE.

#### OVERHEAD POLE YARD AND SERVICE DIVISION.

Class.	Rate per Hour.	Proposed Rate per Hour.	Rate per Week.	Proposed Rate per Week.
	cents.	cents.	\$	\$
Line-foremen.....			36.00	41.40
Service foremen.....			32.00	36.80
Troublemen.....			34.00	39.10
Linemen, Class A.....	67	78		
Linemen, Class B.....	59	68		
Linemen, Class C.....	51	59		
Helpers, Class A.....	47	54		
Helpers, Class B.....	45	52		
Handyman.....	51	59		
Groundmen.....	45	52		

#### STATION OPERATING DIVISION.

Special D. & W.....	70	81	33.60	38.88
Operators, 2nd year and over.....	65	75	31.20	36.00
Operators, 1 year.....	60	69	28.80	33.12
Assistant Operators—				
2nd year.....	55	63	26.40	30.24
1st year.....	50	58	24.00	27.84

#### STATION CONSTRUCTION DIVISION.

Foremen.....			40.00	46.00
Mechanic in charge of work.....	72½	83		
Mechanic class, 3rd. year man and over.....	70	81		
Mechanic class, 2nd. year and over.....	61	70		
Mechanic class, 1st year man.....	56	64		
Helper class, 3rd year man and over.....	52	60		
Helper class, 2nd year man and over.....	47	54		
Helper class, 1st year and over.....	43	49		
Probationers—				
Class "A".....	35	40		
Class "B".....	30	35		
Class "C".....	25	28		
Handymen.....	45	52		
Labourers.....	41	52		

TORONTO HYDRO ELECTRICAL SYSTEM—WAGE SCHEDULE.—*Continued*

## OVERHEAD POLE YARD AND SERVICE DIVISION.

Class.	Rate per Hour.	Proposed Rate per Hour.	Rate per Week.	Proposed Rate per Week.
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## METER INSTALLERS DIVISION.

	cents.	cents.	\$	\$
Metermen in charge of Installers.....		81		
Transformer meter installers.....		78		
Installers, 4th year and over.....	57	66		
Installers, 3rd year and over.....	53	61		
Installers, 2nd year and over.....	44	51		
Installers, 1st year and over.....	33	38		

## METER TESTERS AND REPAIR MEN.

Class "A".....			25.50	29.40
Class "B".....			23.75	27.50
Graphic men.....			25.50	29.40
Helpers boys.....			8.75	10.00

## UNDERGROUND MEN.

Sub-foremen.....			32.00	36.80
Mechanic (joiner).....	72	83		
Mechanic (helper).....	51	59		
Handymen.....	45	52		
Driver.....	45	52		

## STREET LIGHTING DIVISION.

Patrol men.....			29.00	33.40
Repair-men.....	59	68		
Cleaners.....	43	52		
Storemen—15% increase over present rate.				

Hours and overtime rates at present in effect shall continue.

**Minority Report**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a Dispute between the Toronto Hydro-Electric System, employer, and their employees being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers, employees.

To the Honourable,  
Gideon Robertson,  
Minister of Labour, Ottawa.

As outlined in the majority report *re* classification in which I could not agree

with the other members of the Board, I herewith submit the following report.

In Article 1 (Scope) clauses 4, 5, and 6 of the schedule dealt with by the Board are the ones upon which I disagree; viz.:—

Sec. 4. Any male who has served three years in the electrical industry shall be rated as a Journeyman. Apprentices shall serve three years in the Industry before being rated as a journeyman.

Sec. 5. The Commission shall, on and after the 1st day of July, 1920, provide continuity of employment for all apprentices in their service, during their apprenticeship period.

Sec. 6. The ratio of apprentices to journeymen, in the Commission's service, engaged after May 1st, 1920, shall not exceed one apprentice to three journeymen in each department.

After hearing the evidence from both parties to the dispute and carefully judging the same from every angle, I have no hesitation in agreeing with the above clauses, as the facts prove to me that it is not selfish motives that prompt the electrical workers in their demand for the apprenticeship system on the Hydro-Electric System; but the object is to train competent mechanics with a knowledge of the electrical industry as a whole; who will be an asset to the fast developing industry. The

present classification tends to produce specialists in a particular branch of the industry, of which there are many, giving no opportunity to replace efficient mechanics or experts for the continuity or the expansion of the electrical industry.

I submit this in all fairness to the management with the hope that this minority report will be given deep consideration from the broad view-point of the greatest benefit to the industry.

(Sgd.) LOUIS BRAITHWAITE.

### Report of Board in Dispute between the Corporation of Moose Jaw and its civic employees

**A** REPORT was received from the Board established to deal with the dispute between the Corporation of Moose Jaw, Sask., and its civic employees, members of Civic Employees Local Union No. 9. The Board was composed as follows: The Honourable Mr. Justice G. E. Taylor, Moose Jaw, chairman, appointed on the joint recommendation of the other two members, Messrs. Geo. R. Mackie and R. A. Chadwick, Moose Jaw, nominees of the corporation and employees respectively. The report was unanimous and contained recommendations regarding settlement of the dispute. Advice was later received that a resolution had been passed by the City Council adopting these findings.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the City of Moose Jaw, employer, and Civic Employees' Local No. 9, employees.

To the Honourable,

The Minister of Labour, Ottawa.

The draft agreement hereto attached was submitted to the Union by the City and on the opening of the proceedings before the Board the representatives of the men were prepared to accept its

general terms with some modifications. It is convenient, therefore, to attach it and make our findings in relation thereto. The main issue is over wages.

We find: first; that the limitation on overtime to "after nine hours' work" and "after sixteen hours' work" shall only apply when the work is "on shifts". When "not on shifts" overtime shall be any time outside of the regular working hours prescribed in the agreement.

Second: That employees who have been in the City's service for at least a year (not necessarily continuously) on being incapacitated through sickness shall receive full pay for sick time, not to exceed three weeks in any one year; and the City to have the right to demand a Medical Certificate after two consecutive days' absence.

Third: Employees whose services are required the year round should have at least one week's holidays at usual pay, in each year, after six months' service.

Fourth: Legal holidays are not to include Easter Monday, Arbor Day or the King's Birthday, and work on these days shall not be "overtime".

Fifth: Should the employees make an arrangement with a physician for medical attendance at a fixed rate to be deducted from the men's pay, the City should undertake the work of making the deductions and paying over to the physician employed, and assist in carrying out the arrangement.



Sixth: That Group Insurance on all civic employees,—the whole cost thereof (within reasonable limits) to be borne by the City—should receive the serious consideration of the City Council, and provision be made for putting it into force as soon as the City's finances warrant. Under this Insurance employees are assured of something for their families in case of death whilst in the city's employ, and on leaving the employment may continue the policy at the employee's expense at customary rates. We deem this important as many employees are personally unable to make this provision. We are advised that under this system no medical examination is required.

Mr. Mackie does not concur in this finding as stated and adds a special memorandum of his own.

Seventh: Those employees in the several departments who are employed by the city either for the whole working season, or the year, should not be classed as "labourers" but as "helpers." and when on the pay roll, employees should when so employed receive a guaranteed weekly wage. We have set out the pay in the schedule. The men who should be so raised from the classification of "labourers" to "helpers", who are now in the City service are:—

**Sewer and Water Department:—**  
Haresign, Beattie, Woodcock, Cathro, Bresiley, Pollard, Osbourne, Jeffreys, Biggs, Arthurs, McKay, Matthews, Stackley, Gilchrist, Elliott, Breeze and Keys.

**Board of Works.—**Peach, Meronich, Fender, Smith, Grimes, Bradbury, Jackaman, Rybe, Gilmour, Smith, and Upton.

Nothing in this finding is to be construed to limit the right of the City to reduce its staff as work slackens or ceases, nor to employ common labour as required.

Such labourers may in the discretion of the city be promoted as helpers after not less than four months in the city service.

Helpers absent without leave shall be deducted at the rate per hour for his class for time lost.

Eighth: The minimum rate of wages shall be as follows:—

<i>Sewer and Water Department.—</i>		Per hour.
Foreman of construction.....	70	cents.
Tappers and caulkers.....	60½	cents.
With a minimum weekly wage of \$30.25.		
Hydrant and emergency men....	59½	"
With a minimum weekly wage of \$29.75.		
Helpers.....	56	"
With a minimum weekly wage of \$28.00		
Labourers—Going rate of wages prevalent in the City.		
Motor truck driver.....	56	"
With a minimum weekly wage of \$28.00.		

<i>Sewage Disposal Works.—</i>		Per week.
Chief operators.....	\$34.00	
4 assistant operators, each.....	30.00	

<i>Water and Meter Department.—</i>		
Foreman.....	\$34.00	
Tester.....	29.50	
Repairer.....	28.00	

<i>Water and Meter Department.—</i>		
Meter reader.....	\$26.00	
Sewer and water timekeeper....	28.85	

<i>Board of Works Department.—</i>		
General foreman.....	\$34.00	
Sub-foreman.....	30.00	
Team foreman.....	27.50	
Stableman.....	26.50	
		Per hour.
Steam engineer.....	70	cents.
Blacksmith.....	74½	"
Helpers and teamsters.....	53	"
With a minimum weekly wage of \$26.50.		

Labourers—Going rate of wages prevalent in the City. Employees in the Board of Works Department on a weekly wage shall not be entitled to overtime. This is not to apply to helpers, nor on such jobs as the City Engineer may designate as special jobs.

<i>Street Cleaning Department.—</i>		Per week.
Foreman.....	\$27.00	
		Per hour.
Street cleaners.....	45	cents.
With a minimum weekly wage of \$22.50.		

<i>Incinerator.—</i>		Per hour.
Engineer.....	75	cents.
Firemen.....	60	"
Charger.....	50	"
With a minimum weekly wage of \$30.00.		

The men in this Department to work 60 hours per week.

*Nuisance Ground.—*

	Per week.
Attendant.....	\$23.00

*City Stores.—*

	Per month.
Helper.....	\$105.00

*Parks and Boulevards.—*

	Per hour.
Helpers.....	53 cents.

With a minimum weekly wage of  
\$26.50.

Labourers at the rate prevalent in the city.

*Power House and Boiler Room Employees.—*

"As the present fitter is being recommended to the position of Master Mechanic, an office of greater responsibility, it is unnecessary for the Board to deal with his case unless the parties cannot agree. If they cannot, we will deal with it in a supplemental report."

	Per month.
Fitters.....	\$154.00
	Per hour.
Fitters' helpers.....	60 cents.

*Laborers:—*

The men now so employed we are advised will be made "coal trimmers", and the work of coal trimmers will be extended to take in the unloading of coal. When casual labour is required it will receive going wage prevalent in the City.

	Per hour.
Coal trimmers.....	55 cents.
Boiler washer.....	55 "
Boiler helpers.....	53 "
	Per day.
Ash conveyor man.....	\$5.00
	Per hour.
Fireman.....	58 cents.
Truck driver.....	56 "

With a minimum weekly wage of  
\$26.50 for a 48 hour week, with right to  
overtime.

*Wipers and Oilers.—*

\$55.00 per month for 1st 6 months.

66.00 " " 2nd "

77.00 " " 2nd year.

95.00 " " 3rd "

or third class papers.

110.00 per month for third year with third  
class papers.

These men are in training for better positions.

The training should be supervised and accepted in lieu of better pay.

As to other Departments and employees not mentioned, the rates set out in the draft agreement attached hereto are adopted and generally the provisions of the draft agreement, except as altered in these findings, shall apply.

Ninth: Helpers laid off in any Department should be taken on in any other having work to do before ordinary casual laborers are employed, and when so taken into another Department, even if only temporarily therein, should be classed and paid as helpers in that Department. This is not intended to apply to relief work.

Tenth: As agreed between the parties the above rates to apply since 1st April, 1920, and as agreed employees receive back pay since that date at a rate in accordance with these findings. The agreement is to extend to the 31st March 1921.

As the members of the Board have agreed on these findings as a compromise between the different contentions, no purpose will be served by endeavouring to add reasons, or in discussing the matters at issue.

All of which is respectfully submitted.

Dated at Moose Jaw, Saskatchewan  
this sixth day of July, A.D., 1920.

(Sgd.) GEO. E. TAYLOR,  
Chairman of Board.  
GEO. D. MACKIE, M.E.I.C.  
Member for Employer  
R. H. CHADWICK,  
Member for Employees.

(Sgd.) J. R. B. GRAHAM,  
Witness.

## DRAFT AGREEMENT.

## CITY OF MOOSE JAW.

Schedule of Wages and Working Conditions for Civic Employees employed in the under-mentioned Departments of the City of Moose Jaw, from the 1st of April, 1920, to the 31st day of March, 1921.

1. *Sewer and Water Department:—*

Nine (9) hours shall constitute a day's work, and as far as possible the City will endeavour to arrange the hours in this Department to be from 7 to 12 noon and 1 to 5 p.m., on Saturdays from 7 to 12 noon, but the City reserves the right to divide the day into two or more shifts with a separate gang of employees in each shift, or alter the above hours without notice, and where this is done the regular rate of wages shall apply for 9 hours. Sundays and legal holidays

to be paid for at double time; time and one-half to be paid after 9 hours' work; double time to be paid after 16 hours' work with the exception of Saturdays, when time and one-half shall be paid after five hours' work, and double time after 17 hours work.

2. Emergency men, in consideration of being paid a higher base rate, will be expected or required to act as sub-foremen, Tappers, Caulkers and Hydrantmen, but when not engaged on this class of work will work as labourers.

3. The City is to carry out the terms of the Building Trades Protection Act of 1912, and shall, when it is deemed necessary, see that when men are employed on excavation work there shall be a man on the surface of the ground to insure the safety of the men engaged in the trench, and assist in the carrying out of the work.

4. The minimum rate of wages is as follows:

	Per hour.
Foreman of construction.....	70 cents.
Tappers and caulkers.....	60½ "
Hydrant and emergency men.....	59½ "
Motor and truck driver.....	56 "
Labourers.....	56 "
Valve tenders (when required).....	\$26.40
	Per week.

#### 5. Sewage Disposal Works:—

The hours shall be as follows:—

Pump-House.—Three shifts of eight hours each for seven days a week. The starting time of each shift shall be as specified by the City Engineer.

#### 6. Distributor and Sedimentation Tank Rooms:—

One shift of 9 hours per day for six days a week.

7. Sludge Beds.—One shift of ten hours a day for six days a week.

8. The wages to be as follows:—

	Per week.
Chief operator.....	\$35.00
Four assistant operators.....	29.70

9. Each man shall be entitled to one week's holiday with pay per year to be granted during the summer months at times satisfactory to the City Engineer, and also legal holidays in rotation without loss of pay and convenient with shift duties.

10. Wages will be paid operator absent through sickness for a period not to exceed three weeks during the term of this schedule. The City can demand a Doctor's certificate after two consecutive days absence.

11. During the absence of any operator shift duties shall be performed by the other operators as can be conveniently arranged by the Chief Operator with the approval of the City Engineer.

#### 12. Water Meter Department:—

Nine (9) hours shall constitute a day's work, the hours to be from 8 a.m. to 12 noon and from 1 p.m. to 6 p.m. One half the employees shall be given a half holiday on alternate Saturday afternoons. The meter foreman shall have two weeks' vacation per year with pay, and all others on the permanent staff one week's vacation

per year with pay. The dates for vacation shall be satisfactory to the City Engineer. All employees shall receive pay for legal holidays.

13. All employees shall work overtime when necessary and when ordered by the City Engineer, but shall not receive extra pay for such overtime.

14. The wages shall be as follows:

	Per week.
Meter foreman.....	\$34.00
Tester.....	29.45
Repairer.....	27.75
Reader.....	25.55

#### 15. Board of Works Department:—

Nine (9) hours shall constitute a day's work in this Department, and the conditions as to details of the hours shall be the same as stated in paragraph 1 of this agreement.

16. The wages to be as follows:—

	Per week.
Team foreman.....	\$27.50
General foreman.....	34.00
Sub-foreman.....	30.00
Stableman.....	26.50
	Per hour.
Steam engineer.....	70 cents.
Labourers.....	53 "
Blacksmith.....	74½ "

17. Teamsters: Nine (9) hours shall constitute a day's work in this department, and conditions as to details of the hours shall be as set forth in par. 1 of this agreement, with the following exceptions; that the hours shall be from 6.30 a.m. to 12 noon and from one p.m. to 5.15 p.m., with the exception of Saturdays, when the hours shall be from 6.30 a.m. to 12.15 noon. The time hereinbefore stated, 7 a.m. and after 5 p.m., and after 12 noon Saturdays to be devoted to stable duties without pay.

18. The rate of wages for teamsters to be 53 cents per hour. The team foreman shall be granted one week's holidays per year with pay.

19. Stablemen: to be given one day off per month and to be granted one week's holiday per year with pay.

20. Overtime work to be taken as far as practicable by team numbers.

#### 21. Street Cleaning Department:—

Hours to be from 7 a.m. till 11.30 a.m. and from 1 p.m. to 5.30 p.m., except during the months of July and August when the hours shall be from 7 a.m. to 11.30 a.m. and from 1 p.m. till 5 p.m. Only two men shall work every Wednesday afternoon.

22. The wages to be \$21.45 per week, but for any time lost a deduction at the rate of 42 cents per hour will be made. The foreman in this Department to receive \$26.50 per week and one week's holiday per year with pay.

#### 23. Nuisance Ground Attendant:—

This employee to receive \$23.00 per week and one week's holidays per year with pay.



#### 24. Parks and Boulevards:—

Nine hours shall constitute a day's work in conformity with the details set out in paragraph 1 of this agreement.

25. Wages of the Superintendent to be \$121.00 per month.

#### 26. City Stores:—

Nine (9) hours shall constitute a day's work, the details as to time as set forth in paragraph 1 of this agreement. Employees in this department to have every other Saturday off and two weeks' holidays per year with pay.

#### 27. Power House and Boiler Room Employees:—

In this department 8 hours shall constitute a day's work. Paragraph 1 of this agreement shall apply as to the right of the City to divide the day into two or more shifts in this Department.

28. Firemen: shall be paid time and one-half for Sundays and legal holidays, and other employees enumerated below shall be paid double time for Sundays, legal holidays and from 12 midnight to 8 a.m. All other overtime shall be paid for at the rate of time and one-half.

29. Fitter: \$154.00 per month with two weeks' holidays per year with pay.

	Per hour.
Fitter's helpers.....	58 cents.
Labourers.....	53 "
Coal trimmers.....	55 "
Boiler washers.....	55 "
Boiler helpers.....	53 "
Ash conveyor man.....	\$5.00 per day
Electric motor truck driver	\$116.00 per month,
with two week's holidays per year.	
Wipers, \$55.00 per month for first 6 months.	
" 66.00 " " second 6 months.	
" 77.00 " " second year.	
" 95.00 " " third year or third	
class papers.	
" 110.00 " " third year with	
3rd class papers.	

#### GENERAL CONDITIONS.

31. In connection with all aforementioned departments, the rates of pay in this agreement are the minimum rates.

32. Any employee having a grievance either specified or of a general nature may present his or her case to the foreman of his or her department if investigation is desired; the aggrieved party or another employee representing him or her may during working hours arrange with his or her foreman for an investigation, which investigation shall be held within forty-eight (48) hours after such application, and in case satisfactory adjustment cannot be made the case may be referred to the highest official of that department until the commissioners are reached. If, after investigation, the employee is found to have been unjustly dealt with he or she will be paid for all the time lost. No employee representing his or her fellow workers will be discriminated against. In case an investigation is to be held an interview may be arranged between the representative of the Union and the Depart-

ment representing the Department concerned by special appointment, but the arrangement must be made in such a way and at such a time that it will not interfere with the work of any department.

33. Promotions in the service shall, if possible, be made from the staff, efficiency and seniority being considered when promotions are made.

34. It is understood and agreed that the Dominion Holidays known as Arbor Day and the King's Birthday shall not be deemed to be legal holidays within the meaning of this agreement.

35. This agreement to remain in force from the 1st day of April, 1920 to the 31st day of March, 1921. In the event of either party desiring a change in the rates of wages or other working conditions as set out hereinbefore, notice must be given by the party desiring the change to the other party not later than the 31st day of January, 1921, otherwise this agreement shall continue in force for the succeeding year.

Signed and sealed on behalf of the City of Moose Jaw this                      day of 1920.

Signed and sealed on behalf of the Civic Employees' Federal Union No. 9, this day of                      1920.

Mayor.

City Clerk.

#### Minority Report

In the matter of The Industrial Disputes Investigation Act, 1907, and of a dispute between the City of Moose-Jaw, employer, and Civic Employees Local No. 9, Moose Jaw, employees.

July, 6, 1920.

I cannot agree to finding number six of the Board. The question of the advisability of insuring the City's Employees under the scheme known as "Group Insurance" does not, in my opinion, come within the scope of the remit to the Board. The matter is entirely one of policy for the City Council to deal with and the Council if so advised will determine the question in relation to its merits and demerits.

(Signed) GEO. D. MACKIE, M.E.I.C.

Member for Employer.

## Report of Board in dispute between the Canadian Pacific Railway Company and its commercial telegraphers

**A** REPORT was received from the Board established to deal with the dispute between the Canadian Pacific Railway Company and certain of its employees, engaged in the commercial telegraph service, members of the Commercial Telegraphers Union of America. The Board was composed as follows: His Honour Judge R. D. Gunn, Ottawa, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. F. H. Phippen, K.C., and Jas. T. Gunn, Toronto, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Phippen, the latter, however, making certain reservations. Mr. Gunn did not concur in these findings and filed a minority report.

### Report of Board

In the matter of the Industrial Disputes Act, 1907, and of a dispute between The Canadian Pacific Railway Company, employer, and employees engaged in the Commercial Telegraph Service, being members of the Commercial Telegraph Union of America, employees:

To the Honourable,  
G. D. Robertson,  
Minister of Labour, Ottawa.

Upon the application of the employees you appointed a Board of Investigation and Conciliation to investigate and report upon the dispute between the above named parties. After organizing, taking the usual oaths of office, and considering the matter referred to them, the Board fixed the 5th day of July, A.D. 1920, at 10 a.m., at the Court House in the City of Montreal to proceed with the inquiry and hear the parties and their witnesses, and were attended by Thomas Carrothers, General Chairman, Roy Smith, General Secre-

tary, and Messrs. E. F. Bailey, D. J. McCabe, McLaren, A. Clay, and Thomas Cahill, Committee on behalf of the Telegraphers, and Messrs. A. E. Turner, E. P. Smith and A. Levine, Committee on behalf of the Clerks, Employees, representing the employees, and Mr. J. McMillan, Manager, Mr. Marshall, Assistant Manager, and W. M. Thompson, Superintendent, and J. D. Mitchell, Superintendent of Traffic, representing the employers.

Upon opening up of the matter, it was found that the nature of the dispute outlined in the application presented by the employees involved an investigation into some of the working rules and all the rates of pay granted the employees over the whole commercial telegraph system from Halifax to Vancouver operated by the employers. This territory is divided into districts, namely, Atlantic, Eastern, Ontario, Algoma, Manitoba, Saskatchewan, Alberta and British Columbia, embracing about 700 Morse Telegraph operators, 115 Morkrum operators and 500 clerks, employees, members of the Commercial Telegraph Union of America.

The Morse Telegraph employees have and have had a schedule of working rules and rates of pay for many years past and first included and obtained representation for the Morkrum writer in the schedule of 1917, but the clerks in the telegraph service were only included in the schedule and obtained representation for the first time in A.D. 1919, by a ruling of the Canadian Railway Board of Adjustment.

The schedule granted the telegraph employees prior to 1913 with intermediate changes was revised and reported upon by a Board of Conciliation in August, A. D. 1917, and again in August, 1918, when the increases granted this class of employee fixed by the McAdoo Award in rates of pay were made effective upon the joint application

of the employers and employees to the aforesaid Board of Adjustment, and again revised on similar application in August, A.D. 1919, when the telegraph clerks were included. The demands now before this Board on behalf of the telegraph employees seek some few changes in the working conditions and rules, and it will be proper to consider and report upon the same before invading the other and more important matter covered by the application of the employees.

The employees demand that "all overtime be paid for at the rate of time and one half." Upon examination and investigation of the effect of this amendment, it was found that it would only benefit a small percentage of the employees, and it has already been passed upon adversely to the applicants on more than one occasion, but has again been carefully investigated by this Board, and in my opinion there are no sufficient reasons shown to warrant the granting of the demand and the present existing rule relating to overtime is fair and equitable and should stand.

The application further demands a change involving an increase of rates of pay for the Morkrum employees upon entering the service, and after six months a further increase and after 12 months a still further increase in rates. The increases range from 10 to 30 per cent, and the amendment adds another division or group in this class of employees, as the rules now in force provide minimum compensation for the Morkrum writers on entering the service with an increase in rate after 12 months' service. Upon investigation it is found that the rates granted the Morkrum operators since they obtained representation in 1917 have risen from \$60.00 minimum and \$65.00 after 6 months' service and \$70.00 after one year's service, to \$90.00 per month for the first year and \$95.00 per month thereafter in A.D. 1919, and, having regard to these increases and the class of service rendered, and the other conditions granted by the rules, the further increase of \$10.00 to each class of Morkrum writer defined by the present rules

is the only change or amendment that should be made therein, and I would so recommend.

There also appeared in the working rules Sec. 5 of Article 5 apparently at present in force, but about this there was much dispute, as it was claimed by the employer that such section was included in error so far as the clerks are concerned, while the contrary was maintained by the employees, and upon the investigation it was made to appear that this very section in effect was submitted in the joint application to and ruled upon by the Board of Adjustment and disposed of and decided by the Board in August A. D. 1919, and it is now immaterial what the situation was in regard thereto prior to or since the decision of the Board of Adjustment which I adopt and recommend to be put and continued in force from the date thereof. In the rules and wages for commercial telegraphers and clerks, Article 1X, Paragraph 4, should therefore read in part as follows: "Article 5, Paragraphs 6 and 7."

The main and most important demand presented to this Board by the employees, and forming the outstanding relief sought by the employees, was the amendment requesting large advances in rates of pay for the Morse telegraph operators and the clerks in the telegraph service covered by the schedules, which, if granted, would advance the maximum to \$190 a month in the percentage group offices and corresponding advances in the branch and other offices and also in the minimum rates in each district over the entire system.

In order that you may be aware of the nature, and have some better knowledge of the service rendered by the employees, it should be stated that in the several districts into which the field of operation is divided and the system operated, there are in each district one or more main offices wherein the Morse telegraphers are divided into percentage groups and these offices are located at Halifax, St. John, Montreal, Ottawa, Toronto, Winnipeg, Moose Jaw, Calgary, and Vancouver, with branch offices in the same cities, and at other commer-



cial centres in the several districts with one or more operators as the volume of business demands, with fixed rating for each percentage group and one small group rated as the employers may direct having regard to the minimum. The demands presented by the employees to this Board, as stated, seek material increases in the rate of pay for the employees in these offices, raising the maximum to \$190.00 a month and the minimum to \$130.00.

It should be re-stated here that in the revision of 1918 the rates of pay provided by the terms of the well-known McAdoo Award were made effective over the entire system, largely increasing the rates then existing and in the revision by the Board of Adjustment as appears by the written decision by them delivered on the 7th day of August, A. D. 1919, the former rates were again increased by \$12.00 per month per position in the first, second and third positions in the grouped offices, and \$10.00 per month to all operators, Morse or Morkrum, outside the percentage groups, making the maximum in the grouped offices \$143.75 per month, and the minimum \$100.00 per month. It is clear that the main foundation for these advanced demands rests largely, if not entirely, on the oft-repeated ground of the greatly increased and advancing cost of living, so frequently and forcibly advanced in support of all such applications of this character.

There has been little or no testimony supplied to establish any material change in other conditions relating to the service of any of the employees, although representatives from almost every district were before us, nor was it seriously maintained that any other organization in the same line of commercial activity in the same territory or elsewhere comparable paid any higher or better rate or granted more favoured conditions to its employees in the commercial telegraph service. It is asserted and not successfully contradicted, that there has been an advance in the cost of living since the last increase in rates of pay, but the company contend that they should not be burdened with the whole

of these increases on any principle that can be applied and further contend that all precedent supports their position in this respect. All these statements, representations and contentions have been given the best and most careful consideration of this Board, and I am of the opinion that the present demands are excessive, but that some increase in the rates of pay is warranted on the grounds and for the reasons hereinbefore mentioned.

It may be well to state that there are in or about 250 Morse Operators employed in the Western Districts and 400 in the Eastern and Maritime Districts, and there has always existed a differential in rates and in some other respects in favour of the Western employees, and it is not considered at the present time or in the present circumstances to be expedient or judicious to make any alteration or amendment affecting these conditions so long existing and well understood. I have decided to make the recommendations following:—

1. That the minimum rate at present existing for Morse Telegraph Operators should be increased \$10.00 per month.

2. That the Morse Telegraph Operators in the percentage grouped offices be granted an increase in existing rates of pay equal to \$20.00 per month per position in the 1st, 2nd and 3rd groups.

3. That all other Morse Operators be granted an increase in existing rates of pay equal to \$17.00 per month, provided, however, that in all cases in which greater increases are provided by the minimum rates established herein such increases shall be applied.

The Board finds that in accordance with the ruling of the Board of Adjustment made on 7th August, A.D. 1919, a schedule of working rules and rates of pay for the clerks and clerical staff represented by the telegraph operators covering every office in the several districts was put in force and observed, and the present demand of the employees seeks very material but somewhat excessive advances in the rates for all employees in this branch of the service.

Every representation made on behalf of the telegraph operators was made applicable to and for the benefit of the clerical staff.

The clerks employees covered by the application of the employees find employment in the established percentage groups offices and their branches and in other commercial centres where the business requirements demand, but not in every office in the entire system.

These statements, representations, and conditions have been given the best and most serious consideration of the Board, and it is considered that some increases are warranted, and I have decided to make the recommendations following:

1. That the existing rates of monthly pay for the clerks hereinafter named be increased and fixed at the rates specified that is to say:—

The cashier at St. John.....	\$102.50
The cashier at Halifax.....	135.00
The cashier at Montreal.....	160.00
The accountant assistant at Montreal.....	135.00
The cashier at Ottawa.....	120.00
The cashier at Quebec.....	120.00
The cashier at Toronto.....	145.00
The cashier at Hamilton.....	120.00
The cashier at Winnipeg.....	145.00
The cashier at Calgary.....	145.00
The cashier at Edmonton.....	145.00
The cashier at Vancouver.....	120.00
The solicitor at Vancouver.....	135.00

2. All other clerks now receiving \$90.00 or over per month shall be granted a monthly increase in present existing rates equal to \$10.00 per month.

3. All clerks now paid \$87.50 per month shall be paid an increase of \$12.50 per month.

4. All other clerks having three years' service with the employers and now receiving \$75.00 or over and less than \$87.50 per month and not covered by above defined ratings shall receive an increase in existing monthly rates equal to \$10.00 per month.

5. All other clerks receiving less than \$75.00 per month and having over two years' service with the company and not covered by above defined ratings or any of them shall receive an increase in present existing rates of \$5.00 per month.

That these rates be put into force and made effective from and after the 1st day of June, A.D. 1920, and will remain in effect, subject to thirty days' notice given by either party.

Dated this 21st day of July, A.D. 1920.

(Signed) R. D. GUNN,  
Chairman.

Toronto, July 22, 1920.

I accept the Chairman's findings as stated on this and the preceding six type-written pages initialled by me, but do so merely that the conciliation proceedings may not prove abortive.

Personally I would not have raised the minimum of the Morse Operators. The claim for additional remuneration is based solely on increased living costs. Any increase claimed only because of increased costs of living should not affect the minimum.

Neither would I have granted the increases which Judge Gunn awards to the Morse Operators. They appear excessive. The increases to the Morkrum operators and to the clerks are fair. Yet whilst holding these views I waive them and concur in the Chairman's award so as not to render the proceedings useless by disagreement.

(Signed) F. H. PHIPPEN.

#### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between Canadian Pacific Railway Company, employer, and employees engaged in the commercial telegraph service, being members of the Commercial Telegraph Union of America, employees.

The Honourable G. D. Robertson,  
Minister of Labour, Ottawa, Ont.

Sir,

The report of the Board of conciliation herein, I am informed, has been made to you. I refrained from signing the report as I found myself unable to agree with the other members of the

Board as to some of the recommendations, and I beg to submit my recommendations for same:

1. That the Morse Telegraph Operators in the percentage grouped offices be granted an increase in existing rates of pay equal to \$25.00 per month for positions in the 1st, 2nd and 3rd groups.

2. That all other Morse operators be granted an increase in existing rates of pay equal to \$22.00 per month, provided, however, that in all cases in which greater increases are provided by the minimum rates established herein such increases shall be applied; and *Provided further*, that the Morse operators in the cities of St. John, N.B., and Halifax, N.S., shall be raised to the rates pertaining to Morse Operators in Montreal and Toronto percentage offices.

3. That article 5, paragraph 5, in the 1919 schedule shall be interpreted to cover all the clerical staff in addition

to the telegraphic staff, and further that the back pay due to the clerical staff for overtime worked under this paragraph shall be effective from the date of the adoption of the 1919 rules.

4. That all clerks receiving less than \$75.00 per month shall receive an increase on present existing rates of \$5.00 per month, and that all clerks receiving \$75.00 per month and over, and less than \$87.50 per month, shall receive an increase in existing monthly rates equal to \$10.00 per month.

I concur with the other recommendations made by the Chairman and the employer's nominee.

All the above I beg respectfully to submit.

JAMES T. GUNN,  
Employees' nominee on Board.

Dated at Toronto, on the 3rd day of August, 1920.

### Report of Board in dispute between the Canadian Pacific Railway Company (Western Lines) and its waterfront freight handlers at Vancouver

**A** REPORT was received from the

Board established to deal with the dispute between the Canadian Pacific Railway Company (Western Lines) and certain of its employees, being waterfront freight handlers, at Vancouver, B.C., members of local No. 38-52, International 'Longshoremen's Association. The Board was composed as follows: The Honourable Mr. Justice Denis Murphy, Vancouver, chairman, appointed on the joint recommendation of the other two members, Messrs. Edwin A. James, Vancouver, and Joseph Taylor, Victoria, nominees of the company and employees respectively. The report was signed by the chairman and Mr. James and contained recommendations as to settlement. A minority report was presented by Mr. Taylor.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific Railway Company (Western Lines), hereinafter called the employer, and certain of its employees, being waterfront freight handlers, members of Local No. 38-52, International Longshoremen's Association, hereinafter called the employees.

The Honourable G. D. Robertson,  
Minister of Labour, Ottawa.

Sir:

The Board appointed to investigate the dispute between the above parties was convened on July 5th, 1920. Sitings to take evidence were held on July 5th, 6th, 8th and 9th. Sitings of the Full Board to consider the evidence and the nature of the report to be submitted, were held on July 12 and 13th.



For the purpose of the wage scale, the employees are at present divided into two classes: the first known as checkers, the second as truckers.

Eight hours constitute a day's work. Work done between the hours of 8 a.m. and 12 noon and between 1 p.m. and 5 p.m., is known as straight time work. Work done between the hours of 5 p.m. and 8 a.m., and also work performed on Sundays and holidays is known as overtime work. The wages paid at present are: to checkers 75 cents per hour for straight time, and \$1.10 per hour overtime; to truckers 65 cents per hour straight time, and \$1.00 per hour overtime. Work done during the overtime hours is, of course, paid for at overtime rates whether the employee has worked any straight time on a given day or not. On the other hand, though an employee may have worked a full 8 hours' straight time he receives, if a checker, only the \$1.10 per hour for any extra time put in, and if a trucker, \$1.00 per hour for such time. It will be seen, therefore, that the term "overtime" as used in this employment does not necessarily have its ordinary meaning, that a man has already put in a day's work before he begins to earn overtime pay. Overtime pay depends on the particular hours out of the twenty-four during which the work is done, and not necessarily on the number of hours actually put in.

The employees now ask, for checkers 90c. per hour straight time, and \$1.35 per hour overtime, and for truckers 80c. per hour straight time and \$1.20 per hour overtime.

They base their claim for an increase on three main points: First, that the present rates were fixed in June, 1918, and that there has been no increase since that date, while the cost of living has gone up materially; Second, that the rates which they now ask are in fact being paid in all American Ports on the Pacific Slope, and that these rates were in fact paid for one month in the City of Vancouver by the Great Northern Railway Company; Third, that they,

because of the nature of the work to be done, have to put in erratic hours whilst at the same time compelled to appear once daily to ascertain whether they are to work or not.

For a fair understanding of the dispute, it is necessary to know in general the duties of the employees and the nature of the work.

The employees handle exclusively export and import freight at the Company's docks in Vancouver. All freight consigned to the City of Vancouver, arriving in cars, or originating in Vancouver and to be moved by cars, is handled at the Company's local freight sheds. Similar freight arriving by ship or carried away by ship is handled by the 'longshoremen. The employees take the export freight from the car to the freight shed and pile it there. They take the import freight from the dock to the shed and pile it there, or, on occasion, they take it from the dock direct to the car. Import freight if so piled by them in the sheds, is subsequently taken by them from such sheds to the cars. They have nothing to do with taking export freight from the dock to the ship, or with taking import freight from the ship to the dock. This work is done by the 'longshoremen.

A gang usually consists of one checker and eight men. Two of these eight pile the goods in the car and are called "stowers." Two load the goods on the trucks and are called "loaders." Two push the trucks from the shed to the car, or vice versa as the case may be, and are called "truckers." Two pile the goods in the shed and are called "pilars." In addition, some men who receive truckers' pay, operate Barlow elevators, which are elevators that, if necessary, raise the loaded truck from the dock to the level of the shed floor, or *vice versa*, and others, called "linemen," take the lines as the ships come to the dock, and assist in tying them up.

It is clear that these lines of work are what is termed common labour, in the sense that no extended period of

training is required to enable a man to perform them.

There are various grades of checkers, but taking the gang checker as a type, —his duties, according to the evidence being the most onerous of his class,— he has under him and exercises general supervision over the eight members of his gang whose duties have been hereinafter indicated, and he has also to check the goods as they are taken from the car or the pile in the shed, and see that they are placed in the proper pile or car. It will be seen there is some responsibility attached to his position, and it is also one that calls for an ordinary education; but it cannot be called "skilled labour" in the sense of requiring an extended period of training to enable a man to successfully perform it. Of course experience is valuable in this, as in every class of work.

Car sealers put the seals on the loaded cars, and keep a record and make a report on the seals. Crane men operate electric cranes. It is obvious that car sealers do not require any extended training for their particular work, and it was not shown in evidence that the crane men do. Whilst, therefore, the men grouped under the head of checkers for the purpose of the wage scale may, in some sense, be called skilled labour, they are not skilled labour in the sense of having to serve a term of apprenticeship or to require any long period of training to enable them to successfully perform their duties.

It appears to the majority of the Board that these employees occupy a middle position, between the checkers and truckers at the local freight sheds, who handle local freight, and the long-shoremen at the docks, who handle the freight from the dock to the ship or from the ship to the dock. The work of the truckers, pilers, loaders and stowers at the local freight shed is, in the main, identical in nature with the work done by the employees.

The checkers' work at the local shed is, if anything, a little more difficult than the work of the checkers at the wharf, be-

cause of the greater number of consignees and the small lots of goods. The conditions under which the work is done at the local freight sheds and at the dock are, for the most part, identical. In both instances, the work is mainly done under cover. It is true, however, that there is a somewhat greater degree of exposure to the weather at the docks, for when cargoes of oil and hides and such material arrive, they have to be handled in the open. Some exposure to the weather occurs at the local sheds, because some of the work there is done on an uncovered platform.

At the local sheds, the checkers are paid a monthly rate of \$115.00 per month, and the truckers, etc., are paid by the hour, at the rate of 43 cents an hour for straight time, the hours of straight time being identical with the hours of straight time at the dock,— and 64½ cents an hour for overtime, the overtime hours being also identical with overtime hours at the dock. Stowers at the local freight shed, for some reason, receive 44 cents an hour for straight time and 66 cents an hour for overtime. There is no such differential in the case of stowers at the dock. During the hearing the employer offered to put the checkers at the dock on a monthly basis at the rate of \$125.00 per month, hours and conditions to be similar to those applicable to checkers at the local freight sheds, but the offer was declined.

The great difference between labour at the local sheds and at the docks is, that the men at the local sheds get regular employment every day, for eight hours. From the nature of the work that has to be done, this cannot obtain in the case of the employees. It is clear that they can only work when there is export freight in the yards to be taken into the shed, or import freight in the shed to be put into cars, or export freight from a ship unloading cargo at the dock to be put direct into the cars. Hence the employees have to be asked to work erratic hours.

The method of procedure is as fol-



lows: the employer has ascertained by experience approximately the number of men that will be needed to carry on this work from month to month. At present the number is about two hundred and fifteen. These men's names are placed on the employer's rolls, and they are in a sense regarded by the employer as its employees, but it is quite true that, so far as a contract of employment is concerned, such contract is made daily, and ceases when the day's work is done; the only provision being that a man once set to work must be paid a minimum of two hours' wage, whether he works the two hours or not. It is only fair to state, however, that whilst there is no contract for a definite period of service, men on the rolls who attend regularly in fact get work enabling them to regard this as a permanent employment, one witness called having been with the employer 26 years, a considerable number of which at least having been put in at this work, whilst others called have been at it from periods ranging from twenty months to nine years.

The men attend at the dock every morning at 8 o'clock. The employer's foreman then picks out such of them as he needs for the ensuing 24 hours' work, and the others are free to employ themselves as they see fit. Since, however, it is necessary for the employer to be assured that it will have such men as it may need, and since no one can tell beforehand what is to be the volume of export and import freight to be handled in any given 24 hours, and since it only carries on its roll such a number of men as experience has taught it will be needed to carry on this work from month to month, it follows that, although it is not the explicit rule of the employer, yet it is the practice that a man who does not regularly attend daily at 8 o'clock to see if there is work for him, while he does not perhaps cease to be regarded as a possible employee, is not likely to be chosen as against those who regularly attend. In fact, to secure equal treatment with their fellows, the men have to place themselves at the employer's disposal every day.

An effort is made,—and the pay-rolls of the employer show in the main successfully,—to allot practically the same amount of work over a given period to each of the men who attend regularly. It will be seen, then, as stated, that the marked difference between the conditions of the work at the local freight sheds and at the dock consists in the fact that there are eight hours regular work given to every employee at the local freight sheds, whereas at the docks a man has to take his chance as to whether he will get any, and what amount of work, on any given day, and if he gets it, his hours may be straight time or overtime hours.

The work done by the 'longshoremen is, in its general nature, similar to the work done by the employees, but obviously the 'longshoremen can only work when ships are in port, either discharging or loading cargo. The same division of straight time and overtime obtains for 'longshoremen as for the employees. Their rate of pay is 90 cents per hour for straight time and \$1.35 for overtime. It is clear, also, that the 'longshoremen's work is much more erratic than that of the employees. When a ship comes to port, they hire on for the work of unloading the cargo, or loading it, and they have no further employment until the arrival of another ship. Their work therefore calls for long hours at one period, alternating with more or less long periods during which they have no employment. The employees, on the other hand, get much more regular work than do the 'longshoremen, for the reason that the export freight is arriving or may arrive daily, and has to be transferred to the sheds (if the ship to carry it away is not in dock ready for cargo) and then from the sheds to the dock when the ship does come in, and import freight is not by any means all taken direct from the ship to the cars, but—except in special instances, to which reference will hereinafter be made,—is largely stored in the sheds, and the work of taking it from the sheds to the cars is spread over a considerable length of time after the



completion of the 'longshoremen's work in connection with the ship. It will be seen, then, that generally speaking the work done by the men in the local freight sheds, by the employees and by the 'longshoremen, is in its nature much the same. The main difference is in the matter of hours. At the local freight sheds these are regular, being eight hours daily; in the case of the employees they are erratic, depending on the volume of the export and import freight to be handled; but by reason of what has been said hereinbefore, it will be evident that their employment is much more continuous and their hours in the main much more regular, than those of the 'longshoremen.

Ordinarily, the employees are not asked to work more than ten hours in any given twenty-four. The exceptions are when cargoes of silk or mutton arrive. Silk is rush freight and mutton perishable so both have to be taken direct from the dock to the cars. The employees, therefore, may, when these cargoes arrive, be asked to work twelve hours out of any twenty-four. Of course, because of the much higher rate of pay for overtime, it is to the employer's interest not to require the employees to work more than eight hours if it can be avoided, and that only during straight time hours. So far as the evidence shows, some of the men have been asked to work more than ten hours out of any given twenty-four on an average of about three times a month during the past six months; these being occasioned by the arrival of mutton or silk. The actual figures are once in January, four times in February, twice in March, five times in April, none in May, and three times in June. About twice a month in addition, during the past six months, some of the men have been asked to work ten hours instead of eight, out of a given twenty-four. The figures are: None in January, once in February, twice in March, none in April, once in May, twice in June. (Exhibit 23). It is possible these figures are not absolutely correct, but they are com-

piled from the only instance where full data as to time were given to the Board and being the time of one of the principal checkers they ought to be approximately correct as it seems unlikely that other men would be called on for more overtime considering the checker's presence is essential when this work is going on. No man is ever asked to work more than twelve hours, although he is at liberty apparently to do so, if the work is there to be done, and some of them have actually done so; (Exhibit 23). So far as the evidence shows, apparently only four such occasions have presented themselves within the last six months, and the highest number of hours put in is sixteen out of the twenty-four. The actual figures compiled from the data above referred to are, no instance in January; February 9th, 16 hours; February 12th, 15½ hours; February 19th, 14 hours; no instance in March; April 26th, 14 hours; no instance in May, no instance in June.

As a general rule, then, so far as the evidence shows, the men are not asked to work more than eight hours out of any given twenty-four, and have not in fact done so to any great extent.

The average monthly earnings of the checkers from September 1st, 1919, to March 1st, 1920, was \$161.79 per month, and the average for truckers for the same period was \$149.18. (Exhibit 21). The average for the ten months from September 1st, 1919, to July 1st, 1920, for checkers is \$156.53, and for truckers \$118.76 (Exhibit 26).

Exhibit 21 was compiled for the six months during which the agreement (Exhibit 6) between the employer and employees was actually in force, although it is still being utilized as a *modus vivendi*. The employees, in presenting their case, used data from January 1st, 1920, to June 30th, 1920. The employer was therefore requested to furnish data covering the same period, and as a result filed Exhibit 26. It will be seen the average earnings in the case of men receiving truckers' pay is considerably less when the ten months is

taken than when the six months is taken. There is not a great difference in the case of men receiving checkers' pay. This emphasizes the fluctuating volume of work to be done and of course the conclusions hereinafter arrived at are based on the past ten months' experience, as shown in evidence. If in the future through any considerable period of time the volume of work to be done should materially fall off with the result that the employees' aggregate earnings should be materially reduced, obviously different conclusions would have to be drawn. From the nature of the case this Board can only deal now with this phase on the basis of the last ten months' experience.

Coming now to the points on which the employees rest their case; first, that the present rates were fixed in June, 1918, and that there has been a considerable rise in the cost of living since that date, and no increase in their rates of pay,—it must be conceded that there has been rise in the cost of living. If, therefore, it can be shown that the rate fixed in June, 1918, was a fair rate as compared with wages paid for similar classes of labour at that time in Vancouver, it would follow that the employees are entitled to an increase. This rate was fixed by an award made in the United States while the Government of that country was operating the railroads.

Remembering that the employees are not skilled labourers in the technical sense of the term, it cannot be successfully contended, in the opinion of the majority of the Board, that the rates so fixed in 1918 were not considerably higher than the rates paid for similar labour in Vancouver at that time. In fact, they are considerably higher than are now being paid for similar labour, despite the increase in the cost of living since 1918. This is shown by comparing the rates paid and the money earned by the employees with the rates paid to the men in the local freight sheds. It is true that these men have applied to the Railway Adjustment Board of Canada

for an increase in rates; it is also true, apparently, that the Railway Adjustment Board has postponed making any decision for a period of ninety days to see what will be the result of a similar application to a somewhat similar body in the United States. Even granting, for the sake of argument, that the men in the local freight sheds are entitled to an increase—as to which the majority of the Board of course expresses no opinion, the case not being before them,—it is clear that there is a great spread between what is now being paid them and what is being paid the employees, *i.e.*, \$115 per month as against an average of \$156.63 in the case of men receiving checkers' pay, and 43-44 cents an hour straight time and 64½ cents to 66 cents overtime as compared with 65 cents for straight time and \$1.00 for overtime, in the case of men receiving truckers' pay. Of course in considering this spread the erratic hours hereinbefore discussed must not be lost sight of. On the other hand, with regard to both employments it must not be forgotten that the work goes on from year's end to year's end—a feature obviously having an important bearing on the question of aggregate earnings.

The evidence shows that the employer is now paying to other employees who may be roughly classed as engaged in similar unskilled labour, the following rates; to machinists' helpers, 52 cents to 59 cents per hour for straight time and time and a half for overtime; to truckers at stores, they are paying 45¼ cents to 49¼ cents per hour straight time; to shop labourers 40 cents for straight time and 60 cents for time after ten hours; to bridge building labourers, 40 cents per hour straight time and 60 cents per hour overtime; to bridge men, 53 cents an hour straight time, 79½ cents an hour overtime; to rough bridge carpenters, 57 cents an hour straight time, 85½ cents an hour overtime; to track labourers, 40 cents an hour straight time, 60 cents an hour overtime; to yardmen 64½ cents an hour day work, 66 cents an hour night work. To yard



foremen they are paying  $68\frac{3}{4}$  cents an hour day work and  $69\frac{1}{4}$  cents an hour night work. (Exhibit 25).

It is further to be remembered, that while, as shown, the hours of the employees are to some extent erratic, the work is continuous in the sense that it goes on regularly throughout the year. It may, of course, vary in quantity, but there is no such absolute cessation of work as takes place in many of the skilled trades, such as carpenters, bricklayers, etc., who are compelled to lay off in the winter time, for the most part.

In view of those facts and figures, the majority of your Board is of the opinion that the first point taken by the men in support of their application has not been made out.

The second point is, that the rates asked for are actually being paid in the American Ports on the Pacific, and were paid for one month in the City of Vancouver by the Great Northern Railway Company.

These higher rates were granted in August 1919, at a period when the railways in the United States were still being operated by the United States Government. It is true that they have continued to be paid since the railways were returned to private control. The fact that such rates are being paid in the American ports is by no means conclusive, in the opinion of the majority of the Board, that they should be paid in Vancouver, though of course it is a relevant fact to the employees' case. If it were so conclusive it must follow that all rates of wages to be paid on Canadian Railways must be identical with the rates paid in the United States. It is true that during the war period such a course was generally followed, but it can scarcely be argued that that was a normal period. It may be true also—though of this fact the Board has no knowledge except the statement that that body is delaying a decision to see what occurs in the United States in the particular instance—that the Canadian Railway Adjustment Board is largely governed in the matter of fixing wages

by what is done in the United States, but a Board such as this must, in the opinion of the majority, whilst not ignoring such a fact, be primarily governed by local conditions and local rates of pay since these are the only matters the Board can properly investigate.

It is clear that several factors may operate to make the aggregate earnings of the men in the American Pacific ports receiving these higher rates, less than the aggregate earnings of employees in Vancouver paid at the present rates. If an excessive number of men were employed by any given employer, this result would be brought about,—or if the volume of export and import freight handled by any single employer in the American ports for a given period was small, as compared with that handled by the employer in Vancouver. Or again, if the volume of export and import freight were the same, but if the employers' facilities for handling it were not such as to allow of the spreading of this handling over a considerable length of time, as is done by the employer in Vancouver, but compelled them to handle it much as the cargoes of ships are handled in Vancouver, then the conditions of the men doing the work, as to long hours and continuity of labour, would be much more strenuous and intermittent than those under which the employees work, for it would mean, as in the case of the 'longshoremen, long hours of continuous work for a short period, and then long stretches of enforced idleness, during which there would be no work at all. Without, therefore, a thorough investigation of the actual conditions in each American port, it does not seem to the majority of the Board, in view of the large aggregate earnings of the employees, that this second point is well taken, regard being had to the proven facts as to local conditions and local rates of pay.

The men argue strenuously that the employer, being in competition with these American ports, should be prepared to pay the rates paid there. The majority of the Board believe the proper



method of approaching a problem such as the one presented here is to determine first that a fair living wage shall be paid in any given employment. No business should exist which cannot pay such living wage. When it is established that a living wage is being paid, as in the opinion of the majority of the Board has been established here, then the conditions of employment should be regarded in fixing extra remuneration for unfavourable conditions. To some extent the employees' contention that the conditions are unfavourable, inasmuch as their hours are erratic, is true, but these hours are not, as a general rule, excessive, and on the whole the majority of the Board conclude that so long as actual present conditions as to volume of work, hours of labour, cost of living, etc., obtain, the rates now being paid, with the exception herein-after mentioned, are a reasonable compensation for such unfavourable conditions.

The third point on which the employees' case rests, the erratic hours, has been practically covered in the foregoing discussion. The hours are erratic in the sense that an employee cannot be sure that he will on any given day get work, whilst, to ensure getting his share of work in a given time, he must attend daily at 8 a.m. at the dock. If he does get work, it may be during straight time or overtime, and he is only sure of two hours' pay when ordered to start. On the other hand, so far as the evidence shows, long hours are exceptional, and abnormal hours rare. Here again the majority of the Board feel, subject to the same qualifications, *i. e.*, so long as present actual conditions as to volume of work, hours of labour, cost of living, etc., obtain, that the high rates paid in this employment, as compared with those paid to other classes of labour of roughly the same type, reasonably compensate the employees for the erratic hours.

The majority of the Board, therefore, feel constrained to hold that they cannot recommend the granting of the increase asked for. They do feel, however,

that in one particular the employees have made out a case that requires an adjustment of the wage scale. As stated, on exceptional occasions the employees may be requested to work for twelve hours out of a given twenty-four. They are not forced to do so, but are expected to comply with this request, unless there is some good reason for non-compliance. This is possibly made necessary from the nature of the work to be done, but it is an undoubted hardship for any man to have to work such long hours. It has been shown in this report that these occasions are exceptional, and that if the men were not called upon to work on such exceptional occasions, more than ten hours per day, their aggregate earnings would be only slightly reduced.

The majority of the Board believe that any time over ten hours out of a given twenty-four hours, put in by any employee whether continuously or not, should be paid for at a higher rate than is now given. This will have a two-fold result. It will act as an inducement to the employer to avoid making such requests, if at all possible, and it will make the employees feel, if they are called upon to work such abnormal hours, that they are gaining something in addition to their ordinary overtime pay, a condition that does not obtain now.

The majority of the Board would therefore recommend for all time in excess of ten hours out of any given twenty-four hours, which an employee puts in, he should be paid, if he comes under the class of checker, at the rate of \$1.35 per hour, and if a trucker, \$1.20 per hour.

(Sgd.) DENIS MURPHY,  
Chairman.

(Sgd.) E. A. JAMES.

Dated at Vancouver, B.C.,  
July 15th, 1920.

#### Minority Report

In the matter of Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific

Railway Company (Western Lines), hereinafter called the employer, and certain of its employees, The Water-front Freight Handlers Association, Local 38-52, Auxiliary, Pacific Coast District, International Longshoremen's Association, employees.

The Honourable G. D. Robertson,  
Minister of Labour, Ottawa.

Sir:

Finding myself unable to agree with the other two members of the Board in the matter of the recommendation contained in their report, I hereby present a minority report for your consideration.

The existing rate now being paid to the employees was put into effect in June, 1918, and while it was based upon what is known as the "White Award," this award being to cover this class of work, as well as 'longshore work in the Puget Sound ports, by the National Adjustment Commission, under the Chairmanship of Mr. Henry M. White, of Seattle, Wash., the putting into effect of the rates contained in this award was brought about through negotiations between representatives of the employer and representatives of the employees, being accepted by both as an equitable basis of compensation.

In August, 1919, the rates for this class of work in Puget Sound and other

American ports was advanced from sixty-five (65) cents per hour straight time and one (\$1.00) dollar per hour overtime, to eighty (80c.) cents per hour straight time and one dollar and twenty cents (\$1.20) per hour overtime, the putting into effect of these rates not being in any sense a war measure, but being brought about through negotiations.

As a matter of fact these rates were accepted by the Great Northern Railway Company in Vancouver, being paid for a period of about one month.

I therefore submit, that if the rate as put into effect in June, 1918, was equitable, (and there was no attempt upon the part of the employer during the hearing to prove otherwise) that, in view of the increased cost of living from that time to date, as shown by the statistics issued by the Department of Labour, that the employees should be given the increase asked for, namely, fifteen (15) cents per hour straight time, and twenty (20) cents per hour overtime for the truckers, etc., and fifteen (15) cents per hour straight time and twenty-five (25) cents per hour overtime for the checkers, and make my recommendation accordingly.

(Sgd.) JOSEPH TAYLOR.

Dated at San Pedro, Calif.,  
July 26th, 1920.

#### **Report of Board in dispute between the Toronto Suburban Railway Company and its electrical workers**

**A** REPORT was received from the Board established to deal with the dispute between the Toronto Suburban Railway Company and its employees, being electrical workers, members of Local Union No. 353, International Brotherhood of Electrical Workers. The Board was composed as follows: His Honour Judge J. A. Barron, Stratford, chairman, appointed by the Minister in the absence of a recommendation from the other two members, Messrs. Geo. D. Kelley, Ottawa, and Louis Braithwaite,

Toronto, nominees of the company and employees respectively. The report was signed by the chairman and Mr. Kelley and contained recommendations as to settlement. Mr. Braithwaite presented a minority report.

#### **Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and a dispute between the Toronto Suburban Railway, employer, and certain of its em-

ployees, being electrical workers, members of Electrical Union No. 353, International Brotherhood of Electrical Workers, employees.

The undersigned members of the Board created by the Honourable Minister of Labour by order dated the 15th of July, 1920, having met and considered the matters covered by the reference to them under the said statutes, and having had before them all parties concerned and having had submitted to them evidence *viva voce* as well as written evidence, and having taken upon themselves the burden of the reference to them, now declare their award and findings to be as follows:

We consider and are of the opinion there should be a raise in wages and that that such increase or raise shall be on the percentage of 15 per cent to and for all employees who are now paid upon an hourly basis, and that in regard to all employees who are paid by the month, that there should be an increase of ten dollars (\$10.00) per month to each and every one of such employees. In view of the fact that the number of employees is comparatively so small, necessitating as is admitted, more or less overlapping of work, and more or less exchanging of work, employees acting in this regard mutually to their own benefit and advantage, we think the present conditions governing the operation of the road, so far as employees are concerned should not be interfered with, except as hereinafter mentioned, but left as they are.

Whenever and wheresoever any employees are called upon to do extra work that in every case there shall be a minimum time allowance of not less than two hours. When however services have been rendered that would entitle the employee to be paid an amount equal to the said minimum pay on the day on which such service is rendered, then after the lapse of such time the employee shall be entitled to be paid for such further service as he performs at the rate at which he would be paid if performing service in the usual course of

his employment. Only one minimum allowance shall be paid for in any one day of twenty-four hours.

Seniority according to the length of service in the Company coupled with efficiency in the opinion of the proper officers of the Company shall be the basis of promotion. Employees assigned to other departments of the Company temporarily may when released return to the position from which taken without loss of seniority. Employees declining promotion shall not lose their seniority except to the employee promoted.

No employee shall be dismissed without good cause.

This finding shall, in its operation and effect begin on the First day of July, 1920, and continue in full force and effect for the period of one year.

Dated at Toronto, this 30th day of July, A.D. 1920.

(Sgd.) JOHN BARRON,  
Chairman.

(Sgd.) GEO. KELLEY,  
Member.

#### Minority Report

In the matter of the Industrial Disputes and Investigation Act, 1907, and of a dispute between the Toronto Suburban Railway Co., employer, and certain of its employees, being members of Local 353, International Brotherhood of Electrical Workers, employees.

To the Honourable Gideon D. Robertson,  
Minister of Labour, Ottawa.

Sir:

The Board of Conciliation and Investigation appointed to consider the difference between the parties to this, failed to arrive at an agreement in making recommendations on the points left to them by the contending parties.

Many of the clauses in the schedule were agreed to by direct negotiation between the representatives of the employers and employees.



It was left to the Board to make recommendations on wages and hours.

The majority of the Board have decided not to interfere with present working hours and have recommended an increase for hourly men of 15 per cent and \$10.00 for monthly men. These recommendations I cannot agree with after reviewing the evidence submitted by the men's committee before the Board.

The representatives of the Company claim their small organization cannot be compared with ones in the city of a similar industry. The men claim that the work is similar, and the hazards just as great, further contending the smallness of the industry is no justification for longer hours or less wages to those paid for the same work in a larger industry. The men claimed the Suburban Railway may further increase its lines or at some future time be taken over by a still larger organization, and if this should happen, they would be working to a disadvantage if others have better conditions in the same organization.

The Company's representatives claim they only hire journeymen, having no room for apprentices. In the event of a change in the arrangements in the future, where the opportunity may present itself for the placing of apprentices to train for the different branches of the industry for the continuity of the service, I have included them in my recommendation for wages.

Taking all the above facts into consideration, I recommend the following:

(1) Length of the working day for all employees, eight hours.

(2) Time and one-half for overtime (excepting operators), for the first four

hours. Double time thereafter and on Sundays and holidays.

Operators work is necessarily continuous and at present work 7 days per week. Relief should be arranged to allow these men 1 day off in 7 and time and one-half for overtime, plus two weeks' holidays as at present with pay.

	per hour.
Winders journeymen.....	85c.
Apprentices, first six months.	50c.
second six months..	55c.
Second year.....	65c.
third year .....	75c.
Linemen journeymen .....	85c.
Apprentices, first six months.	50c.
second six months..	55c.
second year .....	65c.
third year .....	75c.
Operators .....	85c
Bonders journeymen .....	85c
Apprentices, first six months.	50c
second six months..	55c.
second year .....	65c.
third year .....	75c.
Construction and Mainten-	
ance men .....	85c.
Apprentices, first six months.	50c
second six months..	55c.
second year .....	65c.
third year .....	75c.
Groundmen and General La-	
bor. ....	75c.
All Foremen .....	\$190 per month.

All of which I have the honour to submit.

(Sgd.) LOUIS BRAITHWAITE.

Room 20, 1631½ Church St.,  
Toronto, Ontario.

July 30th, 1920.

**Report of Board in dispute between the Toronto, Hamilton and Buffalo Railway Company and its freight handlers at Hamilton and Brantford, Ont.**

**A** REPORT was received from the Board established to deal with the dispute between the Toronto, Hamilton, and Buffalo Railway Company and certain of its employees being freight handlers at Hamilton and Buffalo, members of the Canadian Brotherhood of Railway Employees. The Board was composed as follows: His Honour Judge Colin G. Snider, Hamilton, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. Geo. S. Kerr, K.C., and Henry G. Fester, Hamilton, nominees of the company and employees respectively. The report of the Board was unanimous and was accompanied by a proposed agreement.

**Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between The Toronto, Hamilton and Buffalo Railway Company, employer, and certain of its employees being freight handlers and freight clerks, members of the Canadian Brotherhood of Railroad employees, employees.

To the Honourable,  
Senator G. D. Robertson,  
Minister of Labour, Ottawa.

Sir,—

The Board of Conciliation established by you herein has the honour to report as follows:

On Wednesday the 21st day of July 1920, the Board met pursuant to appointment, at the Court House in the City of Hamilton. All the members were present. The representatives of the employer, who attended, were Messrs. F. F. Backus, General Manager, T. H. & B. Railway Company, H. T. Malcolmson, Superintendent, C. M. Sinclair, Agent at Hamilton, and H. C. Thomas, Agent at Brantford.

The representatives of the employees who attended were Messrs. John J. Campbell, Secretary of Employees' Committee, Joseph P. Miller, Chairman of the Committee, George Hands, a member of the Committee and Elroy Robson, Organizer of the said Canadian Brotherhood.

The Board continued in session on the 22nd, 23rd and 26th days of July. The Board was unable to obtain an agreement between the parties chiefly for the reason given by Mr. Backus, which was that the employer could not and would not enter into any agreement differing from the rules and rates of pay in effect on the Canadian Pacific Railway Company and the Michigan Central Railway Company, as he said these Railways are the owners of the employer. A further difficulty in the way of obtaining an agreement was that both parties expect that the Canadian War Board [The Railway Association of Canada] will adopt in whole or in part the recent award of the United States Railway Board.

There seems to be no grievance felt by the employees, no complaint, and the employer, subject as stated, appeared willing to adopt any rules and regulations and rates of pay which are generally adopted by the other Roads, but is not willing to take the responsibility of acting separately. The Board heard the discussions, arguments, evidence and statements of both sides which were put in, at considerable length, on the various sections of the proposed agreement submitted by the employees including the wage scale. After full consideration of these matters the Board of Conciliation recommends the schedule of rules and rates of pay hereto annexed and made part of this report for acceptance by the employees and employer as a fair and reasonable temporary working agreement until the Canadian War Board or other duly appointed central

authority recommends the United States Railroad Board's recent award or a modification thereof for adoption by the Railroads in Canada. The General Manager of the employer states to the Board that the Toronto, Hamilton & Buffalo Railway Company would adopt such recommendation of the War Board as soon as the Canadian Pacific and Michigan Central Railway adopt the same.

All of which we, the members of your Board have the honour to submit.

Dated at Hamilton this 26th day of July, 1920.

(Sgd.) COLIN G. SNIDER,  
Chairman.  
GEO. S. KERR,  
For Employer  
HENRY G. FESTER,  
For Employees.

# RATES OF PAY AND RULES OF SERVICE FOR CERTAIN CLASSES OF EM- PLOYEES.

Recommended by the Board of Conciliation for Acceptance by the Employer and Employees.

## ARTICLE 1.

For the purpose of this schedule the word "Employee" shall be understood to mean any employee filling any position incorporated in these rules, regulations and rates of pay at each point mentioned herein, recommended by the award of the Board of Conciliation for acceptance by the parties.

## ARTICLE 2.

(a) Members of Committee shall be relieved when required for Committee work and will be furnished with necessary transportation. Sufficient notice must be given to superior officer so that the interests of the railway may not suffer.

(b) Employees will, if circumstances permit, be relieved not exceeding four (4) times each year and furnished transportation for the purpose of attending their meetings, such transportation to extend only to the limits of the Superintendent's division in which they are employed, provided the Company will not be put to additional expense.

## ARTICLE 3.

Employees attending Court or investigations at the request of the proper officer of the Railway will have reasonable expenses paid by the Railway in addition to their schedule wages, on production of receipts. In such cases the witness fees shall go to the Railway.

## ARTICLE 4.

Employees off duty on proper leave of absence or on account of sickness, for any reasonable length of time, will not lose their seniority rights. The Railway, however, will reserve the right to determine seniority rights after six months' absence.

## ARTICLE 5.

Employees temporarily or permanently assigned to higher rated positions shall receive the higher rates while occupying such positions. Employees temporarily assigned to lower rated positions shall not have their rate reduced.

## ARTICLE 6.

(a) Promotions shall be based upon ability, merit and seniority. Ability and merit being sufficient, seniority shall prevail. It is understood and agreed that rules for promotion and seniority do not include employees having less than six months' service. Such positions will be bulletined for five days in the department where they occur.

(b) Senior applicants declining promotion become junior to employee accepting same.

## ARTICLE 7.

In reducing forces seniority shall prevail. When forces are increased employees will be returned to service and the positions formerly occupied in the order of their seniority.

Employees desiring to avail themselves of this rule must file their names and addresses with the proper officials.

Employees failing to report for duty or giving a satisfactory reason for not doing so within seven days after the date of notification will be considered out of the service.

## ARTICLE 8.

Employees shall, on application, have returned to them all foreign service cards, or letters of recommendation that may have been taken up for inspection.

## ARTICLE 9.

When the employee is dismissed or leaves the service after giving due notice required by the rules, such employee will on request, be given the usual certificate of service, showing the capacity in which employed and whether discharged or leaving of own accord. If discharged, cause of dismissal to be stated on request.

## ARTICLE 10.

Employees will not be suspended or discharged without just cause. When an employee considers that he has been unjustly treated he will have the right to appeal to the Superintendent or General Manager in the order named and may be accompanied if he desires by one or two fel-



low employees in good standing. In case an employee has been suspended and on further investigations found not at fault, he will be reinstated and paid for all time lost. Any objection to a decision must be handed in at once and no allowance will be made for time lost between the date of the decision and the date on which the appeal for re-hearing is made.

Grievances which can be adjusted locally between those immediately concerned will be adjusted in the Railway's time.

#### ARTICLE 11.

Present arrangements as to holidays and leave of absence to be continued as at present.

#### ARTICLE 12.

Employees will be subject to the general rules of the Railroad in regard to leave of absence and free or reduced transportation.

#### ARTICLE 13.

The following holidays will be granted to all employees, viz.: New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day. When it is necessary to call upon such employees to work on holidays above named, they will be paid time and a half. When an employee is called upon to work on Sunday, such employee will be paid time and a half, but if arrangements are made to relieve staff one day a week, Sunday work will be treated the same as week days, the intent being that where possible to do so, employees will be given one day's rest in each seven days. Employees will not be expected to work on holidays or Sundays and will not be paid extra time unless they are especially instructed by the head of the department to do so; night employees to receive the same consideration as day employees. Minimum call to be equal to three hours at regular rates.

#### ARTICLE 14.

The time of monthly rated employees who work for fractions of a month will be paid *pro rata* on the basis of the number of days in each month, Sundays excepted.

#### ARTICLE 15.

Eight consecutive hours, exclusive of meal hours, shall constitute a day's work for all employees. All overtime shall be paid at time and a half. When notified or called to work outside of estimated hours employees will be paid a minimum allowance of three hours. The minimum allowance will not apply when employee was advised prior to going off duty to return to work after hours. Employees will not be required to suspend work during regular working hours to absorb overtime.

#### ARTICLE 16.

When an employee is transferred by order of proper official, such employee will receive free transportation for himself, family and household goods and will suffer no loss of time in consequence thereof. Such time not to exceed two days when not contrary to law.

#### ARTICLE 17.

Employees accepting official positions in the Railway service or with the General Committee will retain their seniority rights as provided for in this schedule.

#### ARTICLE 18.

##### RATES OF PAY.

##### Brantford Freight Office.—

Chief Clerk .....	\$145.00
Inward clerk .....	120.00
Rate clerk .....	115.00
Car clerk .....	105.00
Assistant cashier .....	87.50
Assistant biller .....	90.00
Assistant car clerk .....	87.50
Stenographer (1st year apprentice) .....	55.00
Assistant inward clerk .....	87.50
Outstandings (2 yr. standing) .....	65.00
(3 yr. standing) .....	87.50
Messenger .....	55.00

##### Station Staff—

Baggagemen .....	95.00
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##### Freight Sheds—

Freight foreman .....	115.00
Checkers (2) .....	95.00
Porters .....	42½c. per hr.

##### Hamilton Freight Sheds—

Senior checkers (classified in Schedule presented as inwards foreman, outwards foreman, and yard foreman) .....	105.00
Checkers .....	100.00
Car checker .....	95.68
Freight porters (Classified in Schedule presented as stores, pickers-out, car sealers, senior freight-porters and junior freight porters) .....	46c. per hour.

This schedule to remain in effect from the first day of June, 1290, until revised or terminated by thirty days notice from either party.

(Sgd.) COLIN G. SNIDER,  
Chairman.

GEO. S. KERR,  
HENRY G. FESTER.

**Report of Board in dispute between the Master Printers of Ottawa, and certain of their employees**

**A** REPORT was received from the Board established to deal with the dispute between the Master Printers of Ottawa, members of the Ottawa Printers and Book Binders Association, and certain of their respective employees, being members of the Ottawa Typographical Union No. 102. The Board was composed as follows: Mr. Geo. D. Kelley, Ottawa, chairman, appointed on the joint recommendation of the other two members, Messrs. J. Kilpatrick and Jas. Drury, Ottawa, nominees of the employers and employees respectively. The report was unanimous and contained recommendations as to settlement of the dispute, which both parties later expressed their willingness to accept.

**Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between The Master Printers of Ottawa, members of the Ottawa Printers and Bookbinders Association, employers, and certain of their respective employees, being members of the Ottawa Typographical Union No. 102, employees, the dispute being referred to a Board of Conciliation and Investigation by mutual consent under Clause 63.

The Honourable,  
The Minister of Labour,

The above Board of Conciliation duly met at the City of Ottawa on July 15th,

16th, 17th, 19th, 20th and 21st. Different of the Master Printers appeared before the Board, the employing printers being represented by their President, R. Stanton Lee. Evidence was submitted on both sides, and after hearing the same it was decided that Section 21 of the Agreement entered into between the Master Printers and their employees should be reopened and that the minimum wage referred to in the said section of the said Agreement, from and after the first day of July, A.D. 1920, should be the sum of Thirty-Five Dollars, of which Thirty-two Dollars (\$32.00) should be considered as being the wage proper, the balance in the nature of a bonus.

The representatives of the employees were advised that the above change in their agreement was made on the condition that no further change be asked for in the said agreement until the expiration of the same, and this was consented to and the findings of the Board are based upon such consent. All of which is respectfully submitted.

Dated at Ottawa, this 21st day of July, A.D., 1920.

(Sgd.) GEO. KELLEY,  
Chairman.

J. KILPATRICK,  
Member.

JAMES DRURY,  
Member.

## WAGE AWARDS OF ARBITRATOR AFFECTING CERTAIN STEAMBOAT AND FERRY EMPLOYEES IN BRITISH COLUMBIA

Mr. D. T. Bulger, Fair Wages Officer of the Department of Labour, at Vancouver, B.C., recently acted as arbitrator in connection with two disputes, between, (1) the municipality of North Vancouver and its ferry employees,

masters, mates and engineers, and (2) the Coastwise Steamship and Barge Co., Ltd., and the National Association of Marine Engineers, acting on behalf of the engineers of the S. S. Marmion. On July 1 and July 24, respectively, Mr. Bulger made his awards as follows:

### Report of Arbitrator in wage dispute between the Municipality of North Vancouver and its ferry employees, masters, mates and engineers

In the matter of arbitration of wage increases between the Municipality of North Vancouver and ferry employees, being Masters and Mates, members of the Canadian Merchant Service Guild, and Engineers, members of the National Association of Marine Engineers, I respectfully submit herewith my findings as arbitrator for the information and guidance of the aforementioned parties:

The following rates are awarded to and apply as per classification mentioned:

Masters .....	\$190.00	per month.
Masters, Relieving.	190.00	" "
Mates.....	155.00	" "
Mates, Relieving ..	145.00	" "
Engineer, Chief....	190.00	" "
Engineer, 2nd.....	185.00	" "

*Masters:* In disallowing any further increase requested for Masters above that granted by the Council I have given due consideration to the duties and responsibilities involved, working conditions and hours, and relative pay for Masters occupied in more hazardous and responsible positions.

*Relieving Master:* As the duties, responsibilities and working conditions in the case of the Master apply likewise to that of the Relieving Master, there is no apparent justification for a difference of rates for like service rendered, therefore, the same rate should apply and is hereby awarded.

*Mates:* In the claim for increase for Mates there appears to be justification for some advance above that allowed by the Council. The additional duty of collecting fares which entails almost continuous service during the watch should not be considered a part of the work that ordinarily comes under the customary duties of Mates and, therefore, some compensation should be allowed for such extra service. The spread of salary between Masters and Mates as recommended by the Council is, in my opinion, too great for the services rendered and is deserving of a more equitable adjustment. The preceding reasons as set forth, without involving other questions bearing on the matter, are, I believe, sufficient to entitle the Mates to better compensation for their services and, therefore, said increase is hereby granted and is so awarded.

*Relieving Mates:* The rate herein set for Relieving Mates is, I believe, fair and reasonable for the service performed. The casual nature of employment in the case of the Relieving Mate tends to obviate the same application of principle as applies between Master and Relieving Master for like services rendered.

*Chief Engineer:* The increased rate awarded for Chief Engineer in my opinion is a more reasonable compensation for the service performed than the rate recommended by the Council. I am res-



trained in this particular instance in not conceding the full increase asked for by the engineers' representative by certain formalities observed in governing rates between the Masters and Engineers which, written or otherwise, appear to be the custom.

*Second Engineer:* The rate recommended by the Council appears to be inadequate in the case of the Second Engineer. The service performed is to all intents and purposes identical to that of the Chief Engineer in that they assume full command and responsibility

of the operation of their respective vessels during the operation of same—the position of Chief Engineer being nominal only. The rates for Second Engineers as herein set forth are recommended, and so awarded, to apply.

*Date award effective:* As applying to Masters and Mates to be effective from, and including, the first day of January, 1920, and for Engineers from, and including, the first day of March, 1920.

All of which is respectfully submitted for the consideration and approval of the parties herein mentioned.

**Report of Arbitrator on wage dispute between the Coastwise Steamship and Barge Co., Ltd., and the National Association of Marine Engineers, acting on behalf of the engineers of the S.S. Marmion**

On July 24, Mr. Bulger in his award as arbitrator in the above dispute granted wages per month as follows: Chief engineers, \$215, second engineer \$170, third engineer \$155, on the ground that these were entitled to the increase of \$25 per month granted by the company to deck officers and engineers of s. s. Amur and to the deck officers of s. s. Marmion, over the rates recommended by the Royal Commission, which investigated the grievances between the Canadian Merchant Service Guild and the British Columbia Shipowners in January 27, 1919. (LABOUR GAZETTE, March 1919, page 242.). The arbitrator found

this increase had been granted with few exceptions by the shipping and transportation companies in British Columbia to cover changes in the cost of living since the award of the Royal Commission was made. It was also found that the particular duties of the engineers of the s. s. Marmion curtailed their enjoyment of the customary shore leave and that the work of towing added to the duties of the engineers, entailing more frequent repairs, attention to bearings and valves, the packing of joints, glands and pistons, and therefore to pay these engineers less than the amounts awarded would involve discrimination.

**COST OF LIVING ADJUSTMENT OF WAGES OF VANCOUVER ISLAND COAL MINERS**

**T**HE cost of Living Commission, appointed on January 21, 1919, to determine every three months the increase in the cost of living for coal miners on Vancouver Island, and to report the amount by which wage rates should therefore be increased or decreased, forwarded its report for the quarter ending June 30, 1920,\* to the Department on July 29, 1920. The Commission consisted of Mr. John McAllister, representing the miners; Mr. Tully Boyce, representing the

operators; and Mr. D. T. Bulger, Fair Wages Officer of the Department of Labour, as chairman.

As in previous investigations, forms were sent out to the merchants and dealers with whom the majority of miners are accustomed to trade in the various towns. The forms contained the same list of groceries, provisions, meats, etc., that was used on previous occasions. The method of computation and adjustment for the quarter under review was

the same as used on all previous adjustments, namely, to determine the percentage of increase or decrease, as the case may be, of prices on June 30 over March 31, for groceries, provisions, meats, etc., and to add a further two-fifths of this increase or decrease as an equivalent to cover similar increases or decreases in clothing. An increase of 3.65 per cent was ascertained, which amounted to an increase in wages of 11 cents per day where the base rate was \$3.00 per day, and 11½ cents per day where the base rate was \$3.15, the increase in wages to

become effective from August 1, 1920, and to apply to all underground service, clerical and office employees.

The investigation showed that sugar, jams, syrup, flour and cornmeal had advanced considerably; that slight advances had occurred in canned vegetables, soups, cereals, evaporated fruits, fresh beef, pork, mutton, veal and coffee; and that there had been slight decreases in lard, cheese and butter.

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\*For previous orders see LABOUR GAZETTE, May, 1920 page 530, and various preceding issues.

## PROCEEDINGS OF THE JOINT INDUSTRIAL COUNCIL OF THE OTTAWA BUILDING TRADES

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### Report of chairman of Joint Council in dispute between various Firms, members of the Ottawa Branch of the Association of Canadian Building and Construction Industries, and certain of their employees

**D**URING the month of July a dispute between Local No. 724, International Brotherhood of Electrical Workers, and Mr. H. L. Allen, Electrical Contractor, was referred to the Joint Council which had been constituted by agreement between the Ottawa Branch of the Association of Canadian Building and Construction Industries and the Building Trades Council of Ottawa embracing practically all the various Unions of the building trades of Ottawa (LABOUR GAZETTE, June, 1919, p. 682). A chairman had not been agreed upon by the members of this Council and the Minister of Labour was requested to make the nomination. After careful consideration he named Mr. J. A. Machado, Vice-President of the American Bank Note Company, Ottawa. Mr. Machado rendered his report concerning the matter to the Department of Labour, an outline of which is as follows:—

There were present at the meeting representatives of the Ottawa Branch of the Canadian Building and Construction Industries, as well as representatives of the Allied Trades; also Mr. H. L. Allen,

Mr. Crowe, of the firm of Costello, Crowe and Bellamy, and one or two others. It was agreed after a very full discussion that both sides would agree to abide by the decision of the chairman.

At the outset it appeared that the recent strike in Mr. Allen's establishment was called in violation of clauses 7 and 8 of an existing agreement between the electrical contractors of the City of Ottawa and the electrical workers of Local Union No. 724 of Ottawa, which read as follows:—

“Clause 7.—We agree to an Industrial Council, consisting of five (5) representatives from the Building Trades Council, and five (5) from the Ottawa Branch of the Association of Canadian Building and Construction Industries, with an independent chairman to be agreed upon by both parties.

Clause 8.—In case of any dispute between the parties to this agreement, it is understood that, before a strike is resorted to, the dispute in question shall be laid before the Industrial Council, this Council to be called within twenty-four (24) hours after being notified by either party, or on forty-eight (48) hours' notice on work outside the City Limits.

It was claimed that “the employer had in his employ a man other than an

electrical worker who was doing electrical work". It developed after investigation, however, that there is considerable work done on the premises of the electrical contractors that is clerical and not in any sense electrical, as well as other work of a simple sort that can readily be done by a clerk of average intelligence with little or no electrical training. Some of this work might perhaps be classed as electrical work, but it is commonly done by clerks not classed as electrical workers. Mr. Machado was of the opinion that Mr. Allen had not departed to any serious extent, if at all, from the usual practice in Ottawa.

The Union made a second claim that the employee complained of is employed during normal working hours by another employer, which it was alleged was in violation of clause 18 of the above mentioned contract. Clause 18 reads as follows:—

"All journeymen and improvers while in the employment of an electrical contractor are prohibited from doing private work of any kind. By violation of this rule he offers himself liable to a fine of Twenty-five Dollars (\$25), payable to the examination Board, and said journeyman or improver to stand suspended until such fine is paid. No action can be taken until the contractor or contractors' Association enters a protest in writing."

The findings in this connection were that while it was agreed that the employee in question was not classed as a journeyman or an improver, the Union's point of contention was not well taken. The interpretation appeared to be that this clause was placed in the agreement for the protection primarily of the employer, in order to provide against his workmen working for some other or rival contractor, or undertaking competitive work on their own account during their spare time, and further that by this regulation the employees would be in the best condition to render full service to their employer during their working hours. This appeared to be a matter for adjustment between the employer and his employee and it was considered that Mr. Allen had not departed from the prevailing practice in the trade in Ottawa.

The Committee representing the Ottawa Branch of the Canadian Building and Construction Industries presented a letter to the Council asking for a ruling upon the question of responsibility for the loss caused to Mr. Allen by the calling of the strike; but Mr. Machado did not consider this a subject to be one under the jurisdiction of the meeting and therefore did not touch upon it.

## PROCEEDINGS UNDER THE BRITISH INDUSTRIAL COURTS ACT, 1919

### Decisions of Courts of Inquiry in cases of (a) Dockworkers, and (b) Coal Trimmers

THE conciliation machinery of the British Industrial Courts Act, 1919, which confers upon the Minister of Labour power to appoint Courts of Inquiry to investigate the causes and circumstances of any existing or apprehended trade dispute, was discussed briefly in the February issue of the LABOUR GAZETTE. It should be repeated that these temporary Courts of Inquiry have no power to settle disputes by arbitration, but are limited to making a statement of the case and a recom-

mendation as to the best course to be pursued. The settling of disputes by arbitration, after other means have failed, is the work of the permanent Court of Arbitration, termed the Industrial Court, created under Section 2 of the Act.

The first important case before a Court of Inquiry was heard in London during February and March last, and was that of the dock workers' application for increased wages and unemployment maintenance. The Court, which was



composed of three employers' representatives, three of labour, and two of the general public, with Lord Shaw as chairman, recommended in a majority report that the claims of the dock workers be granted.

The principal claim of the dock workers was for a standard minimum wage of 16 shillings per day for a 44-hour week. The question of continuity of employment was also advanced. It was claimed that the lack of continuous employment was one of the chief handicaps of the dock worker, and as dock owners had need of a reserve of labour on which they could depend in emergency, the Court was asked to consider this problem. The dockers urged the adoption of a scheme of labour registration to be entrusted to trade unions; for the payment of a maintenance allowance to unemployed dockers, the money to be provided by a levy on shipping; and for the direct and equal representation of labour on the governing authorities of ports and docks.

The case for the workers was conducted by Mr. Ernest Bevin, Secretary of the Dockers' Union, in a manner which aroused much favourable comment in the press. Witnesses were questioned with regard to the profits made by shipping companies. The chairman was at first inclined to rule such questions out of order on the ground that the subject of the inquiry was not profiteering but a claim for higher wages based on the standard of living, but he later admitted the relevancy of such evidence respecting profits after it was pointed out that at the preliminary negotiations between the employers and the workers the former had pleaded "inability to pay." It was alleged that the exceptional profits made by the shipping companies made possible the payment of the higher wages claimed without adding to the cost of commodities to the consumer. Considerable interest was shown in Mr. Bevin's striking presentation of a family budget for a docker with a wife and three children. He exhibited to the Court plates of food to illustrate his argument that the daily ration of the docker's family, as set

forth by the employers' council, was quite inadequate. With respect to the problem of casual labour, it was pointed out that employers had every incentive to keep on hand a floating supply of casual labour which may be employed or kept idle as occasion required. It was estimated that at the London docks the proportion of unemployed casual labourers had increased from 2 per cent in 1914 to 27 per cent in 1919. On this point the report states "that the system of casualization must, if possible, be torn up by the roots. It is wrong. And the one issue is as to what practical means can be adopted of readily providing labour, while avoiding cruel and unsocial conditions."

The report of the Court, issued early in April, contained the following main recommendations: That a national minimum wage should be established of 16 shillings a day for a 44-hour week; that there should be a system of registration for dock labour in all ports, docks and harbours of the United Kingdom, that the principle of the maintenance of unemployed casual labour be approved; that dock wages be paid weekly; and the Whitley Councils be introduced for dock labour.

#### **Court of Inquiry Disapproves Unnecessary Night Work**

A demand of the coal tippers of South Wales for the substitution of two continuous shifts for the existing broken shift system, which involved night work, was recently conceded as the result of the decision of a Court of Inquiry appointed following the failure of negotiations between representatives of the railway companies, dock authorities, colliery owners, coal shippers, and the National Transport Workers' Federation. The Court affirmed that it was hardly in dispute that the quantity of coal arriving at the Bristol Channel ports could be shipped in 16 hours; the point to be settled was whether it could be done in 16 consecutive hours or in two broken shifts. On the one hand the men claimed that they had a strong objection to night work, based on (a) the

greater discomfort to which they are subjected than in the daytime; (b) a greater liability to accident when working at night; (c) the dislocation of their household arrangements; (d) their lessened vitality and efficiency, especially in the small hours of the morning; (e) their inability to obtain the necessary sleep in the daytime. The employers contended that it would not be practicable to ship the quantity of coal now exported from the Bristol Channel ports in the proposed two consecutive shifts, and that the reason of the broken shifts was that necessary preparatory work

had to be done in the intervals between shifts. The men replied that arrangements could be altered so as to allow subsidiary work to conform to continuous shifts; they further undertook to utilize unavoidable stoppage during each shift for taking meals, so that work would not require to be stopped for that purpose. On this understanding the Court recommended that the system of continuous shifts be put into operation as from July 14.

A number of other differences are pending before the Industrial Court and various Courts of Inquiry.

### STRIKES AND LOCKOUTS IN CANADA DURING JULY, 1920

**T**WENTY strikes, involving 2,509 employees were reported as having commenced during July. There were in existence at some time or other during the month 49 strikes, involving about 6,734 workpeople. The total time loss on account of industrial disputes was estimated at 80,221 working days, as compared with 155,502 in June, and 683,896 in July, 1919. The time loss occasioned by the 20 strikes which began in July was 26,225 working days, while a loss of 53,996 is charged to the 29 strikes that commenced prior to July. Termination was reported in the case of 16

disputes which commenced prior to July. Fourteen of the disputes commencing during July terminated during the month, leaving the following 19 strikes affecting approximately 1,442 workpeople on record on July 31: loggers, Simoon Sound; pottery workers, St. John's; stonecutters, Ottawa; carpenters, Campbellton and Sherbrooke; engineers, Hamilton; machinists, Toronto and St. John; moulders, Amherst, Collingwood, Edmonton, Hamilton, Montreal and Toronto; rolling mill employees, Montreal; egg candler, Montreal; meat packers, Calgary and glass workers, Hamilton.

#### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—Four strikes, involving 286 workpeople and resulting in a loss of 5,787 working days, were reported in this group. All had been carried from the previous month's record and information received indicated three had terminated during the month, leaving the strike of loggers at Simoon Sound still in existence.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—Three strikes affected this group, involving 55 workpeople and resulting in a time loss of 420 working days. The only new strike occurring during the month was that of some twenty stonecutters at Ottawa who demanded increased wages. This strike remained unterminated at the close of the month. The miners' strike at Minto, N.B., which had been in existence since December, 1919, was considered as having lapsed during July.

**BUILDING AND CONSTRUCTION.**—Four new strikes occurred in this group

## STRIKES AND LOCKOUTS DURING JULY, 1920

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>Strikes commencing prior to July, 1920</b>			
LUMBERING—			
Loggers, Grassy Bay, B.C.....	Commenced June 18. Demanding an open shop. Settled by replacement of strikers and work resumed July 28.	54	1,242
✓ Loggers, North Vancouver, B.C.....	Commenced April 24. Alleged grievances against food and cook. Information received indicates this strike was terminated during June.		
Loggers, Port Moody, B.C.....	Commenced June 22. Against the employment of particular persons. Strikers decided to call the strike off and resumed work July 19.	97	1,455
✓ Loggers, Simoon Sound, B.C.....	Commenced May 26. For better living conditions. Unterminated.	65	1,690
✓ Loggers, Union Bay, B.C.....	Commenced May 8. For improved camp conditions. Camp was closed to undergo repairs and work resumed July 25.	70	1,400
✓ Lumber workers, Fort Frances, Ont.....	Commenced June 1. Demand for 8-hour day. Information received indicates this strike was terminated the latter part of June.		
MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—			
Miners, South Minto, N. B.....	Commenced December 6, 1919. For increased wages and improved working conditions. Information received indicates conditions are no longer affected.		
Pottery workers, St. Johns, Que.....	Commenced November, 1913. Against a reduction in wages. Unterminated.	35	
BUILDING AND CONSTRUCTION—			
Carpenters, Campbellton, N.B.....	Commenced May 1. For increased wages. Unterminated.	100	2,690
Carpenters, Sherbrooke, Que.....	Commenced June 15. For increased wages. Unterminated.	222	5,772
Hodcarriers and labourers, London, Ont.....	Commenced June 26. For increased wages. Settled; called off by Union and work resumed July 26.	160	3,369
Painters, Windsor, Ont.....	Commenced April 1. For increased wages. Information received indicates conditions no longer affected.		
METALS, MACHINERY AND CONVEYANCES—			
Electrical workers, Peterborough, Ont.....	Commenced May 18. For increased wages and better working conditions. Work resumed July 12.	140	1,260
Engineers, Hamilton, Ont.....	Commenced May 1. For increased wages and better conditions. Unterminated.	24	624
Machinists, Lethbridge, Alta.....	Commenced June 25. For recognition of the union. Settled by replacement of strikers and work resumed the latter part of June.		
Machinists, Owen Sound, Ont.....	Commenced May 17. For increased wages. Settled by negotiations work resumed July 26.	24	504
Machinists, St. John, N.B.....	Commenced January 26. For increased wages and shorter hours. Unterminated.	8	208
Machinists, Toronto, Ont.....	Commenced June 17. For a minimum rate of wages. Strike called off July 19.	20	450



STRIKES AND LOCKOUTS DURING JULY, 1920.—*Continued.*

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
<i>(Continued)</i>			
Machinists, toolmakers, etc., Peterborough, Ont.	Commenced May 6. For increased wages and shorter hours. Settled by negotiations; work resumed July 12.	92	828
Moulders, Collingwood, Ont.	Commenced June 1. For increased wages. Unterminated.	10	260
Moulders, Amherst, N.S.	Commenced June 22. For increased wages. Unterminated.	51	1,326
Moulders, Edmonton, Alta.	Commenced June 26. For increased wages and shorter hours. Unterminated.	24	624
Moulders, Halifax and Dartmouth, N.S.	Commenced June 24. For increased wages and 8 hour day. Settled by negotiations; work resumed July 13.	33	528
Moulders, Hamilton, Ont.	Commenced May 5, 1919. For increased wages and shorter hours. Unterminated.	17	442
Moulders, Montreal, Que.	Commenced May 5. For increased wages and shorter hours. Unterminated.	100	2,500
Moulders, Toronto, Ont.	Commenced May 1, 1919. For increased wages and shorter hours. Unterminated.		
Moulders and coremakers, Amherst, N.S.	Commenced June 3. For a minimum wage scale. Settled by negotiations; work resumed July 15.	50	600
Tinsmiths, Hamilton, Ont.	Commenced May 1. For increased wages, shorter hours and recognition of the union. Information received indicates conditions no longer affected.		
<b>WOODWORKING—</b>			
Woodworkers, Ottawa, Ont.	Commenced June 12. Demand for a minimum wage scale and recognition of the union. Men returned to work July 15, pending an award from a Board of Conciliation appointed under the Industrial Disputes Investigation Act.	450	5,400
Woodworkers, Owen Sound, Ont.	Commenced June 22. For increased wages. Settled by negotiations; work resumed July 9.	259	1,813
<b>CLOTHING—</b>			
Garment workers, Hamilton, Ont.	Commenced June 23. For increased wages and alleged short payment of a number of employees. Information received stated strike had terminated latter part of June, when strikers' demands were granted.		
<b>FOODS, LIQUORS AND TOBACCO—</b>			
Bakers, Victoria, B.C.	Commenced May 1. For increased wages and a new agreement. Settled by negotiations; work resumed July 2.	28	28
<b>TRANSPORTATION—</b>			
Teamsters, Fernie, B.C.	Commenced June 12. For increased wages. Information received indicates strike was terminated during June.		
Longshoremen, Prince Rupert, B.C.	Commenced June 4. For increased wages and better working conditions. Men returned to work July 15, pending decision of a Board of Conciliation appointed under the Industrial Disputes Investigation Act.	75	900

## STRIKES AND LOCKOUTS DURING JULY, 1920.—Continued.

Industry or Occupation.	Particulars.	No. of employees in working affected.	Time loss in working days.
<b>PUBLIC UTILITIES—</b> Hydro-electric employees, Chippewa-Queens- ton, Ont.	Commenced June 19. Against the re-introduction of a straight 10-hour day. Settled by negotiations; work resumed July 12.	2,000	18,000
<b>MISCELLANEOUS—</b> Glass workers, Hamilton, Ont.	Commenced June 7. For increased wages and shorter hours. Un- terminated.	7	152
Tire builders, Guelph, Ont.	Commenced April 12. For increased wages on piece work. Inform- ation received indicates conditions no longer affected.		
<b>Strikes commencing during July, 1920</b>			
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS</b> Etc.— Stonecutters, Ottawa, Ont.	Commenced July 7. For increased wages. Unterminated.	20	420
<b>BUILDING AND CONSTRUCTION—</b> Bench carpenters, Calgary, Alta.	Commenced July 2. For increased wages. Settled by negotiations work resumed July 5.	32	64
Bricklayers and masons, Kingston, Ont.	Commenced July 2. For increased wages. Settled by negotiations; work resumed July 9.	40	240
Electricians, Ottawa, Ont.	Commenced July 19. Against the employment of particular persons. Settled by mediation; work resumed July 23.	10	40
Hod carriers and labourers, Hamilton, Ont.	Commenced July 9. For increased wages and improved working con- ditions. Settled by negotiations; work resumed July 21.	450	4,050
<b>METALS, MACHINERY AND CONVEYANCES—</b> Ironworkers (Ornamental), Toronto, Ont.	Commenced July 3. For increased wages and improved working con- ditions. Settled by negotiations; work resumed July 24.	80	1,440
Machinists, Toronto, Ont.	Commenced July 26. Against discharge of employee. Unterminated.	24	144
Machinists, boiler makers and helpers, Lon- don, Ont.	Commenced July 5. For increased wages and recognition of the union; Settled by negotiations; work resumed July 7.	80	160
Moulders, Amherst, N.S.	Commenced July 6. For increased wages. Settled by negotiations; work resumed July 19.	12	120
Rolling mill employees, Montreal, Que.	Commenced July 15. For increased wages and better working con- ditions. Unterminated.	450	6,300
<b>FOODS, LIQUORS AND TOBACCO—</b> Brewery workers, Lethbridge, Alta.	Commenced July 2. For increased wages. Settled by negotiations work resumed July 5.	36	72
Egg candlers, Montreal, Que.	Commenced July 8. For increased wages. Unterminated.	19	380
Egg candlers, Montreal, Que.	Commenced July 12. For increased wages and shorter hours. Un- terminated.	40	720
Meat packers, Calgary, Alta.	Commenced July 14. For increased wages and improved working conditions. Unterminated.	250	4,000

STRIKES AND LOCKOUTS DURING JULY, 1920.—*Continued.*

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>TRANSPORTATION—</b>			
Teamsters, Montreal, Que.....	Commenced July 3. For increased wages. Settled by negotiations; work resumed July 27.	200	4,000
Teamsters, Montreal, Que.....	Commenced July 19. For increased wages. Settled by negotiations; work resumed July 22.	300	1,200
<b>PUBLIC UTILITIES—</b>			
Electric linemen, Winnipeg, Man.....	Commenced July 5. For improved working conditions and against discharge of employee. Settled by negotiations; work resumed July 19.	31	372
<b>MUNICIPAL EMPLOYMENT—</b>			
Landscape trimmers, Montreal, Que.....	Commenced July 21. For increased wages. Settled by negotiations; work resumed July 28.	8	48
<b>MISCELLANEOUS—</b>			
Barbers Montreal, Que.....	Commenced July 7. For increased wages. Settled by negotiations; work resumed July 13.	387	1,935
Barbers, Regina, Sask.....	Commenced July 12. For increased wages. Settled by negotiations; work resumed July 26.	40	480

making a total of seven strikes, involving 1,014 workpeople and resulting in a time loss of 16,126 working days. The new strikes included bench carpenters at Calgary, bricklayers and masons at Kingston, electricians at Ottawa, and hodecarriers and labourers at Hamilton. All but the electricians' strikes at Ottawa concerned increases in wages, while the electricians objected to the employment of particular persons. These strikes, together with that of the hodecarriers and labourers at London, Ont., which was carried over from the previous month's record, were terminated, leaving two strikes, those of carpenters at Campbellton and Sherbrooke, still in existence at the end of the month.

**METALS, MACHINERY AND CONVEYANCES.**—This group showed 19 strikes, involving 1,249 workpeople and time losses of 18,358 working days. Five new strikes occurred during the month, the chief one being that of some 450 rolling mill employees of three firms in Montreal, who demanded increased wages and

improved working conditions. The new strikes included, besides the rolling mill employees at Montreal, ironworkers at Toronto, machinists at Toronto and at London, and moulders at Amherst. Increased wages and other changes were responsible for four of the new strikes, while the machinists at Toronto objected to the dismissal of one of their workmen. Eight strikes carried over from the previous month's record and one of those commencing during July remained unterminated at the close of the month.

**WOODWORKING.**—Two strikes, involving 709 workpeople and resulting in a time loss of 7,213 working days, were carried over from the previous month. These strikes affected woodworkers at Ottawa and Owen Sound. A Board of Conciliation appointed under the Industrial Disputes Investigation Act was to deal with the Ottawa strike and the men returned to work pending a decision from this Board. An increase in wages was granted the Owen Sound strikers and work was resumed July 9.



**FOODS, LIQUORS AND TOBACCO.**—Four new strikes occurred during July making a total in this group of 5 strikes, involving 373 workpeople and resulting in a time loss of 5,200 working days. The strike of bakers at Victoria which had been in existence since May 1, terminated early in the month. The four new strikes—brewery workers, Lethbridge; two of egg candlers in Montreal and meat packers at Calgary—all involved increased wages. The Lethbridge brewery workers had their demands granted while the three other strikes remained unterminated at the end of the month.

**TRANSPORTATION.**—One strike carried from the previous month—'longshoremen at Prince Rupert—was terminated by the strikers resuming work pending the decision of a Board of Conciliation appointed under the Industrial Disputes Investigation Act. Two strikes of teamsters at Montreal occurred during July. Both were for increased wages and affected some 500 employees. In both cases the men resumed work under the same conditions as existed prior to the strike.

**PUBLIC UTILITIES.**—The strike of hydro-electric employees engaged on

the Chippewa-Queenston development scheme resumed work July 12 by carrying out as far as possible in the shops, the principle of the 8-hour day in three shifts, and on outside work in two 10-hour shifts. At Winnipeg on July 5, some 31 employees of the Portage la Prairie hydro-electric line went on strike for improved working conditions and against the discharge of employees. Conditions satisfactory to the strikers being arrived at, work was resumed July 19, after some 372 working days had been lost.

**MUNICIPAL EMPLOYMENT.**—Eight civic employees, engaged in tree trimming, at Montreal went on strike July 21 for increased wages. After being out six days an increase was granted and work was resumed.

**MISCELLANEOUS.**—Three strikes, involving 434 workpeople and resulting in a time loss of 2,597 working days, were in existence during the month. Barbers at Montreal and Regina ceased work during July for increased wages. In both cases, however, work was resumed before the close of the month. The strike of glass workers at Hamilton still remained in existence at the end of the month.

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## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING JUNE, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during June, 1920, based on returns from employers and workpeople, are taken from the June issue of the *British Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes involving a stoppage of work reported to the

Department as beginning in June was 183, as compared with 204 in the previous month and 127 in June, 1919. In these new disputes about 65,000 workpeople were directly and nearly 6,000 workpeople indirectly involved (*i.e.*, thrown out of work at the establishments where the disputes occurred, though not themselves parties to the

disputes). In addition, over 57,000 workpeople were involved, either directly or indirectly, in 95 disputes which began before June, and were still in progress at the beginning of that month. The total number of disputes in progress in June was thus 278, involving about 128,000 workpeople, as compared with about 138,000 workpeople involved in disputes in progress in May, 1920, and about 548,000 in June, 1919.

The following table classifies the disputes by groups of trades, and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time lost during June:—

Groups of trades	Number of Disputes			Number of workpeople involved in all disputes in June	Aggregate loss of working days during June
	Started before June 1.	Started in June.	Total.		
Building.....	21	25	46	9,000	159,000
Mining and Quarrying ...	5	17	22	26,000	121,000
Metal, Engineering and Shipbuilding.....	25	52	77	42,000	298,000
Textile and Clothing.....	11	17	28	15,000	250,000
Woodworking & Fitting.....	5	10	15	12,000	237,000
Other Trades....	28	62	90	24,000	192,000
Total, June, 1920	95	183	278	128,000	1,257,000
Total, May, 1920.....	80	204	284	138,000	1,169,000
Total June, 1919	84	127	211	548,000	3,836,000

Of the 1,257,000 working days lost in June by all disputes in progress, nearly 812,000 were lost by disputes which began before June and were still in progress at the beginning of that month, and about 445,000 by disputes which began in the month.

CAUSES.—Of the 183 new disputes 111, directly involving over 21,000 workpeople, arose on demands for advances in wages; 18, directly involving nearly 6,000 workpeople, on other wages questions; 5, directly involving about 1,000 workpeople, on questions respecting working hours; 11, directly involving nearly 16,000 workpeople, on details of working arrangements; 23, directly involving nearly 12,000 workpeople, on questions respecting the employment of particular classes or persons; 12, directly involving nearly 4,000 workpeople on questions of Trade Union principle; and 3, directly involving over 5,000 workpeople, in sympathy with other disputes.

RESULTS.—During the month settlements were effected in the case of 94 new disputes, directly involving over 40,000 workpeople, and 32 old disputes, directly involving over 5,000 workpeople. Of these new and old disputes, 25, directly involving over 18,000 workpeople, were settled in favour of the workpeople; 34, directly involving nearly 8,000 workpeople, in favour of the employers; and 67, directly involving over 19,000 workpeople, were compromised. In the case of 40 other disputes, directly involving nearly 20,000 workpeople, work was resumed pending negotiations.

## WORKMEN'S COMPENSATION LEGISLATION IN CANADA

### A Comparison of the Various Provincial Laws on the Subject.

#### Introductory

**I**N view of the interest that has been evinced in the matter of a greater degree of uniformity in the Canadian legislation regarding workmen's compensation, an examination of the various provincial laws appears timely.

The Royal Commission on Industrial Relations, appointed in April 1919, which recommended that a conference be held in Ottawa to consider various matters of interest to employers and employed, suggested that this conference take up "the question of unifying and co-ordinating the existing legislation bearing on the relations between employers and employed, now in force in the several Provinces and in the Dominion" (Report of the Royal Commission on Industrial Relations par. 107). It was unanimously recommended by the National Industrial Conference in September, 1919, that a board or commission, representing the Dominion and Provincial Governments and the employers and employees of the various provinces, be appointed to study the matter.

In pursuance of this report, such a commission was appointed in April, 1920, the provincial laws regarding factory inspection, regulation of mines, minimum wages, industrial disputes and workmen's compensation, being made the subject of discussion and inquiry. The recommendations of this commission have been communicated to the different Provincial Governments with a view to the legislative action required for the adoption of the standards approved by the commission.

The committee on workmen's compensation legislation appointed by the commission submitted a report in favour of certain standard provisions for these

laws. It endorsed the principle of state insurance, the inclusion within the scope of the acts of public employees, and of workmen without regard to the amount of their remuneration, the burden of payment by the employer, the furnishing of medical and hospital aid, the limitation of the period for the filing of claims and their payment directly by the Board, the extension of laws to cover industrial diseases and to permit the making of rules and regulations by the Board for the prevention of accidents, equal privileges on the part of employers and employees with regard to election to be brought under an act, the payment of the cost of administration by the Government concerned and the adoption of a uniform scale of compensation in cases of death or injury. (LABOUR GAZETTE, May, 1920, pp. 538-543).

Compensation for industrial accidents has been provided for by law in all the Canadian provinces (with the exception of Prince Edward Island), in the Yukon and by the Dominion Parliament. Progress in the movement has been marked by three stages. According to the common law of England, that is, those principles which have no written law to prescribe them but which have become interwoven with the written law and form a part of the legislative code, a workman bore the same relation to his employer in case of accident that a victim of any accident bore to any other person. The workman had ground for damages only when negligence or carelessness on his employer's part could be proved. The employer, therefore, could not be held responsible for injury to an employee through the fault of a fellow-workman and thus was developed the doctrine of "common employment" which proved a bar to the recovery of damages in the majority of cases. It was contended that the workman had



assumed all risks involved in the employment other than those due to the employer's personal negligence.

### Employers' Liability

The introduction of power-driven machinery and the factory system into industrial life caused a great increase in the proportion of accidents that could not be foreseen and, consequently, in the number of workmen who, injured through no fault of their own, were unable to recover damages from an employer equally free from personal fault. This development led to the second stage in the history of legislation concerning compensation for industrial accidents. In 1880 the British Employers' Liability Act was passed removing the defence of common employment where the injury was due to a defect in the machinery, the negligence of a superintendent, foreman or signalman. In 1897, an amendment abolished this principle altogether and extended the law to a wide range of industries. Several amendments were made in the following years, and in 1906 a new Act was passed making the right to compensation an incident of the contract of service, removing the defence of contributory negligence on the part of the workman and rendering the employer liable for all accidents arising out of and in the course of employment. The Act of 1906 is a Workmen's Compensation Act as distinguished from the Employers' Liability Act of 1880 and marks the third stage in the movement. With the development from the principle that negligence or carelessness on the part of the individual employer is the sole ground of action to the theory that the employer is liable for accidents caused by carelessness or other fault on the part of any one in his employment, we pass from the common law to the Employer's Liability Act. The adoption of the doctrine of professional risk, that is, that accidents are inherent in the nature of certain occupations and the burden of their cost a legitimate expense of the industry, is the outstanding feature of the Workmen's Compensation

Act of 1906 and the basis of the legislation of the present day.

Canadian law regarding industrial accidents followed that in Britain, the principles underlying the Employer's Liability Act being adopted by the provinces beginning with British Columbia in 1891, amendments gradually broadening the provisions of the original Acts until they were replaced in nearly all the provinces by laws along the lines of what is called workmen's compensation.

The Province of Quebec forms an exception to this rule. The civil law of that province was based on French law, not British, and in the matter of compensation for accidents, the doctrines of common employment and contributory negligence were not recognized in French law. The employer was responsible not only for his own fault but for that of any of his workmen and if fault on the workman's part contributed to the accident it was a ground for reducing damages, not refusing them. In 1909, Quebec passed an Act which accepted the principle of professional risk and provided for compensation for all accidents occurring in the course of employment in certain industries, damages to be recovered directly from the employer through action in the courts. Compensation might be increased or reduced according as the accident was due to fault on the part of the employer or workman respectively. This law is still in operation.

Alberta and Saskatchewan, as the North-West Territories, were under ordinances passed by the Governor in Council until 1905, and until that year the principles of the common law operated in regard to compensation. In 1905 an ordinance was issued abolishing the rule of common employment, and in the same year the two new provinces were formed. In 1911, Saskatchewan passed a law of her own removing the defences of common employment and contributory negligence, and, like Quebec, leaving the administration of the Act to the Courts.

In the Yukon Territory, an ordinance was passed in 1908, the model evidently being the British Employers' Liability Act. This was replaced in 1917 by a Workmen's Compensation Ordinance which authorizes the Judge of the Territorial Court to settle all disputed claims.

#### State Insurance

In other parts of the Dominion, that is in the provinces of Alberta, British Columbia, Manitoba, New Brunswick, Nova Scotia and Ontario, the movement has been, in recent years along the lines of the German system of Workmen's Compensation. The employers' liability acts have been gradually replaced, beginning with the province of Ontario in 1914, by a plan of collective liability as in operation in Germany and an exclusive state fund as adopted in the State of Washington. The laws providing for compensation by this method of so-called state insurance were promulgated in Ontario in 1914, in Nova Scotia in 1915, in British Columbia in 1916, in Alberta and New Brunswick in 1918, and in Manitoba in 1920. The last-named province enacted a law in 1916 establishing an accident fund made up of contributions from private insurance companies in which employers were compelled to insure their risk; but at the session of the legislature in 1920 the system adopted in the other provinces was embodied in a new law and the machinery of private insurance companies abandoned. In Alberta, the Act of 1918 repeals the Act of 1908 only so far as any employments covered by the former are concerned. In the other five provinces, provision is made for such industries as are not included in the provisions of the main part of the Act in a section of the law which furnished to workmen in these occupations the protection afforded by the older laws on employers' liability. The terms of this part of the act remove from the employer the defence of common employment and provide that contributory negligence is not a bar to recovery of damages but a ground for their reduc-

tion. Such employers are free to cover their risk by insurance in an accident insurance company.

#### Workmen's Compensation Boards

In Alberta, British Columbia, Manitoba, New Brunswick, Nova Scotia and Ontario, a Workmen's Compensation Board of three members is established by law to administer the provincial accident fund to which all employers covered by the act are required to contribute. Industries are divided into classes according to the hazard of the employment and uniform rates of assessment are fixed for the employers within each group, rates varying with the class. The board has power to fix and collect premiums, investigate and decide claims and pay compensation. Workmen within the industries covered are entitled to compensation without regard to whether or not the employer has contributed to the accident fund, but the board has authority to bring an action against such defaulting employer. Members of all these provincial boards hold office during good behaviour but in British Columbia, the term of office is limited to ten years. In Manitoba, New Brunswick, Nova Scotia and Ontario, commissioners are to cease to hold office at the age of seventy-five years. Exclusive and final jurisdiction regarding all matters committed to them is given the boards, New Brunswick and Nova Scotia alone providing for an appeal to the Supreme Court and only upon questions of law with the permission of the judge of the court.

Thus, methods of administration of workmen's compensation laws are largely similar in the six provinces having a system of state insurance. In the industries covered, classes of workers included, amount of compensation provided and in other provisions, there is considerable variation among these provinces and still greater differences between the terms of the laws of Quebec and Saskatchewan and those of the other provinces.



### Industrial Diseases

In all the provinces except Saskatchewan, Quebec and Prince Edward Island, where, as noted, there is no workmen's compensation law, and in the Yukon, compensation is payable for injury due to certain enumerated industrial diseases. (LABOUR GAZETTE, March, 1920, pp. 304-310.) British Columbia and Manitoba specify anthrax, ankylostomiasis and poisoning due to lead, mercury, phosphorus and arsenic, as the diseases to which the law applies. Alberta and Ontario add to this list miners' phthisis and in 1919, Nova Scotia added three other diseases peculiar to miners. In the New Brunswick Act, no diseases are specified but provision is made for compensation for any industrial disease due to the nature of the employment in which a workman was engaged within the twelve months prior to the date of his disablement.

### Scope of Laws

Each of the Canadian Acts specifies the industries to which the law applies. In all cases agriculture and domestic service are excluded. In Alberta, men employed in the running trades of the railroads are excluded but boilermakers, shop-workers and similar employees are within the scope of the Act. Saskatchewan includes all manual workers employed in or about factories, mines, engineering works and railways whose remuneration does not exceed \$1,800 per annum. Quebec excludes from the benefits of the Act workers in the industries covered who are earning more than \$1,500 per annum and exempts navigation by means of sails. In the Yukon, the law applies to any industry defined as an "establishment, undertaking, trade or business" in which five or more workmen are employed. Outworkers and casual workers employed otherwise than for the purposes of the employer's trade or business are excluded from the operation of the law in Alberta, British Columbia, Manitoba, New Brunswick, Nova Scotia, Ontario

and the Yukon. Travelling salesmen are without the benefits of workmen's compensation in British Columbia, New Brunswick and Nova Scotia; and clerical workers not exposed to the hazards of the industry, are exempted in British Columbia, Manitoba and New Brunswick. Alberta excludes also persons employed in an industry of an itinerant nature. In British Columbia and Nova Scotia members of the employer's family are not eligible for benefits; and in Manitoba and Ontario, benefits are payable to the members of the employer's family only if they are carried on the pay-roll and only to the extent such wage entitles them. New Brunswick and Nova Scotia exclude municipal firemen and police forces. The provinces operating under a system of state insurance provide that on the application of the employer and with the approval of the Board any industry or workmen not within the scope of the Act may be brought under its provisions. In Alberta, this may only be done when not objected to by a majority of the employees, and in British Columbia any industry may be included on the application of the workmen or of the employer. In Ontario, an industry coming normally within the scope of the Act may be excluded by the Board if only a small number of workmen are employed. In such an industry, however, the Act provides that either the employer or a workman may elect to have the industry brought under the Board's authority.

### Non-resident Dependants

The laws of the six provinces having a collective liability system and of the Yukon, provide for payment of compensation to non-resident dependants if the jurisdiction under which such dependants live makes similar provision. Quebec limits payment of compensation to Canadians. The Alberta law presumes that a workman, two years after his arrival in Canada, has no non-resident dependants other than his parents. Where the workman is not of British



nationality, the period allowed is one year. British Columbia empowers the Board to limit the compensation payable to non-resident alien dependants to such amount as will maintain them in a like degree of comfort as similar dependants in Canada. Ontario prohibits the payment of compensation to dependants resident in ex-enemy countries.

#### **Accidents Outside the Province**

Alberta, British Columbia, Manitoba, Nova Scotia and Ontario provide for compensation for accidents occurring outside the province. In the two western provinces and in Ontario, if the employer's chief place of business and the usual residence of the workman are within the province or if the employment is such that the workman is required to be both within and without the province, compensation is payable. Manitoba makes such provision in the latter case only and Nova Scotia limits the benefits of the Act to workmen in those industries carried on outside the province which, on the application of the employer have been admitted as being within the scope of the Act and where a certificate to that effect has been issued by the Board.

#### **Waiting Period**

There is some variation in the Canadian laws in regards to the length of time over which the disability must extend in order that compensation may be payable. Alberta provides that if a workman is disabled for ten days or more he is compensated for the full period of his disability, but, that if he is disabled for less than ten days benefits shall date from the fourth day. British Columbia and New Brunswick enable the payment of compensation only at the expiration of a waiting period of three days and seven days respectively. The new Manitoba law contains a similar provision to that of British Columbia, no compensation, other than medical aid, being payable for first three days. Nova Scotia and

Ontario pay no compensation if the disability does not extend over six days, but payments are dated from the first day if the effects of injury are of longer duration. Quebec makes provision for compensation for the full period in the case of total and permanent disability but none for the first week if it is temporary. Saskatchewan limits compensation to cases of disability of more than one week and in the Yukon only accidents causing disability for more than fourteen days are compensated, payments being dated from the time of the injury.

#### **Limited Period for Filing Claims**

The provinces have restricted the time within which claims must be filed with the Workmen's Compensation Board or action brought in the courts to recover compensation. British Columbia, Manitoba, New Brunswick and Nova Scotia require claims to be filed within one year after the accident or, in fatal cases, after the death of the workman. Nova Scotia requires further, that claims must be established to the satisfaction of the Board within fifteen months after the accident. Alberta limits the period for filing claims to three months while Ontario allows six months, but in both these provinces, failure to present a claim within the stated period is not a bar to the recovery of compensation if the board approves the claim. Saskatchewan and the Yukon provide that an action must be brought in the courts within six months of the accident.

#### **Accident Prevention**

The law of the British Columbia and that of Alberta, as amended in 1920, empower the board to issue regulations with a view to the prevention of accidents and diseases and to require the installation of safety devices and appliances and the maintenance of proper sanitary conditions. In New Brunswick, Nova Scotia and Ontario, authority is given to employers' associations to make regulations for accident prevention,

such rules to be binding on all employers in the class represented by the association.

### Medical Aid

The provision of medical service in connection with industrial accidents and diseases has been added to other compensation in the majority of the Canadian provinces. Alberta and the Yukon make special provision for the payment of medical or surgical aid, nursing and maintenance in the case of death where there are no dependants. In Alberta the board determines what amount shall be paid, and in the Yukon a maximum of \$500 is fixed out of which not more than \$150 may be paid for burial expenses. In Quebec, the cost of medical aid and burial may not exceed \$50. Alberta, Manitoba, New Brunswick, Nova Scotia and Ontario provide for the installation of first-aid appliances. Alberta, British Columbia, Manitoba, New Brunswick, Nova Scotia and Ontario permit the provision of medical aid by an employer on a plan approved by the Board. If such an approved plan is adopted in New Brunswick, Nova Scotia and Ontario the employer is reimbursed from the accident fund or his rate of assessment reduced. Alberta provides that the cost to the employer of such medical aid shall be met by the deduction from the wages of the workmen of such amount as the board determines to be reasonable. In Alberta, British Columbia, Manitoba, New Brunswick, Nova Scotia and Ontario, the provincial board is authorized to defray the expenses of medical aid; but, in the case of Alberta and British Columbia, the cost is not paid from the accident fund, as in the other provinces, but is met by retaining from the workmen's wages an amount approved by the Board, in Alberta and in British Columbia one cent per day from every workman employed. In British Columbia, Manitoba, New Brunswick, Nova Scotia and Ontario, medical aid includes medical, surgical, nursing and hospital service and transportation. In British Columbia, Manitoba, and Ontario, crutches, artificial

limbs and any other necessary apparatus are also furnished by the Board. In Nova Scotia, the provision of medical aid is limited to a period of thirty days.

### Benefits

DEATH.—The scale of benefits payable in case of death or disability varies from province to province, there being some degree of uniformity in this respect in the laws of the provinces operating a system of state insurance. In each of these provinces and in Quebec the amount of compensation was increased at the legislative session of 1920. In Quebec the maximum amount payable for burial expenses in the event of a fatal accident is \$50. British Columbia and Nova Scotia allow \$75; Alberta, Manitoba and New Brunswick \$100 and Ontario \$125. Alberta, Manitoba, New Brunswick and Nova Scotia provide for the payment of a monthly allowance to a widow or invalid widower of \$30 with an additional \$7.50 for each child under 16 years of age and each invalid child. In New Brunswick, allowances are payable in respect of a girl up to eighteen years of age. The maximum amount payable monthly in respect of such dependants is fixed at \$60 in Alberta, Manitoba and Nova Scotia and in New Brunswick the limit established is 55 per cent of the workman's average earnings. British Columbia makes a monthly payment of \$35 to a widow or invalid widower together with \$7.50 for each child under 16 years of age and each invalid child. In similar circumstances, Ontario allows \$40 and \$10. Where there are orphan children, Alberta pays an allowance of \$10 for each child up to a maximum of \$40 per month. British Columbia allows \$12.50 for each orphan child with a maximum of \$50 and Manitoba, Nova Scotia and Ontario fix the amount at \$15 for each child and in the two former provinces, a maximum of \$60 per month is fixed. Manitoba permits the continuance of such payments up to eighteen years of age to enable the child to obtain a better education. In Alberta, British Colum-



bia, Manitoba, New Brunswick, Nova Scotia and Ontario, the allowance to a widow or invalid widower is continued through life or till re-marriage. In the latter case, Alberta and British Columbia provide for a maximum payment of \$480. Manitoba, New Brunswick and Ontario allow, in the event of re-marriage, a lump sum equal to the amount of the monthly payments for two years and Nova Scotia provides for a payment or payments of amounts not to exceed in the whole the equivalent of \$20 per month for 25 months from the date of marriage. The Ontario law authorizes the payment to a widow of a lump-sum of \$100 in addition to other compensation.

Alberta, British Columbia, Manitoba, Nova Scotia and Ontario also make specific provision for cases where the dependants of workmen are other than widows, widowers and children. British Columbia and Nova Scotia permit the payment to a parent or parents of not more than \$30 per month and of not more than \$45 to all dependants other than widows, widowers or children. Alberta authorizes the payment of not more than \$20 and \$30 in such circumstances and Manitoba allows a maximum of \$20 to one such dependant but not more than \$40 in all. Ontario makes  $66\frac{2}{3}$  per cent of the workmen's average earnings the maximum that may be paid to such dependants. New Brunswick requires the Workmen's Compensation Board to determine a reasonable amount and in these six provinces allowances to such dependants are payable only so long as it seems probable that the workman would have contributed to their support had he lived. In British Columbia, special provision is made for cases where there is a widow or invalid widower without children or where there are orphan children and where the workman leaves a dependent parent or parents. Ontario provides that where a suitable person acts as foster-mother to orphan children, the same allowance shall be paid as to a widow with children. In New Brunswick, Nova Scotia and Ontario,

a further limit is placed on the amount of compensation payable on the death of a workman from accident or disease due to his employment. The two eastern provinces provide that, exclusive of burial expenses, not more than 55 per cent of the workman's average earnings may be paid, but Nova Scotia makes an exception in favour of widows, invalid widowers and children when the deceased workman was not an officer and shareholder of the company concerned or the workman or any of his family were not holders of a majority of the shares of the stock of such company. In Ontario, the maximum amount of compensation payable in case of death is  $66\frac{2}{3}$  per cent of the average earnings at the time of the accident.

In Quebec, the law provides that a sum equal to four times the average yearly wages when the injury was received shall be apportioned by agreement or by the court among the consort, children under sixteen years of age and parent or parents of whom the deceased was the principal support. This amount must not be less than \$1,500 and not more than \$3,000. Any payments made on account of disability before death are deducted from the compensation payable on death. In the Yukon, the workman's dependants are entitled to receive \$2,500 on his death from accident while at work. The Saskatchewan Act authorizes the court to determine within certain limits what is a reasonable amount for compensation. The workman in case of disablement or his dependants in the event of his death are to receive either a sum equal to his earnings for three years or \$1,800 whichever is the larger, but in no case may compensation exceed \$2,000.

**TOTAL DISABILITY.**—In cases of total disability, permanent or temporary, British Columbia and Nova Scotia allow compensation of 55 per cent of the average earnings of the workman, but if earnings are less than \$5 weekly the full amount of the wage is to be paid. New Brunswick makes a somewhat similar provision but the mini-



imum that may be paid is \$6 per week and the maximum 55 per cent of \$125 per month. Manitoba and Ontario provide 66⅔ per cent of the average earnings but in Manitoba if the earnings are less than \$6 per week, the full wages are paid and in Ontario this minimum is fixed at \$12.50 per week. Quebec allows a pension equal to 50 per cent of the yearly wages and in the case of temporary disability the allowance is not to be less than \$4 per week. In the Yukon a sum of \$3,000 is paid in cases of permanent total disability. Where permanent total disability occurs to a workman in Alberta, he is paid \$10 weekly with \$2 for the first dependant and \$1 for each additional dependant until the weekly compensation reaches \$16. Pensions in all cases are payable for life or during disability.

**PARTIAL DISABILITY.**—For injuries causing permanent partial disability Alberta and the Yukon pay compensation according to a schedule laid down in their respective laws. For temporary disability, the Yukon ordinance awards 50 per cent of the daily average wages for a period of not more than six months. New Brunswick empowers the Board to establish a schedule though a maximum of \$2,500 is fixed by the Act. For temporary partial disability causing a loss of more than 10 per cent in wages, Alberta and New Brunswick award compensation at the rate of 55 per cent of the diminution of earning capacity. In the latter province, this calculation must not be made on a basis exceeding \$125 per month. In British Columbia, Nova Scotia, Manitoba, Ontario and Quebec, no distinction is drawn between permanent partial disability and temporary partial disability. In the two former provinces, the allowance is 55 per cent of the difference between the average earnings of the workman prior to the injury and his earnings subsequent to it. Manitoba and Ontario fix this percentage at 66⅔ per cent, but Ontario requires that not less than \$12.50 per week be paid and Quebec allows 50 per cent of the diminution of earning capacity.

**AVERAGE EARNINGS.**—Compensation is limited, further, by the restriction on the amount of wages that may be taken into consideration in calculating the average earnings of the injured workman. In Quebec yearly remuneration exceeding \$1,000 and under \$1,500 (workmen receiving more than the latter amount are without the scope of the Act) gives a right only to one-quarter of the compensation. British Columbia, Manitoba and Ontario provide that no more than \$2,000 per year may be used as a basis for calculating the average earnings. New Brunswick fixes the maximum at \$1,500 and Nova Scotia at \$1,200.

#### **Dominion Legislation**

In order that employees of the Dominion Government might not be without the benefits provided for the employees of the various Provincial Governments and of private employers, the Federal Parliament enacted in 1918, a law enabling any employee of the Dominion Government to receive such compensation as he or his dependants would be entitled to receive if he were in private employment. Such compensation is determined and awarded by the province in which the accident occurs in accordance with the law of the particular province. Provision is made that employees of the Intercolonial and Prince Edward Island Railways may elect to accept compensation under this Act or in accordance with the Provident Fund Act relating to those railways.

#### **Conclusion**

It will be readily seen from this survey that the majority of the Canadian provinces have been gradually adopting the principles which the commission on uniform labour laws recommended as standard provisions for uniform provincial laws on workmen's compensation. Six provinces have exclusive state insurance; six provinces and the Yukon pay compensation to workmen without regard to the amount of their remuneration; in all the provinces and in the Yukon the burden of payment rests on

the employer but in six provinces the liability is borne collectively by groups of employers. Full medical and hospital aid is furnished the injured workman in five provinces but in Nova Scotia it is limited to thirty days. In Alberta and British Columbia, the cost of medical aid is paid by deductions from wages. There is some uniformity in the length of time allowed for the filing of claims, all the provinces limiting it to some period. Six provinces make injuries due to some industrial diseases compensable, and two provinces authorize the Workmen's Compensation Board to issue regulations designed to prevent accidents. Three other provinces delegate this authority to employers' associations. Alberta and British Columbia alone

grant equal rights to employers and workmen with regard to election to be brought under the Act. There is little uniformity in the method of meeting the cost of administration. In the six provinces having a system of state insurance the majority pay the salaries of the members of the Board from the Consolidated Revenue Fund and make some further contribution to the general cost of administration. The scale of benefits shows more uniformity in the compensation allowed in cases of death than for disability. In the event of the latter, even where the same percentage of average earnings is payable in different provinces, the varying restrictions on the calculation of average earnings destroys the apparent uniformity.

### PROGRAMME OF THE COMMITTEE ON INDUSTRIAL FATIGUE

THE formation of the Committee on Industrial Fatigue as a branch of the Dominion Honorary Advisory Council for Scientific and Industrial Research was noted in the LABOUR GAZETTE for July, together with a brief outline of its objects. Fuller particulars of the services offered to the factories of Canada by the Industrial Fatigue bureau have since been embodied in a statement prepared under the direction of the Committee by its secretary, Mr. R. M. Hutton.

To fulfil its purpose of assisting factories has at its disposal the services of the departments of physiology of the various universities with their laboratories and specialists, trained for research and experiments. "Thus, for example," writes Mr. Hutton, "where manufacturers are in doubt as to the possible health effects of some new method or process, the question might be answered in a scientific laboratory where the actual effects of the process could be discovered by practical experiment. Again, where certain physical symptoms appear among employees engaged on similar work, scientific investigation can

decide whether the symptoms are caused by direct contact, by fume inhalation, or by skin absorption, and in each case, should be able to indicate the preventive measure to be taken."

The bureau will serve as a repository of ascertained knowledge in matters of industrial hygiene, to which manufacturers and workers may turn without incurring the delays and expenses of private investigation. A well equipped and indexed library is maintained, comprising the best current literature, reports of trade enquiries, plant physicians, health doctors, sanitary engineers, safety officers and other experts, the library being designed as a general clearing house of information. "Special attention," Mr. Hutton writes, "is paid to occupational hazards, whether disease or accident, particularly from the point of view of preventive medicine." The information supplied will deal with the immediate source of danger, the best preventive measures in use, and the best medical treatment after the trouble has arisen. Information will also be available on smaller matters as for instance the most useful form of sickness record.

In offering, however, to cooperate in investigations in different industries into such questions as the incidence of sickness, or the relation between hours or conditions of work and production, the Committee shows that it does not intend to rely entirely on data thus collected in a large degree from foreign countries, but that it is prepared to undertake original inquiries in Canada and thus ascertain the actual facts in this country. With this purpose in view the bureau is already, with the cooperation of certain employers, investigating the actual proportion of time lost in certain plants from sickness.

The Committee claims that industrial health supervision is the best means to prevent sickness, and it will set itself to collect all information as to the results attained by such means as plant hospitals, visiting nurses, or merely the provision of a first aid kit. The benefits of supervision to the employee are obvious, since it tends to bring conditions into correspondence with the health and

capacity of the workers; while employers are equally interested in a service of such direct economic value as that indicated in the following report from the medical officer of a plant employing about 12,000 men: "The number of infections following injuries has been reduced from 28.6 per cent in 1912 to 7.57 per cent in 1916. The time lost from infections in 1912 amounted to 1,987 days, or an average of 2  $\frac{3}{5}$  days per case, while time loss from this cause in 1916 amounted to 816 days, or an average of 1  $\frac{1}{8}$  days. This was accomplished in spite of the fact that the working force had increased approximately one-fourth during the same period. This represents a saving of some \$3,000 in wages and approximately \$5,000 in hospital bills, compensation, etc."

Enquiries will be welcomed by the Committee and should be addressed to the Secretary, R. M. Hutton, Committee on Industrial Fatigue, The Medical Building, University of Toronto.

### THREE YEARS' EXPERIENCE IN CO-OPERATIVE PRODUCTION

#### "Payment by Results" System in the Machinery Plant of Messrs. Priestman Bros., Ltd., Hull, England

THE scheme of co-operative production, or "payment by results", adopted in April 1917, in the machinery factory of Priestman Brothers, Limited, of Hull, England, was described in the LABOUR GAZETTE for May, 1919. Adopted originally for the duration of the war as a means of increasing production, the success of the scheme from the point of view both of the employer and the worker has since led to its establishment as a permanent institution. The plan, it will be remembered, is based on the principle of payment by results, but differs from ordinary piece-work in that the benefits resulting from increased production are shared by all the workers including the office staff, and in the

further advantage that a fair standard of efficiency is kept steadily in view.

Three years' experience, it is stated, have confirmed both officials and workers in the favour with which the scheme was regarded ever since it was first approved and adopted by the trade unions concerned. The chief benefits reported appear to be those resulting from co-operation, not only between employer and employed, but between one worker and another. As the works foreman over the moulders reports: "Never in the history of labour have employer and employee worked so amicably together under any scheme. We (the workers) have now a combination of interest instead of an individual



outlook". Equally marked was the improvement industrially, production showing a gain of 40 per cent, directly attributable to the scheme, while the effect on "industrial relations", according to Messrs. Priestman, has been that "from the day when the scheme was put into operation to the present time, the relations between employer and employed altered completely, and ever since have been of the most harmonious character."

The leading features of the plan may be briefly recapitulated. A "standard of output" is established, being a fixed quantity of finished product (in this case machinery reckoned by weight) which a certain number of men are capable of turning out at ordinary day rates. Then, if this standard can, by means of better co-ordination and collective effort, be increased, without any addition being made to the number of workers or hours of employment, the day rates of wages are supplemented by a percentage equivalent to that by which the output exceeds the standard. Careful details of every article completed are recorded in a book, the record requiring confirmation by the Works Committee, and if it is approved the result of the four weeks' work is then posted in the shops, every employee receiving with each payment of his four subsequent weeks' wages a percentage on his individual earnings, the percentage figure being determined by the extent to which the output of the whole plant for the month is found to exceed the "standard" output. In addition, the company have from the first granted an additional 10 per cent of the former daily wages whether or not the standard is exceeded. (This ten per cent, state Messrs. Priestman, was the lever that gave motion to the scheme: it did what, for thirty years, the company without its assistance, had failed to obtain. The ten per cent was interpreted by the workers as "a guarantee of the *bona fides* of the scheme, and it is believed was the principal factor in inducing the men, through their unions, to accept the proposition.") Minor additions to, or reductions in, the staff or plant do not affect the standard

of output: but if substantial additions to the working forces are made, or if there is any appreciable reduction either in the number of workers or in the hours worked, then the standard weight is correspondingly increased or reduced, the new standard weight being mutually agreed upon.

When orders begin to fall off reductions in payments to workers are of course inevitable as they would be under piece work, overtime and all other plans. However, under co-operative production the necessary reduction in wages and hours is distributed over the whole staff, and no worker under this system is suspended from employment until the point is reached at which the total average payments to workers fall below the average level of the day wages in the district. Thus, it is claimed, workers at the Priestman plant could at the present time, by reducing their working week from 47 to 33 hours, withstand a decline in orders for machinery up to 29 per cent, without any of their number being thrown out of employment, without a reduction in wages below the average level in the district, and with the advantage of having more leisure to follow their own private pursuits. The opinions quoted below of some of those concerned in this scheme of co-operative production after three years' experience are of considerable interest.

Mr. Wilfrid Hill, one of the signatories to the Whitley Reports, speaking of the Priestman system of co-operative production, or "payment by results", said he had examined many undertakings which had for their object the settlement of unrest in labour, but of all the schemes he had looked into this was decidedly the best.

Representatives of the employees reported as follows after three years' experience of the plan:—

The foreman of the fitters and erectors stated that in three years he had only received one application for a leaving certificate, and that was on domestic grounds; "the scheme is considered by the men to be a very good one". The foreman of the machine department said

the opinion of the men was that it was "the best they had ever heard of", and that confidence and good will was created by the opening of the company's books for the men's inspection; "we are working for the firm and ourselves at the same time." The foreman of the blacksmiths gives a similar opinion: "Having had experience with platers and rivetters on piece-work, and smiths, drillers, etc., on the scheme, I can safely say the men on the scheme are far happier. There is a spirit of helping each other, but in individual piece work there is jealousy." The foreman of the moulders declared that the evils inherent in piece-work vanish under the co-operative plan: "Never, I am sure, in the history of labour have employer and employee worked so amicably together under any scheme." The foreman of the pattern makers also refers to the substitution of mutual help for the old antagonism. The representative of the en-

gineers declared that the employees in that line were strongly and unanimously in favour of the scheme. The moulders' representative said, "The men were delighted with it; the days pass more brightly than they did under the old system; both men and youths seem to take more interest and pleasure in their work." The blacksmiths' representative declared "The scheme certainly raises the tone of the works as everyone is working towards one common goal; in the old days (of piece-work) there was always more or less discordance at the smithy, and sometimes the ill feeling went beyond discord; now there is a more general feeling of good fellowship; dissention is a rarity and the men are far more ready to give assistance to each other. The opinion of the smithy is that the scheme is the very one required to bridge over the difficulties that from time to time arise between employer and employee."

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## COMPARISON OF AN EIGHT-HOUR PLANT AND A TEN-HOUR PLANT

THE United States Public Health Service has issued a bulletin (No. 106) on a comparison of an eight-hour plant and a ten-hour plant. It is the first of a series of studies dealing with the problems of fatigue in relation to working capacity. At the time of the investigation the ten-hour plant working two shifts of 10 and 12 hours each was making brass fuses, and the eight-hour plant, which was working on three shifts, was engaged in the manufacture of automobiles. The report deals primarily with two tests of working capacity among factory employees, namely the variations in actual hourly output, and the variations in the hourly incidences and accidents. For the purposes of the investigation, the various kinds of work were divided into a number of classes according to whether they were hand work or machine work, and whether they required mainly muscular exertions or dexterity. For determining the variations in hourly output the basic period

taken was the hour of greatest production and in the case of accidents the basic period was the hour of fewest accidents. The processes selected for observation involved repetition work of diverse types, but did not include the tending of purely automatic machinery the speed of which was wholly independent of the operator. In order to exclude the inconstant factors such as those due to conditions of health, etc., an average of a large number of individuals was taken for each operation.

The results of the investigation lead to the conclusion that of the two systems the eight-hour system is the more efficient. In the day shift under the eight-hour system there is a steady maintenance of output; work with almost full power begins and ends approximately on schedule, lost time is reduced to a minimum; and the output varies according to individual capacity.

Under the ten-hour system there is a decline in output during the second

period; work ceases regularly before the end of the spell and lost time is frequent; and the artificial limitation of output is widely prevalent.

With regard to accidents, the investigation showed the important bearing of fatigue on accident risk as evidenced by the greater proportion of accidents (1) in the second spell of a working day as compared with the first;

(2) in muscular work as compared with dexterous and machine work, and (3) at the ten-hour plant as compared with the eight-hour plant.

The chief characteristics of the twelve-hour night shift as worked in the ten-hour plant are the abrupt fall of output in the last two hours and the progressive showing in rate of production during the night.

## CIVIL SERVICE INSURANCE AND VOCATIONAL RE-TRAINING LAWS IN THE UNITED STATES

### Old Age and Invalidity Insurance for Federal Employees

IN the closing days of last session the United States Congress passed two important measures which had been actively promoted by the American Association for Labour Legislation. The first of these, known as the Sterling-Lehlbach bill, establishes a system of compulsory and contributory old age and disability insurance for the 300,000 classified civil servants in the United States; the other provides for federal and state co-operation in "vocational rehabilitation."

Following the Federal Workmen's Compensation Law of 1916, which provided indemnity for half a million civilian employees in case of accident or occupational disease, the new act marks a further step forward in Federal social insurance. The measure provides for the retirement of railway mail employees at the age of sixty-two; mechanics, letter carriers and post office clerks at sixty-five, and all other members of the classified civil service at seventy. Any employee who is able and willing to carry on his duties efficiently may, in the discretion of the head of his department, and on approval of the Civil Service Commission, be continued in his position beyond the retirement age for two periods of two years each, but no longer. On retirement an employee becomes automatically eligible for a yearly pension ranging from \$180 to \$720 according to salary and length of

service. No one who has not been employed by the Government for at least fifteen years is entitled to benefits under the law. In addition to the old age pension provisions the act establishes the same benefits for those who, after fifteen years' service, but before the retiring age, become totally disabled because of disease or injury "not due to vicious habits, intemperance, or wilful misconduct." Employees' contributions are made through a deduction of  $2\frac{1}{2}$  per cent from all salaries. Benefits, however, are granted at a flat rate of \$720 for all employees whose income is \$1,200 or over, the result being that higher salaried civil servants pay at a higher rate for their annuities than those who receive less pay. The interests of those who leave the Service or die before attaining the age or length of service necessary for retirement, are fully protected. Employees' contributions cover about one-third of disbursements under the law; the remaining two-thirds will be paid by the Government out of general taxation. In commenting on the Act, the *Labour Legislation Review* says that its adoption "should quicken the growing movement for old age pension legislation by the States for workers in both public and private employments, just as accident insurance legislation was stimulated by the Federal Government's original adoption of the workmen's compensation principle."



The other important measure referred to was the Fess-Kenyon bill, providing for federal and state co-operation in the "vocational rehabilitation" of industrial cripples. Twelve states had already made provision by law for such vocational retraining, and preparations are now in progress for similar measures in other states. The Fess-Kenyon Act, which became law on June 2, authorizes an appropriation of one million dollars an-

nually to encourage the individual states to undertake the work of rehabilitation, the money to be allotted to the various states in amounts not exceeding the amount appropriated by each state for rehabilitation. It is estimated that over 100,000 persons in the United States are permanently handicapped by industrial accidents, this number being augmented at the rate of over 10,000 casualties a year.

## PUBLIC DEBATE ON THE KANSAS COURT OF INDUSTRIAL RELATIONS

### The Right of the State to Forbid Strikes

**P**UBLIC interest in the principles underlying the Kansas Court of Industrial Relations, established last January, (See LABOUR GAZETTE, March, 1920, page 300) was renewed by a debate before a large audience in New York on May 28, between Governor Henry J. Allen, the originator of the law by which the Kansas Court was created, and Samuel Gompers, president of the American Federation of Labour. The debate resolved itself into a discussion of the general topic of the compulsory settlement of labour disputes, with particular reference to the right of labour to strike. According to Mr. Gompers, this right was nothing more than the right of the individual to cease work when the terms governing the purchase and sale of labour power have proved unsatisfactory and he has failed to persuade the other side to his terms. Mr. Gompers claimed the worker's freedom to cease work as an "inalienable, fundamental human right, which could not be taken away from man except at the price of liberty." He maintained that the right to work or not to work belonged solely to the individual man and was not to be disturbed by Government, State, or Courts. "There is one thing about the labour question that is axiomatic," continued Mr. Gompers, "that is, if you attempt to outlaw strikes by legislation, depend upon it, your law

will be futile and you will make criminals and lawbreakers of workmen who are honest, patriotic citizens." The labour leader agreed that violence during strikes was an offence against the state, but to tie men to their jobs by making strikes unlawful was a confession that republican institutions and democracy had failed. He contended that the strike had been necessary to the progress, advancement and betterment of the workers in society, and cited in proof that the abandonment of child-labour and sweating were the direct result of strikes, and would never have been obtained by any other means. Finally Mr. Gompers maintained that if the compulsion of labour were concluded, compulsion should be applied so that the full benefits of labour instead of accruing mainly to the employing class, should be enjoyed by society as a whole; and, further, that it should be applied all along the line, and all should be compelled to work for society.

Governor Allen took his stand on public welfare as outweighing individual rights, and claimed that the Kansas Court was an effective instrument for protecting public rights. "We have not forbidden to any man the right to quit work," he asserted; "we have not taken away from any man his 'divine right' to quit work. We have merely taken away from Mr. Gompers his divine

right to order a man to quit work." After giving instances of violence during strikes, and describing the equitable working of the new Industrial Courts, Governor Allen propounded the following question to Mr. Gompers, who, considering it irrelevant to the present discussion, reserved his reply to it for a future occasion: "When a dispute between capital and labour brings on a strike affecting the production or distribution of the necessities of life, thus threatening the public peace and impairing the public health, has the public any rights in such a controversy, or is it a private war between capital and labour? And if he answers this question in the affirmative, how would he protect the rights of the public? And in addition I wish him to define for us, if he will, who had the divine right to forbid the switchmen to strike in their 'out-law' strike; who controls this divine right to quit work?"

President Gompers, replying subsequently to these questions in a statement which appeared in the *American Labour World* said that to describe a strike as a private war between capital and labour was to come perilously near the language of thoughtlessness or ridicule of

the struggle of humankind towards the attainment of an ideal. Employment to workers was the means of sustaining life and the reward they secured by their labour power fixes the measure of life they may enjoy. But to employers labour is only the basis of profit. There must be conflict so long as industry is conducted for profit alone, and this conflict will not be ended by statute law, or argued or legislated out of existence. "The public has no rights which are superior to the toiler's right to live and to his right to maintain himself against oppression. Instinctively the workers put life before property, social welfare before material gain for the employer. It is the duty of the public to throw the weight of its influence on the side of the protagonists of progress and justice—the workers." "Industrial peace is desirable," the statement continues, "industrial greed is what prevents it. The workers will struggle and organize and strike when necessary to prevent industrial injustice. The strike—the withdrawal of their service—is the one final effective weapon that they possess. The State can offer no substitute, the public can hope for no state-made substitute, for the struggle is in industry, not in politics."

## THE GOVERNING BODY OF THE INTERNATIONAL LABOUR OFFICE

Fourth Meeting of Body, held at Genoa, June 8-9, 1920

**R**EPORTS received by the Department of Labour show that the Governing Body of the International Labour Office held its fourth meeting on June 8 and 9 at Genoa under the presidency of M. Fontaine. M. Albert Thomas, Director of the International Labour Office, was appointed Secretary-General of the Seamen's Conference meeting at Genoa on June 15. Reports were received from the British Government laying stress on the importance of the adoption of international regulations with regard to working hours for sea-

men and trusting that the forthcoming Conference would arrange an agreement on this matter just to both officers and sailors, and with proper consideration for the special difficulties of service at sea. It was added that the British delegates would do all in their power to secure the adoption of an international agreement with these aims in view. On the suggestion of M. Albert Thomas, the question of a weekly day of rest and the institution of the "English Week" were put on the agenda to be submitted to the next International Labour Conference

which is to be held at Geneva next year. The questions of minimum rates of pay, State insurance, annual holidays and the democratisation of industry were left over for consideration at a later meeting of the Governing Body. On the request of a Hungarian Labour representative, and under the terms of the Peace Treaty with Hungary which authorized the International Labour Office to institute a Commission of Inquiry into conditions of employment, the Director

was instructed by the committee to arrange for the appointment of a commission to inquire into the alleged "White Terror" in Hungary. In view of the present circumstances, nothing further was done with regard to the commission of inquiry, appointed at the March meeting of the Governing Body, into conditions in Russia. The seat of the International Labour Office is to be transferred to Geneva, where the committee will meet again on October 5.

## NEW LABOUR ORGANIZATIONS IN CANADA

### Labour Bodies formed during First Half of 1920

SINCE the issuance of the Ninth Annual Report on Labour Organization in Canada which contained the names of all labour bodies in the Dominion which had been formed up to the time of its publication, a number of other labour unions have been organized. During the first half of the present year information has been received of the formation of one trade union federation, one district council and thirty-nine local branch unions, 28 of the latter

being branches of international organizations, eight of non-international bodies, two national Catholic unions and one unit of the One Big Union. For the same period information has been received of the dissolution of seven local branches of international organizations and one non-international.

The following is the list of new labour bodies by provinces, not included in the 1919 report, the name and address of the president and secretary of each, where obtainable, being given:

### Federations of Trade Unions

*London Building Trades Council.*—Sec., Fred England, Queen's Ave., nr. Ontario St., London, Ont.

### District Councils

*Ontario District Council, Amalgamated Sheet Metal Workers' International Alliance.*—Pres., F. Mackay, Labour Temple, Toronto, Ont., Sec., G. March, 274 Robert St., Hamilton, Ont.

### Local Branch Unions

#### NOVA SCOTIA.

*Railway Carmen, No. 1389, Brotherhood of.*—Sec., Percy Rafues, Amherst, N.S.  
*Electrical Workers, No. 1068, International Brotherhood of.*—Pres., W. T. Wilkie, North Sydney, N.S. Sec., Otto McKinnon, North Sydney, N.S.

#### NEW BRUNSWICK.

*Carpenters and Joiners, No. 2389, United Brotherhood of.*—Pres., Emanuel Albert, Campbell-

ton, N. B. Sec., John B. Glover, Campbellton, N.B.

*Lathers, No. 434, International Union of Wood, Wire and Metal.*—Pres., A. P. Gaudet, 27 O'Brien Ave., Moncton, N.B. Sec., J. T. Dupuis, 11 Harris Ave., Moncton, N.B.

#### QUEBEC.

*Catholic Workmen's Corporation of Lachine.*—Pres., Joseph Comeau, 17-13th Ave., Lachine, Que. Sec., Raoul Legendre, 33-7th Ave., Lachine, Que.



*Carriage, Wagon and Automobile Workers Federal Labour Union, No. 29, (T. & L. C.).*—Sec., A. Maillard, 328 Wolfe St., Montreal, Que.

*Machinists, No. 631, International Association of.*—Sec., H. R. Stark, 492 Seigneur St., Montreal, Que.

*Textile Workers of America, No. 1112, United, (Oilcloth Workers).*—Pres., Aristide Girard, 1322 Lafontaine St., E., Montreal, Que. Sec., D. Leblanc, 1049 St. Catherine St., E., Montreal, Que.

*Machinists, No. 1481, International Association of.*—Sec., G. H. Bolter, Richmond, Que.

*Bricklayers, Masons and Plasterers of Canada, Canadian Federation of.*—Sec., Arthur Marois, 148 King St., Quebec, Que.

*Secretariat of the Catholic Syndicate of the City of Quebec.*—Pres., Abbé Maxime Fortin, 669 St. Valier St., Quebec, Que.

*Carpenters Union of St. Hyacinthe, National (C. F. of L.).*—Sec., J. T. Leclerc, 11 Têtu St., St. Hyacinthe, Que.

#### ONTARIO.

*Electrical Workers, International Association of.*—Sec., E. Charlton, Brockville, Ont.

*Machinists, No. 1395, International Association of.*—Sec., Harry Abray, 36 Ingram St., Chatham, Ont.

*Cobalt, Unit O. B. U.*—Sec., L. Bound, P.O. Drawer 921, Cobalt, Ont.

*Machinists, No. 1500, International Association of.*—Pres., James Kean, Box 175, Espanola, Ont., Sec., P. Larocque, Espanola, Ont.

*Painters, Decorators and Paperhangers of America, No. 1262, Brotherhood of.*—Pres., A. H. Kendrick, Guelph, Ont. Sec., A. McRobbie, 44 Norwich St., Guelph, Ont.

*Machinists, No. 327, International Association of, (Auto Mechanics and Helpers).*—Sec., Wm. O'Connor, 79 Grant Ave., Hamilton, Ont.

*Retail Clerks' International Protective Association, No. 554.*—Pres., Bert Clarkson, Princess Ave., East., London, Ont. Sec., Miss Heard, 419 Rectory St., London, Ont.

*Canadian Federal Labour Union of Orillia, (C. F. of L.).*—Pres., Wm. Landell, Jr., Orillia, Ont. Sec., Edward Nolan, Box 242, Orillia, Ont.

*Labourers, No. 566.*—Sec., W. Bowler, 121 Pine St., Ottawa, Ont.

*Teamsters, Chauffeurs, Stablemen and Helpers, No. 93, International Brotherhood of, (Milk Drivers and Dairy Employees).*—Pres., A. H. Craig, 13 Rupert St., Ottawa, Ont. Sec. C. R. Paquette, 538 McLeod St., Ottawa, Ont.

*Electrical Workers, No. 1, Canadian Brotherhood of (C. F. of L.).*—Pres., Robert Burns, 107 College St., Port Arthur, Ont. Sec., Fred. H. Starling, 613 Helen St., Port Arthur, Ont.

*Plumbers and Steam Fitters, No. 576, United Association of.*—Pres., W. Lake, 101 Browning Ave., Toronto, Ont. Sec., R. Hatton, 385 Kee-watin Ave., Toronto, Ont.

*Roofers, Damp and Waterproof Workers' Association, United Slate, Tile and Composition.*—Pres., E. R. Tinsley, 370 King St., W., Toronto, Ont. Sec., James Cowan, 104½ St. Patrick St., Toronto, Ont.

*Federal Labour Union, (A. F. of L.).*—Pres., Antonio Cuda, 72 Crowland St., Welland, Ont. Sec., Emanuel Caron, Box 1893, Welland, Ont.

*Hod Carriers, Building and Common Labourers' Union, No. 542, International.*—Sec., H. Luttman, 21 London St., Windsor, Ont.

*Lathers No. 439, International Union of Wood, Wire and Metal.*—Pres., E. G. Griffith, 77 Herbert St., Sandwich, Ont. Sec., E. C. Millen, 58 Hall Ave., Windsor, Ont.

*Steam and Operating Engineers, No. 324a, International Union of.*—Sec., Kenneth McDermott, Windsor, Ont.

#### MANITOBA.

*Electrical Workers, No. 1037, International Brotherhood of.*—Pres., R. H. Small, Lavinia Court, Winnipeg, Man. Sec., J. S. McDonald, 165 James St., Winnipeg, Man.

*Machinists, No. 457, International Association of.*—Sec., Geo. E. Wright, Room 14, Labour Temple, Winnipeg, Man.

#### SASKATCHEWAN.

*Metal Workers' International Alliance, Amalgamated Sheet.*—Sec., G. R. Bryden, 1950 McIntyre St., Regina, Sask.

#### ALBERTA.

*Meat Cutters and Butcher Workmen, Amalgamated.*—Pres., W. H. Nicholson, 822-22nd Ave., E., Calgary, Alta. Sec., F. Clegg, Suite 12, Seven Oaks Court, Calgary, Alta.

*Stationary and Operating Engineers and Firemen, No. 4, Canadian Brotherhood of.*—Sec., T. Gulliford, Cardston, Alta.

*Retail Clerks' International Protective Association.*—Pres., O. B. Taylor, 9523-100a St., Edmonton, Alta. Sec., J. R. Carreau, 10615-111th St., Edmonton, Alta.

*Stationary and Operating Engineers and Firemen, No. 3, Canadian Brotherhood of.*—Pres., N. Dowsett, 7th Ave., S., Lethbridge, Alta. Sec., Geo. Young, 521-12th St., A.N., Lethbridge, Alta.

*Stationary and Operating Engineers and Firemen, No. 5, Canadian Brotherhood of.*—Sec., C. Craig, 64 Eighth St., Medicine Hat, Alta.

*Retail Clerks' International Protective Association.*—Pres., G. H. Snell, Red Deer, Alta. Sec., M. McGregor, Red Deer, Alta.

#### BRITISH COLUMBIA.

*Meat Cutters and Butcher Workmen, No. 485, Amalgamated.*—Pres., A. E. Johnson, 949 Fort St., Victoria, B.C. Sec., Leslie Meehan, 2864 Wyndeatte St., Victoria, B.C.

### Unions Dissolved

The locations and names of the branches of labour organizations which were reported as dissolved during the first half of the year are as follows:

QUEBEC.—Railroad Stationmen and Railroad Employees' Alliance, No. 162, International Brotherhood of.

BRANTFORD.—Railroad Stationmen and Railroad Employees' Alliance, No. 146, International Brotherhood of.

LONDON.—Stationary Firemen and Oilers, No. 503, International Brotherhood of.

MIDLAND.—Railroad Stationmen and Railroad Employees' Alliance, No. 173, International Brotherhood of.

NORTH BAY.—Machinists, No. 852, International Association of. (Helpers).

PETERBOROUGH.—Electrical Workers, No. 772 International Brotherhood of.

BRANDON.—Sanitarium Employees' Federal Labour Union, No. 72, (T. & L. C.)

WINNIPEG.—Machinists, No. 863, International Association of.—(Helpers).

REGINA.—Machinists, No. 1280, International Association of.

## ANNUAL CONVENTION OF THE CANADIAN MANUFACTURERS' ASSOCIATION

THE forty-ninth annual convention of the Canadian Manufacturers' Association was held at Vancouver, B.C., on June 7-9. The retiring president Mr. T. P. Howard, of Montreal, referred to the success of Canadian producers and manufacturers in meeting post-war conditions, pointing out that the export trade of Canada amounted to \$1,286,658,709 during the year ended March 31, 1920, as compared with \$1,268,765,285 in the preceding year. With regard to labour matters, he alluded to the investigation of the Royal Commission on Industrial Relations, the National Industrial Conference at Ottawa and the International Labour Conference at Washington as three outstanding events. He expressed the opinion that there had been a gradual elimination of the revolutionary element in labour organizations by moderate men, and that a great deal had been done by the moderate wage-earners, with the co-operation of others, to make the conditions and rewards of wage-earning citizens more satisfactory. With regard to hours of work, he said that they must be governed by the country's necessity for

production, and that the experiment of establishing a national eight-hour day by law did not seem to have been satisfactory in France. The Minister of Commerce of that country referring to the report of a commission which investigated the results of the eight-hour day said that production in France had decreased in exact proportion to the reduction in the hours of labour.

The report of the Executive Committee contained a review of the year's activities of the Association. An extensive campaign was conducted for the sale of "Made-in-Canada" goods, to which it was stated strong support had been given by Canadian labour papers.

The Industrial Relations Committee submitted its first report. Brief reference was made to the Royal Commission on Industrial Relations which conducted its enquiry in the spring of 1919 and summaries were given of the work of the National Industrial Conference which met at Ottawa in September last, and of the International Labour Conference at Washington.

The Membership Committee reported a total membership of 4,061 on April 30,

1920, a net gain of 531, there having been 131 resignations and 662 new members accepted.

The Insurance Committee reported that acting on instructions from the Executive Council it had requested the Department of Insurance to provide the necessary facilities for the transaction of industrial group life insurance in Canada. The department complied with the request, and it is now possible for life insurance companies to insure groups of employees in this country without examination and at considerable lower rates than hitherto. The committee believed that the only practicable form of group insurance was the one-year renewable term insurance, under which there is no equity unless the renewal of the policy is maintained. This accounts for the low premiums. No medical examination is required of the employees, provided that at least fifty are insured. It was claimed that the advantages of group life insurance have been proved in the United States to be very great, and that it has the effect of doing away with a great many labour troubles, discouraging strikes and generally improving the morale of the employees. The committee stated, however, that this form of insurance was scarcely yet out of the experimental stage. Some of the members who had tried it endorsed it strongly; others were doubtful of its benefits, and a few condemned it.

Resolutions were passed advocating the appointment of a permanent tariff board, urging provision for scientific research work in the various provinces in relation with the central institute which is to be established by the Dominion Government at Ottawa; and requesting the Dominion government to require imported goods to be marked

with the name of the country of origin, in addition to the declaration at present required.

Honourable John Oliver, Premier of British Columbia, addressed the members at a luncheon. He sketched the great natural resources of the province, showing the immense possibilities of their development. Among the other speakers at the convention were Professor L. W. Gill, of the federal Department of Labour, director of Technical Education for Canada, Sir John Willison, president Canadian Reconstruction Association; Captain Robert Dollar of Vancouver; Mr. G. G. McGeer, M.L.A.; Mr. J. B. Thomson, chairman of the Pacific division of the Canadian Manufacturers' Association; and Mr. M. J. O. Cameron of the Cameron Lumber Company, Victoria, B.C. Professor Gill spoke on the subject of technical education. To illustrate the need of it he pointed out that under our public school system 90 per cent of boys between 14 and 18 years of age received no instruction or vocational guidance whatever and only one per cent of all the pupils received vocational training by attending the universities to fit themselves for the professions. Sir John Willison addressed the meeting on the subject of Canada's New Taxation. Captain Dollar spoke on Canada's Trade Prospects with the Orient. Messrs. J. B. Thomson, G. G. McGeer and J. O. Cameron spoke on the industrial position of British Columbia and the possibilities of industrial development in that province.

The following officers were elected for the ensuing year: President, J. S. McKinnon, Toronto, Ont.; First Vice-President, W. S. Fisher, St. John, N.B.; Second Vice-President, J. R. Shaw, Woodstock, Ont.; Treasurer, Thomas Roden, Toronto, Ont.



## ANNUAL CONVENTION OF THE BRITISH LABOUR PARTY

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THE twentieth annual convention of the British Labour Party was held at Scarborough, Yorkshire, on June 22-25, some 1,100 delegates attending. The programme of the Conference has since been described as "a Labour manifesto to the nations and the world." In the forefront were questions of international concern—the revision of the Peace Treaty with a view to settling the conflicts of Europe and putting the nations on a firm economic foundation; the recognition of the Russian government; the ending of all intrigues directed against foreign states and interference in their affairs by military missions; the denunciation of all secret agreements; economic arrangements to deal with the famine in Central Europe; the reconstruction of the League of Nations. The Conference resolved to send a deputation to the Prime Minister to bring before him the results of the investigations which the Labour Party's representatives had recently made in Hungary, Russia and Finland.

The question of nationalization was discussed at length, and the Conference re-affirmed its belief "that nationalization, with joint control between representatives of the producers, consumers, and the State, is the only satisfactory solution of the mining problems," and instructed the Executive Committee and the Parliamentary Party to oppose the Government bill for re-organizing the mines. This bill proposes to divide the mining industry into a number of centres, each centre to be

responsible for the payment of the workers employed there. It was claimed by Mr. Robert Smillie, President of the Miners' Federation of Great Britain, that this would mean "bringing down the miners' wages to the level of the very worst mines in the worst districts and lead to sectional fighting with the Government." On this subject, the Chairman Mr. W. H. Hutchinson, declared that the "Mines for the Nation" campaign had failed for the moment, but had had great educational value both in showing how far removed was their idea of nationalization from bureaucracy and state control, and in revealing the impossibility of expecting that capitalism, while controlling the State, would acquiesce in any change that would help to undermine its power.

On the third day of the Convention a motion to join the Third Moscow International was rejected by a vote of 2,940,000 to 225,000, and the party therefore remains affiliated to the Second International, with headquarters in Brussels. Mr. J. Ramsay MacDonald declared that the Moscow International "stands for revolution by violence—for the dictatorship of the proletariat. When people talk in this fine, academic revolutionary style about the dictation of one class or the other, have they realized there need be neither one nor the other? If we use our power and do our duty, we can make this a real revolution without fire and bloodshed. We have not yet found the basis of either the Russian Revolution or the Third

International, and we cannot do so until we have peace in Russia and external pressure has ceased—then international forces will operate. We ought to hold an absolutely open attitude to the Third International.” The Second is to be reconstructed at a convention to be held at Geneva next October, when representatives of all parties and nations will meet to devise a programme, designed to unite the revolutionary and labour parties of the world.

Fourteen organizations sponsored a State bonus scheme for pooling 20 per cent of the national income and distributing the proceeds equally amongst the population, the motion being referred to the Executive. Resolutions in favour of general invalidity pensions and against conscription were carried without discussion. The convention protested against the stoppage of out-of-work donations to civilians and asserted the principle of the right to maintenance. The inclusion of seamen in the Hours of Employment bill, limiting the working week to 48 hours, was urged.

The United Textile Factory Workers' Association were sponsors for a resolution which was adopted, calling for “stern measures to stamp out the shameless exploitation of necessities,” and asking the Parliamentary Party to introduce a bill to empower municipalities to undertake the production and distribution of milk, and another “to confiscate the huge fortunes made during the war by the shipping fraternity.”

A resolution, submitted by the National Socialist Party, and referred to the Executive, proposed that Labour should undertake for a stated period not to make any demand for higher wages provided the Government would undertake to carry through a policy along certain lines to reduce the cost of living. The resolution was as follows: “This Conference repudiates the suggestion that the increased cost of the necessities of life is primarily due to increased wages, and expresses the de-

sire, subject to a reasonable standard of life being guaranteed to all workers, that an understanding should be given to the Government on behalf of the organized labour movement to refrain for a stated period from putting forward any demand for increases of wages, provided that during that period the Government will undertake to initiate and carry through a policy calculated to secure (1) the establishment of effective control of the national food supply and protection of the community from the profiteering trusts and combines; (2) the development of the nation's agricultural resources on cooperative lines for the benefit of the whole people; (3) the nationalization of mines, railways, shipping, and other means of transport, as a preliminary to complete industrial reconstruction on collectivist lines.”

Other resolutions were passed by the Conference denouncing the Peace Treaty as violating the objects which the Allies professed during the war; demanding that the Government should arrange for the Irish people to elect by proportional representation a Constituent Assembly to determine the country's future, and should withdraw the British troops from Ireland; approving the principle of self-determination also for Egypt and India; expressing grave concern at existing social and economic conditions in Central Europe, and asking the Prime Minister to receive a deputation of the Labour Party to discuss the subject; and demanding full recognition for the Soviet Government of Russia.

A motion favouring the prohibition of liquor in Great Britain was rejected by a card vote of 2,603,000 to 472,000, while another resolution declaring for local option was carried by a vote of 2,003,000 to 623,000.

The Conference heard an address from Alderman Heaps, of Winnipeg, on the proposed appeal to the Privy Council from sentences passed on the Winnipeg strike leaders.

## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE PERIOD OF JUNE 21 TO JULY 19, 1920

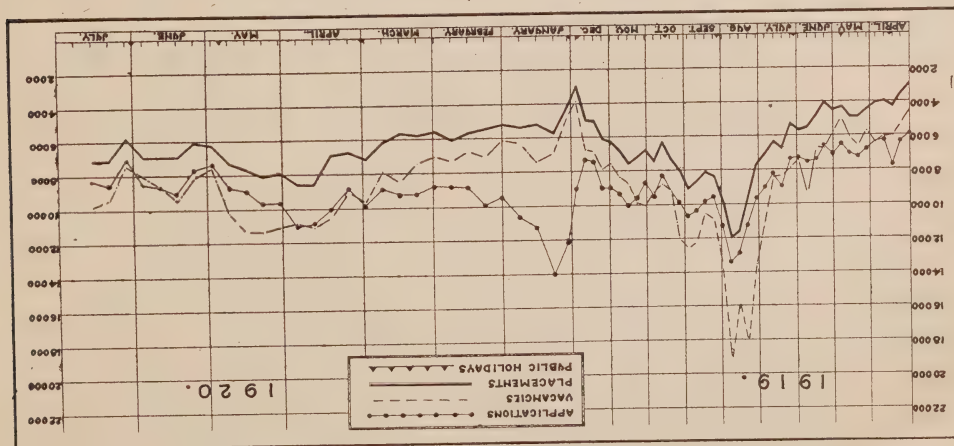
**R**EPORTS from employment offices to the Dominion Headquarters of the Employment Service of Canada show a slight increase in the number of placements during the four weeks' period covered by the present report as compared with the period ended June 19, the number of placements during the four weeks from June 21 to July 17 being 26,995, while the number of placements during the period ended June 19 was 26,445.

During the period under review (June 21 to July 17) regular placements were reported by weeks as follows: Week ending June 26,—7,039; week ending July 3—5,726; week ending July 10—7,108; week ending July 17—7,122. In addition placements in casual jobs (employ of a duration of less than one week) were as follows: Week ending June 26, 1,566; week ending July 3, 1,887; week ending July 10, 1,818; week ending July 17, 1,860.

The accompanying chart shows graphically the number of applications and

vacancies registered as well as the number of placements made for the full period of the record. The chart indicates that for the four weeks' period under review there was a general increase in the number of vacancies registered as compared with the previous period. The sharp decline at the end of June was due in the main to the Dominion Day holiday and to some extent to the closing of a few temporary offices. There was a slight falling off in the number of applications, but placements have maintained on the whole the same average as for the preceding period.

The accompanying table shows in some detail the work of the offices for the four weeks' period ended July 17. It will be observed that at the beginning of the period (June 21) the number of persons remaining unplaced totalled 4,931, of whom 3,787 were men and 1,144 were women. This compares with 2,813 men and 850 women, a total of 3,663 unplaced at the end of the four weeks' period. On June 21, 10,681 vacancies





## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JULY 17, 1920.

Office	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Hali ax.....	(230)		0	0			0	0	(1)	0	(1)	0
	230		0	0			0	0	1	0	1	0
<b>Nova Scotia .....</b>	<b>230</b>		<b>0</b>				<b>0</b>		<b>1</b>		<b>1</b>	
Moncton.....	37	8	306	14	7	31	333	24	299	20	265	15
St. John.....	(24)		(34)	0		0		0	(33)	0	(37)	0
	61	8	340	14	7	31	333	24	332	20	302	15
<b>New Brunswick ..</b>	<b>69</b>		<b>354</b>		<b>38</b>		<b>357</b>		<b>352</b>		<b>317</b>	
Hull.....	66	0	244	2	125	0	33	1	104	1	98	1
Lachine.....	0	0	14	0		0		0	14	0	14	0
Montreal St. James St.	116	6	585	54	142	122	794	116	439	46	376	36
Windsor St.....	135	0	116	0		0		0	164	0	136	0
Quebec.....	117	0	211	0	55	0	948	0	183	0	130	0
Quebec, Merger Bldg.	50	0	63	0		0		0	46	0	35	0
Sherbrooke.....	1	0	127	10	41	0	146	14	127	10	127	10
Three Rivers.....	38	2	122	8	51	4	96	6	74	5	60	4
	523	8	1,482	74	414	126	2,017	137	1,151	62	976	51
<b>Quebec .....</b>	<b>531</b>		<b>1,556</b>		<b>540</b>		<b>2,154</b>		<b>1,213</b>		<b>1,027</b>	
Belleville.....	0	0	137	6	44	0	137	6	137	6	90	6
Brantford.....	1	0	94	29	12	7	96	28	92	29	86	28
Chatham.....	0	0	488	0	0	0	488	0	488	0	488	0
Cobalt.....	2	0	185	0	36	0	230	0	178	0	172	0
Fort William.....	12	2	344	3	228	2	389	2	344	2	293	2
Guelph.....	109	4	199	30	242	514	191	13	184	33	144	22
Hamilton.....	12	43	474	128	84	271	459	148	470	96	462	65
Kingston.....	8	0	195	10	28	0	185	9	199	9	196	9
Kitchener.....	0	0	498	3	140	58	572	3	574	3	495	3
London.....	15	10	332	107	76	196	293	87	312	81	274	72
Niagara Falls.....	0	0	144	2	6	19	189	2	144	2	84	2
North Bay.....	0	0	251	1	7	0	251	0	251	1	247	1
N.E. Ontario, P. & B.	10	0	2	0		0		0	2	0	2	0
Orillia.....	2	0	64	1	0	0	63	0	63	0	39	0
Oshawa.....	0	0	112	3	62	0	75	3	112	3	105	3
Ottawa.....	25	51	557	94	173	230	287	95	535	60	461	1
Pembroke.....	0	0	99	2	22	6	69	6	99	2	99	2
Peterborough.....	48	4	171	17	31	20	171	23	202	17	161	15
Port Arthur.....	8	0	970	5	103	0	986	6	748	5	668	5
St. Catharines.....	20	2	340	28	39	149	291	34	311	25	275	23
St. Thomas.....	3	0	115	2	77	0	82	2	112	2	112	2
Sarnia.....	0	1	108	2	39	0	113	2	108	2	107	1
Sault Ste. Marie.....	0	0	952	6	321	0	923	6	899	6	899	6
Sudbury.....	0	0	1,054	5	46	6	1,009	3	1,042	5	769	5
Timmins.....	0	0	405	0	0	0	390	0	405	0	275	0
Toronto.....												
45 King St. W.....	649	218	2,598	1,115	582	1,558	2,119	1,442	1,500	640	1,126	588
P. & B.....												
47 King St. W.....	18	0	721	0	125	0	574	0	327	0	614	0
Windsor.....	8	0	501	8	67	12	534	7	495	7	454	7
	950	325	12,110	1,607	2,590	3,057	11,175	1,926	10,333	1,936	9,197	903
<b>Ontario .....</b>	<b>1,285</b>		<b>13,717</b>		<b>5,647</b>		<b>13,101</b>		<b>11,369</b>		<b>10,100</b>	
Brandon.....	29	9	301	29	48	54	291	43	259	30	236	28
Dauphin.....	0	0	69	1	27	0	110	1			69	1
Portage la Prairie.....	4	3	365	47	45	38	375	58	445	64	328	45
The Pas.....	0	0	105	3	202	3	113	3	102	3	162	3
Transcona.....												
Winnipeg.....												
P. & B. Section.....												
Handicap.....												
220 Bannatyne.....	50		872		360		1,166		898		660	
179 Henry Ave.....	0		843		347		1,609		839		843	
439 Main.....	23	10	882	80	60	15	1,000	91	835	75	858	75
210 Montreal Trust.....		147		147		189		123		123		69
198 Pacific Ave.....		154		276		307		417		294		213
	106	323	3,437	583	1,089	606	4,664	736	3,378	589	3,096	429
<b>Manitoba .....</b>	<b>429</b>		<b>4,020</b>		<b>1,695</b>		<b>5,400</b>		<b>3,967</b>		<b>3,525</b>	

Brackets indicate figures reported by the D. S. C. R.

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED JULY 17, 1920.

Office	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Estevan.....	7	2	203	26	124	15	248	32	231	29	183	27
Moose Jaw.....	48	6	510	53	68	21	462	63	402	38	386	32
North Battle'ord.....	4	1	71	2	88	5	90	3	67	1	53	1
Prince Albert.....	7	1	128	4	69	7	124	9	92	3	84	0
Regina.....	42	11	773	112	80	25	690	149	735	97	609	88
Saskatoon.....	46	7	1,005	109	160	36	905	208	1,012	100	954	107
Swi t Current.....	24	4	135	19	22	4	149	20	113	8	102	5
Weyburn.....	6	1	78	2	5	3	84	5	70	1	66	1
Yorkton.....			145	5	6	2	170	17	115	3	117	3
	184	33	3,048	332	622	118	2,922	506	2,837	280	2,554	264
<b>Saskatchewan...</b>	<b>217</b>		<b>3,380</b>		<b>740</b>		<b>3,428</b>		<b>3,117</b>		<b>2,818</b>	
Calgary.....	52	78	1,841	261	67	124	1,720	358	1,716	254	1,562	166
Drumheller.....			114	2	20		99	2	99	2	89	2
Edmonton.....	320	13	2,141	353	392	27	1,884	387	1,673	326	1,631	308
Lethbridge.....	3	1	421	28	32	1	422	30	368	25	331	25
Medicine Hat.....	4		172	24	5	3	193	28	170	24	170	24
Red Deer.....			60	4	15		57	3	60	3	43	3
	379	92	4,749	672	531	155	4,375	808	4,086	634	3,826	528
<b>Alberta.....</b>	<b>471</b>		<b>5,421</b>		<b>686</b>		<b>5,183</b>		<b>4,720</b>		<b>4,354</b>	
Cranbrook.....	4	0	150	1	110	4	204	1	147	1	130	1
Fernie.....	1	0	59	0	43	0	72	0	60	0	60	0
Grand Forks.....	0	0	37	0	19	0	69	0	38	0	34	0
Kamloops.....	41	0	285	0	47	0	317	0	258	0	223	0
Kelowna.....	0	0	56	3	0	0	54	3	54	3	53	3
Nanaimo.....	28	0	67	0	0	0	199	1	47	0	45	0
Nelson.....	23	1	216	15	183	9	263	7	224	7	211	7
New Westminster.....	28	0	200	5	21	0	135	3	135	3	135	4
Prince Rupert.....	26	0	270	0	31	0	270	0	252	0	245	0
Revelstoke.....	1	0	13	0	32	0	6	0	13	0	13	0
Vancouver—												
Dunsuir.....	371	45	636	464	0	12	549	318	609	390	582	292
P. & B.....	125	0	29	0	1	0	15	0	15	0	15	0
Handicap.....	176	0	3	0	0	0	5	0	5	0	5	0
Powell.....	42	0	2,294	0	434	0	2,135	0	2,247	0	2,202	0
Vernon.....	10	0	160	12	146	0	185	12	149	6	137	6
Victoria.....	392	299	641	134	1	242	220	151	212	269	199	251
P. & B.....	86	0	0	0	0	0	0	0	0	0	0	0
	1,354	345	5,116	634	1,068	267	4,698	496	4,465	679	4,289	564
<b>British Columbia</b>	<b>1,699</b>		<b>5,750</b>		<b>1,335</b>		<b>5,194</b>		<b>5,144</b>		<b>4,853</b>	
	3,787	1,144	30,282	3,916	6,321	4,360	30,184	4,633	26,583	3,300	24,241	2,754
<b>Totals for Canada</b>	<b>4,931</b>		<b>34,198</b>		<b>10,681</b>		<b>34,817</b>		<b>29,883</b>		<b>26,995</b>	

notified by employers remained unfilled, of which 6,321 were for men and 4,630 were for women workers as compared with 7,487 for men and 3,564 for women, a total of 11,051 at the end of the period under review. During the same period 30,282 men and 3,916 women applied for employment, while 30,184 new vacancies for men and 4,633 for women were notified by employers to the Service. This would indicate that while the demand for women workers still exceeded the supply, that in the case of men the supply (applications) was still slightly in excess of the demand (vacancies) though not to such an extent as reported for the

preceding period, when there were 30,740 applications registered as against 28,618 vacancies for men.

The regular placements during the period under review totalled 26,995 of which 24,241 were for men and 2,754 for women, as compared with 24,283 for men and 2,162 for women during the previous period, an increase on the whole of 550. In addition, the offices of the Service made 7,131 casual placements during the period, a slight decrease as compared with the preceding four weeks.

The following table gives in summary form, by provinces, the reports of placements from March 1, 1919 to July 17,

## CHRONOLOGICAL SUMMARY OF PLACEMENTS MARCH 1919—JUNE 17, 1920.

Week Ended.	REGULAR PLACEMENTS.												Casual Place- ments, Canada.
	Maritime Provinces.			Quebec.	Ontario.	Manito- toba.	Saskat- chewan.	Alberta.	British Colum- bia.	Canada.			
	P.E.I.	Nova Scotia	New Brun- swick.							Men.	Women.	Total.	
1919													
Mar. 1—29 .....		109	101	380	3,522	566	1,234	1,331	1,377	7,368	1,252	8,620	1,058
Apr. 1—26 .....	43	330	571	501	5,566	1,731	2,229	2,428	2,797	14,807	1,389	16,196	1,416
Apr. 28-May 24...	178	517	775	1,572	7,106	1,327	2,026	3,098	2,178	17,456	1,321	18,777	1,953
May 26-June 21...	175	612	915	1,683	8,108	1,269	2,322	2,087	1,994	17,769	1,396	19,165	1,760
May 28 .....	31	220	248	401	2,077	789	739	566	663	5,197	537	5,734	539
July 5 .....	27	194	336	388	1,691	844	673	579	646	4,894	484	5,378	551
" 12 .....	24	136	339	437	2,282	1,126	699	682	1,097	6,318	504	6,822	959
" 19 .....	37	146	315	459	2,262	1,139	670	613	797	5,806	632	6,438	515
" 26 .....	33	146	385	554	2,508	1,195	824	638	836	6,618	501	7,119	863
Aug. 2 .....	34	126	301	632	2,422	1,719	944	808	784	7,352	418	7,770	879
" 9 .....	32	125	227	660	2,103	3,087	1,522	1,015	1,005	9,344	432	9,776	771
" 16 .....	26	99	288	712	2,397	4,036	1,889	1,008	1,202	11,147	510	11,657	1,124
" 23 .....	18	128	290	802	2,394	4,049	2,157	1,052	1,149	11,504	535	12,039	1,322
" 30 .....	32	177	289	811	2,661	2,454	1,418	1,222	940	9,522	482	10,004	1,254
Sept. 6 .....	30	115	250	578	2,201	1,967	1,761	775	732	8,055	354	8,409	1,141
" 13 .....	26	157	248	654	2,187	1,807	1,297	777	1,007	7,828	332	8,160	1,274
" 20 .....	31	164	250	686	2,398	1,995	1,093	921	1,152	8,225	465	8,690	1,238
" 27 .....	13	152	247	668	2,602	2,605	1,123	919	818	8,773	374	9,147	1,246
Oct. 4 .....	33	163	292	700	2,228	1,812	1,009	948	913	7,753	345	8,098	1,216
" 11 .....	32	176	275	665	2,158	1,637	788	863	814	7,039	369	7,408	1,294
" 18 .....	19	100	293	604	1,994	1,066	731	871	761	6,102	337	6,439	1,248
" 25 .....	21	135	244	665	2,175	1,811	740	1,036	709	7,187	349	7,536	1,634
Nov. 1 .....	45	144	352	531	2,195	1,098	823	1,019	636	6,457	386	6,843	1,485
" 8 .....	85	155	306	603	2,306	1,296	909	792	793	6,849	396	7,245	1,425
" 15 .....	58	152	293	698	2,144	1,880	860	690	846	7,186	435	7,621	1,247
" 22 .....	44	119	311	723	2,308	1,022	768	816	838	6,511	438	6,949	1,450
" 29 .....	61	173	283	621	2,106	821	738	680	880	5,936	427	6,363	1,310
Dec. 6 .....	23	155	240	585	2,148	825	635	586	955	5,745	407	6,152	1,308
" 13 .....	29	97	252	466	1,927	589	480	538	758	4,803	333	5,136	1,250
" 20 .....	32	156	249	429	1,695	495	481	566	975	4,671	407	5,078	1,191
" 27 .....	2	72	122	241	1,046	417	318	416	469	2,940	163	3,103	1,028
1920													
Jan. 3 .....	13	115	147	328	1,454	502	377	493	700	3,852	277	4,129	954
" 10 .....	9	118	222	479	2,301	592	479	625	983	5,345	463	5,808	1,047
" 17 .....	14	113	203	516	2,138	529	434	470	852	4,894	375	5,269	1,152
" 24 .....	11	104	202	768	1,933	637	387	457	959	5,026	432	5,458	1,423
" 31 .....	3	70	154	709	1,934	582	331	553	882	4,807	411	5,218	1,029
Feb. 7 .....	9	113	222	675	1,975	601	295	599	992	5,057	424	5,481	1,280
" 14 .....	6	107	217	707	2,183	565	252	644	1,010	5,293	398	5,691	1,198
" 21 .....	16	77	222	855	2,100	732	368	591	1,171	5,710	422	6,132	1,251
" 28 .....	14	114	176	700	1,996	597	348	562	1,097	5,154	450	5,604	1,250
Mar. 6 .....	16	131	200	589	1,966	714	383	578	1,215	5,344	448	5,792	979
" 13 .....	12	103	175	565	1,987	721	383	613	1,148	5,233	474	5,707	1,238
" 20 .....	13	142	187	533	2,236	834	375	592	1,282	5,709	485	6,194	1,362
" 27 .....	17	138	152	674	2,437	993	619	780	1,392	6,656	546	7,202	1,608
Apr. 3 .....	12	87	212	600	2,299	800	904	720	1,113	6,265	482	6,747	1,346
" 10 .....	21	102	294	597	2,468	1,186	820	889	1,506	7,358	525	7,883	1,418
" 17 .....	20	142	268	628	2,868	1,440	832	957	1,475	8,015	615	8,630	1,650
" 24 .....	44	177	516	640	2,560	1,585	894	940	1,333	8,068	621	8,689	1,774
May 1 .....	39	58	560	2,570	1,396	923	1,057	1,364	7,410	557	7,967	1,971	
" 8 .....	14	143	515	2,570	1,567	926	1,160	1,235	7,518	612	8,130	1,856	
" 15 .....	20	100	467	2,456	1,143	802	1,210	1,518	7,208	508	7,716	1,937	
" 22 .....	19	143	486	2,475	1,168	793	1,060	1,181	6,814	511	7,325	1,339	
" 27 .....	16	116	416	2,347	874	685	749	1,108	5,804	507	6,311	1,696	
June 5 .....	14	92	393	2,165	846	775	940	977	5,701	501	6,202	1,674	
" 12 .....	17	151	405	2,453	954	900	895	1,192	6,404	563	6,967	1,870	
" 19 .....	7	146	359	2,548	976	782	935	1,212	6,374	591	6,965	1,974	
June 26 .....		1	87	388	2,548	830	807	918	1,460	6,348	691	7,039	1,566
July 3 .....			53	230	2,201	770	569	774	1,129	5,072	654	5,726	1,887
" 10 .....			82	224	2,610	965	755	1,303	1,169	6,400	708	7,108	1,818
" 17 .....			95	185	2,741	960	687	1,359	1,095	6,421	701	7,122	1,858
Total to date .....	1,524	7,550	14,922	35,300	149,436	74,533	51,785	53,763	65,271	422,431	31,653	454,084	80,955



1920. Regular placements refer only to those applicants for whom employment found was likely to be of more than one week's duration, while casual placements refer to those applicants for whom employment found was likely to be of less than one week's duration. It will be noted that the number of regular placements from the beginning of the period

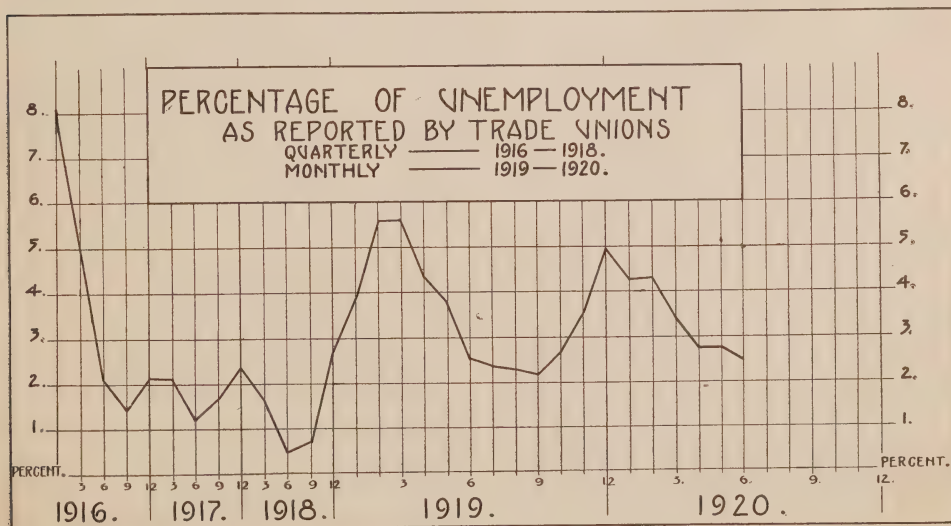
until July 17 totalled 454,084 or at the rate of 6,306 per week, while the number of casual placements for the same period was 80,955 or a weekly average of 1,124. The number of applications for regular employment made during the period totalled 678,388, while the number of vacancies for regular positions notified by employers to the Service amounted to 617,258.

### UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF JUNE, 1920, AS REPORTED BY UNIONS MAKING RETURNS.

**T**HE present article on unemployment among the members of local trade unions deals with unemployment as at the end of June, 1920, and is based on returns received from 1,565 labour organizations with a total membership of 194,023. For all occupations reporting, 2.48 per cent of the members were unemployed as compared with 2.88 per cent at the end of May, 1920, and with 2.57 per cent for June, 1919. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other

than their own trades or who are idle because of sickness or as the direct result of strikes or lockouts, are not considered as unemployed. As the number of unions making returns varies from month to month with consequent variation in membership upon which the percentage of unemployment is based, it should be understood that the percentage of unemployment figures have reference only to those unions reporting.

The chart following gives the curve of unemployment by quarters for 1916, 1917 and 1918; by months for 1919 to



June of this year, and shows the increasing activity for organized workers year by year during the war period. The percentage of unemployment at the end of December, 1915, (the percentage for March, 1916, is not available) stood at 8. From then unemployment, except for seasonal fluctuations, grew gradually less with the more complete organization of labour forces on a war footing, until in June, 1918, the percentage of unemployment was only one-half of one per cent. Following the cessation of hostilities, and consequently of war industries, unemployment showed an upward curve, which was increased by the usual winter slackness. At the end of February and March, 1919, the percentage of unemployment stood at 5.6 per cent. From then it gradually declined to 2.2 in September. Seasonal unemployment caused the curve to mount slightly with the approach of winter, until it reached nearly 5 per cent at the end of December. The curtailment of operations incident to the holiday and inventory period very probably increased this percentage, as recovery was manifested in January, February and March. Continued improvement was shown in April when the percentage of unemployment stood at 2.83. Very little change was recorded during May, and at the end of June the curve showed a slight downward tendency, the percentage dropping to 2.48.

That the percentage out of work at at the end of June, was slightly smaller than in both May, 1920, and June, 1919, was due to there having been greater activity for workers in nearly all groups of industries, the increase in employment being particularly marked in the manufacturing and mechanical industries.

Table I on this page summarizes the returns by provinces. In comparison with the returns for May, 1920, decreases in unemployment were reported in all provinces except Nova Scotia and Prince Edward Island and Saskatchewan, where the percentages of unemployment were slightly larger. As compared with the corresponding month of 1919, Manitoba and British Columbia, only, recorded increases in unemployment, that in the former province being inconsiderable, while in the latter it was substantial.

TABLE 1.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Month	Nova Scotia & Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Canada
Dec. 1915.....	.36	7	9.9	8.1	3.2	7.0	4.3	14.3	8.01
June 1916.....	.49	.8	1.8	1.7	1.2	2.6	3.03	.53	2.1
Dec. 1916.....	.74	1.66	3.6	.55	1.01	1.63	1.70	3.86	2.17
June 1917.....	.25	.20	2.23	.94	.58	.25	.84	2.50	1.25
Dec. 1917.....	2.64	3.07	2.96	2.44	1.07	2.41	1.55	3.05	2.42
June 1918.....	.16	.27	.44	.37	.29	.18	.39	1.70	.50
Dec. 1918.....	2.01	.42	3.46	2.95	1.31	2.15	2.07	3.81	2.76
Jan. 1919.....	1.25	.84	4.07	4.64	3.62	5.73	1.97	5.20	3.94
Feb. 1919.....	5.68	2.58	6.70	5.48	2.82	4.47	4.16	7.97	5.61
Mar. 1919.....	2.41	2.93	6.93	5.65	1.20	5.31	3.56	8.05	5.82
Apr. 1919.....	2.41	2.46	4.21	4.25	1.65	3.95	2.26	9.65	4.38
May 1919.....	4.66	3.38	5.15	2.60	1.47	2.86	1.43	6.52	3.33
June 1919.....	2.68	2.43	3.79	1.87	1.19	2.51	1.68	3.32	2.57
July 1919.....	4.11	1.15	2.51	1.52	.92	2.77	1.90	5.82	2.40
Aug. 1919.....	5.44	1.69	2.52	1.25	.81	1.95	1.09	5.81	2.33
Sept. 1919.....	1.53	11.22	2.12	1.41	.73	1.29	.94	8.03	2.19
Oct. 1919.....	3.19	1.06	2.39	.81	1.28	.59	.93	11.58	2.71
Nov. 1919.....	1.21	1.53	2.93	2.02	2.07	1.20	.52	16.18	3.55
Dec. 1919.....	1.47	5.80	5.39	1.99	4.97	6.01	2.79	18.62	4.98
Jan. 1920.....	2.72	3.97	4.38	2.66	4.50	4.92	4.01	12.17	4.28
Feb. 1920.....	5.08	2.31	1.93	3.04	4.62	5.24	5.12	14.58	4.32
Mar. 1920.....	1.88	3.06	3.18	2.53	3.18	4.03	2.06	9.50	3.44
Apr. 1920.....	.61	1.32	2.50	2.42	2.71	3.19	1.71	8.09	2.83
May 1920.....	.38	.53	3.62	1.80	2.63	1.32	1.49	10.63	2.88
June 1920.....	.56	.28	2.82	1.68	1.41	2.15	1.15	9.57	2.48

The percentages reported idle in the different groups of industries are indicated in table II on page 1039.

Unemployment in the manufacturing and mechanical industries as recorded by 392 unions having a combined membership of 51,259, was not as prevalent as at the end of May, 2.17 per cent of the members having been unemployed as

TABLE II.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES

Month.	Manufacturing and Mechanical Industries.	Metals, Machinery and Conveyances.	Food, Tobacco and Liquors.	Textiles, Carpets and Cordage.	Clothing.	Pulp, Paper and Fibre.	Printing, Publishing and Paper Goods.	Woodworking and Furniture.	Leather, Boots, Shoes and Rubber.	Glass Bottle Blowing.	Jewelry Working.	Oil Refining.	Transportation.	Steam Railways.	Street and Electric Railways.	Navigation.	Teaming and Driving.	Mining, Quarrying and Refining of Ores.	Building and Construction.	Public Employment.	Fishing.	Miscellaneous.	All Occupations.
Dec. 1915	3.1	0	.8	0	3.3	0	3.7	3.7	0	0	0	0	3.0	2.4	2.3	12.2	0	5.9	28.3	0	23.3	8.4	8.01
June 1916	1.1	0	4.9	0	.6	0	.8	5.9	0	0	0	0	5	.5	.3	2.3	0	1.2	8.6	0	3.1	2.1	
Dec. 1916	2.3	.71	1.2	0	6.48	0	.34	6.4	.33	0	0	0	1.62	.62	.20	10.57	0	.65	5.24	.11	0	1.3	2.17
June 1917	1.79	.11	1.50	0	4.95	0	.79	.62	.83	3.66	0	0	.51	.55	.18	1.79	0	.32	3.21	.04	0	.99	1.25
Dec. 1917	2.77	.76	3.29	0	11.21	.34	.67	3.00	2.92	4.48	0	0	.70	.76	.17	.74	0	2.09	9.53	.17	0	1.58	2.42
June 1918	.42	.14	1.78	.05	.18	0	.72	2.20	0	0	0	0	.42	.21	0	2.12	.05	.18	1.57	.02	0	.49	.50
Dec. 1918	2.89	3.53	8.63	1.41	3.42	4.3	.86	0	1.33	.32	0	0	1.48	.35	.06	7.80	2.57	1.24	8.68	.47	0	2.29	2.76
Jan. 1919	3.32	3.21	8.24	11.50	3.22	2.23	.69	10.57	1.19	0	27.5	88	2.02	1.78	.33	6.73	2.98	1.42	16.29	33	50.50	2.84	3.94
Feb. 1919	4.22	5.64	9.90	12.29	.26	.96	.70	2.78	4.00	9.44	74	4.61	4.56	2.74	3.42	18.17	3.69	3.79	16.44	48	17.54	4.07	5.61
Mar. 1919	4.18	5.51	6.79	3.99	2.27	3.29	.59	2.21	4.22	10.03	48	0	4.75	2.87	.38	17.73	2.63	1.87	16.45	07	0	4.74	5.62
April 1919	3.17	4.26	4.06	2.04	0	.76	.59	1.07	8.63	7.93	0	0	3.48	2.40	.20	9.60	4.26	2.69	12.05	.01	0	4.30	4.38
May 1919	4.05	7.27	3.82	3.32	.73	1.17	.46	0	.13	5.96	0	0	2.21	1.62	.15	10.29	.82	2.84	8.68	0	4.10	7.26	3.83
June 1919	5.16	4.69	1.90	1.54	.32	1.61	1.64	4.08	1.99	9.89	0	0	1.84	1.98	.63	2.93	2.28	.58	4.71	0	0	3.99	2.67
July 1919	2.95	4.84	1.83	.60	0	.34	1.86	0	.06	0	0	0	2.05	1.83	.14	3.99	1.25	.47	3.88	0	0	2.79	2.40
Aug. 1919	3.33	5.39	5.42	.87	.55	1.07	1.45	.59	.37	64.33	0	0	2.02	1.42	1.39	5.05	2.26	.45	2.86	.17	0	1.58	2.33
Sept. 1919	2.57	4.60	8.08	1.08	.05	.30	1.71	.13	.15	1.18	0	0	2.06	.99	.13	8.62	.36	1.11	2.91	.11	0	2.07	2.19
Oct. 1919	2.27	4.60	1.29	.05	.85	.21	1.13	.14	.20	1.61	0	0	2.61	.76	2.19	10.88	1.36	.91	5.42	.06	0	2.95	2.71
Nov. 1919	3.16	5.73	1.58	.05	.44	2.23	1.05	.50	.47	2.71	0	0	3.87	1.17	.24	17.49	3.43	1.14	5.82	.47	20.75	3.24	3.58
Dec. 1919	2.79	3.72	11.32	.36	.12	.62	1.08	.15	.44	6.22	0	5.60	5.03	1.59	.62	29.37	2.89	2.10	12.05	.91	72.16	4.23	4.98
Jan. 1920	2.96	4.11	7.90	.18	1.34	.54	1.31	.44	.39	8.92	.44	2.29	2.73	1.90	.18	13.13	.75	8.41	11.77	.68	24.21	5.45	4.28
Feb. 1920	2.49	3.88	10.20	0	.15	.05	1.31	.26	.77	1.93	0	2.22	2.77	1.78	.20	9.74	.12	4.78	12.14	1.63	3.57	4.4	4.33
Mar. 1920	1.93	2.29	6.04	.03	.15	0	1.28	.38	1.38	14.42	0	...	2.61	1.80	10	12.44	3.29	.65	9.88	1.66	3.45	3.66	3.44
April 1920	2.28	3.54	4.70	.05	.40	.02	1.24	.23	3.25	1.92	.11	...	2.57	1.95	.09	9.75	2.43	1.10	5.92	.43	0	2.49	2.83
May 1920	3.40	4.46	4.47	.02	.56	0	1.17	12.17	5.87	1.63	.42	2.92	2.62	1.61	.09	10.18	0	1.16	4.32	.04	0	1.57	2.88
June 1920	2.17	2.00	7.00	.02	1.84	0	1.14	1.10	3.98	27.16	0	0	2.49	1.79	.05	8.04	.23	.38	4.28	0	24.2	4.8	2.48

compared with 3.40 per cent in the preceding month. In comparison with the returns for June of last year a decrease in unemployment was also shown, the percentage out of work in that month having been 3.16. Workers in metals, machinery, and conveyances, printing, publishing and paper goods, and wood-working and furniture reported smaller percentages of unemployment both as compared with the preceding month and also with the corresponding month of last year. In food, tobacco and liquors and glass bottle blowing, considerable increases in the volume of unemployment were shown, both as compared with May and with June, 1919. Workers in clothing and leather, boots, shoes and rubbers, were more fully engaged than in the preceding month, but the percentages of unemployment were larger than in June of last year. In textiles,

carpets and cordage no change took place in comparison with the returns for May, but a decrease in unemployment was shown in comparison with June, 1919. In the pulp, paper and fibre, jewelry working, and oil refining groups as reported by 26, 3, and 1 union, respectively, no members were reported as out of work.

Reports from 636 organizations of transportation workers, having a combined membership of 79,149 persons, indicated that 2.49 per cent of the members were unemployed as compared with percentages of 2.62 in May, 1920, and 1.84 in June, 1919. Employment among steam railway employees (whose returns constituted nearly 73 per cent of the entire group membership reporting) showed slightly less activity than in May, 1920, but improvement was recorded in comparison with June of last



TABLE III.—UNEMPLOYMENT ON JUNE 30, 1920.

OCCUPATIONS	Nova Scotia & Prince Ed. Island				New Brunswick				Quebec				Ontario				
	No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		No. re- porting		Unem- ployed		
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	
<b>1-Manufacturing and Mechanical Industries.....</b>	<b>13</b>	<b>1095</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1705</b>	<b>6</b>	<b>.35</b>	<b>70</b>	<b>17368</b>	<b>198</b>	<b>1.14</b>	<b>208</b>	<b>23337</b>	<b>597</b>	<b>2.56</b>	
2-(a) METALS, MACHINERY, CONVEYANCES	9	901	0	0	9	941	2	.21	28	5864	121	2.03	106	9353	59	.63	
3- Moulders.....	3	151	0		1	73	0		3	358	0		17	1467	25		
4- Blacksmiths.....					1	16	0		5	712	10		12	634	4		
5- Boilermakers and iron shipbuilders.....	1	38	0		3	206	2		4	2440	35		16	1887	0		
6- Patternmakers.....									1	214	1		7	291	2		
7- Metal polishers, buffers and platers.....													9	307	0		
8- Machinists.....	3	176	0		2	608	0		12	1620	75		37	3694	22		
9- Sheet metal workers and tinsmiths.....	2	536	0		2	38	0		3	620	0		8	1073	6		
10-(b) FOOD, TOBACCO AND LIQUORS.....					<b>2</b>	<b>62</b>	<b>3</b>	<b>4.84</b>	<b>4</b>	<b>1329</b>	<b>44</b>	<b>2.48</b>	<b>15</b>	<b>1791</b>	<b>208</b>	<b>11.61</b>	
11- Flour and cereal mill employees.....									1	125	0		3	170	0		
12- Meat cutters and butchers.....					1	47	3		2	554	19		7	906	8		
13- Bakers and confectioners.....					1	15	0						3	595	200		
14- Cigar and tobacco makers.....									1	650	25		2	120	0		
15- Brewery workers.....									<b>3</b>	<b>3333</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1023</b>	<b>1</b>	<b>1.10</b>	
16-(c) TEXTILES, CARPETS AND CORDAGE.....	<b>1</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3333</b>	<b>1</b>	<b>.74</b>	<b>3</b>	<b>3333</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1214</b>	<b>15</b>	<b>1.24</b>	
17-(d) CLOTHING AND LAUNDERING.....									<b>1</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>259</b>	<b>14</b>		
18- Tailors.....													7	547	0		
19- Garment workers.....									1	48	0		3	408	1	.0	
20- Hat, glove and ur workers.....													12	2596	0	0	
21-(e) PULP, PAPER AND FIBRE.....					<b>2</b>	<b>567</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1884</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>5096</b>	<b>84</b>	<b>1.65</b>	
22-(f) PRINTING, PUBLISHING & PAPER GOODS.....	<b>3</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>103</b>	<b>1</b>	<b>.74</b>	<b>10</b>	<b>1970</b>	<b>11</b>	<b>.56</b>	<b>15</b>	<b>2217</b>	<b>68</b>		
23- Compositors.....	3	145	0		2	103	1		4	1013	3		5	1163	7		
24- Pressmen and assistants.....					1	32	0		3	794	8		3	1078	3		
25- Bookbinders.....													2	109	0		
26- Stereotypers and electrotypers.....									2	142	0		7	529	6		
27- Engravers and lithographers.....									1	21	0						
28- Others.....									<b>3</b>	<b>415</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>653</b>	<b>11</b>	<b>1.68</b>	
29-(g) WOOD WORKING AND FURNITURE.....									<b>6</b>	<b>1879</b>	<b>20</b>	<b>1.06</b>	<b>10</b>	<b>1391</b>	<b>114</b>	<b>8.20</b>	
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.....									<b>3</b>	<b>171</b>	<b>2</b>	<b>1.17</b>	<b>3</b>	<b>220</b>	<b>105</b>	<b>47.73</b>	
31-(i) GLASS BOTTLE BLOWING.....									1	375	0						
32-(j) JEWELRY WORKERS.....																	
33-(k) OIL REFINING.....																	
<b>34-Transportation.....</b>	<b>47</b>	<b>3329</b>	<b>58</b>	<b>1.74</b>	<b>34</b>	<b>6103</b>	<b>14</b>	<b>.23</b>	<b>88</b>	<b>17763</b>	<b>666</b>	<b>3.75</b>	<b>264</b>	<b>29511</b>	<b>277</b>	<b>.94</b>	
35-(a) STEAM RAILWAYS.....	<b>44</b>	<b>3191</b>	<b>53</b>	<b>1.65</b>	<b>29</b>	<b>2978</b>	<b>13</b>	<b>.44</b>	<b>78</b>	<b>12534</b>	<b>638</b>	<b>5.09</b>	<b>231</b>	<b>22355</b>	<b>198</b>	<b>.89</b>	
36- Conductors.....	1	42	0		2	125	0		7	374	2		27	1190	0		
37- Locomotive engineers.....	7	242	0		4	319	0		12	764	5		32	2280	3		
38- Locomotive firemen.....	6	418	11		2	261	0		11	924	12		31	2983	89		
39- Carmen.....	4	185	0		2	567	0		9	4899	600		30	3949	31		
40- Trainmen.....	5	726	40		7	947	12		5	1100	17		19	3733	74		
41- Telegraphers (local unions).....	3	162	2						1	20	0		1	40	0		
42- Telegraphers*.....									16	1980	1		43	4893	0		
43- Road maintenance men.....	8	768	0		9	569	1										
44- Shop employees.....	10	648	0		3	190	0		17	2473	1		48	3387	1		
45- Railway employees (N.E.S.).....					1	220	0		1	445	0		0	12	4418	0	0
46-(b) STREET & ELECTRIC RY. EMPLOYEES.....	<b>2</b>	<b>107</b>	<b>5</b>	<b>4.67</b>	<b>3</b>	<b>2705</b>	<b>1</b>	<b>.04</b>	<b>6</b>	<b>4250</b>	<b>23</b>	<b>.54</b>	<b>13</b>	<b>1637</b>	<b>78</b>	<b>4.76</b>	
47-(c) NAVIGATION.....					1	80	1		3	190	3		5	172	3		
48- Marine engineers.....	2	107	5		2	2625	0		3	4060	20		5	519	75		
49- Longshoremen.....													3	946	0		
50- Others.....	1	31	0		1	200	0		3	534	5	.94	8	1101	1	.09	
51-(d) TEAMSTERS AND CHAUFFEURS.....																	
<b>52-Mining, Quarrying and Refining</b>	<b>19</b>	<b>6083</b>	<b>6</b>	<b>.10</b>					<b>3</b>	<b>377</b>	<b>3</b>	<b>.80</b>	<b>1</b>	<b>245</b>	<b>21</b>	<b>8.57</b>	
53- Miners.....	17	5712	6						3	377	3		1	245	21		
54- Quarry workers.....	1	350	0														
55- Mill and smeltermen.....	1	21	0														
<b>56-Building and Construction.....</b>	<b>6</b>	<b>644</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>583</b>	<b>4</b>	<b>.69</b>	<b>39</b>	<b>5332</b>	<b>266</b>	<b>5.00</b>	<b>164</b>	<b>20428</b>	<b>358</b>	<b>1.75</b>	
57- Bricklayers, masons and plasterers.....	3	288	0		2	73	0		1	20	8		29	2750	39		
58- Carpenters and joiners.....	1	149	0		2	384	4		22	2898	153		59	9068	63		
59- Electrical workers.....					1	12	0		4	1021	20		16	1645	9		
60- Granite and stone cutters.....					3	236	10		3	236	10		11	387	15		
61- Painters, decorators and paper hangers.....	1	190	0		2	62	0		1	37	0		20	1699	0		
62- Plumbers and steamfitters.....	1	17	0		2	52	0		2	390	41		16	1195	47		
63- Tile layers, lathers and roofers.....									1	44	20		5	183	55		
64- Bridge and structural iron workers.....									3	492	12		4	405	25		
65- Steam shovel and dredgemen.....													1	395	5		
66- Hod carriers and building labourers.....									2	194	2		3	2701	100		
<b>67-Public Employment.....</b>	<b>3</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>182</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>402</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2916</b>	<b>0</b>	<b>0</b>	
68- Civic employees.....					3	127	0		6	389	0		9	2400	0		
69- Letter carriers and postal employees.....	3	86	0		2	55	0		1	13	0		20	516	0		
<b>70-Fishing.....</b>	<b>2</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2800</b>	<b>107</b>	<b>3.82</b>	<b>77</b>	<b>6533</b>	<b>141</b>	<b>2.16</b>	
<b>71-Miscellaneous.....</b>	<b>2</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2800</b>	<b>107</b>	<b>3.82</b>	<b>77</b>	<b>6533</b>	<b>141</b>	<b>2.16</b>	
72- Retail clerks.....					3	400	2		3	400	2		2	197	2		
73- Hotel and restaurant employees.....					1	48	0		1	48	0		3	486	0		
74- Barbers.....					2	275	0		2	275	0		16	665	0		
75- Musicians and theatre employees.....					3	771	105						22	2839	25		
76- Stationary engineers and firemen.....					3	225	0		3	225	0		19	1475	102		
77- Others.....	2	165	0		2	102	0		5	1081	0		15	871	12		
<b>All occupations.....</b>	<b>90</b>	<b>11402</b>	<b>64</b>	<b>.56</b>	<b>66</b>	<b>8675</b>	<b>24</b>	<b>.28</b>	<b>224</b>	<b>44042</b>	<b>1249</b>	<b>2.82</b>	<b>745</b>	<b>83135</b>	<b>1399</b>	<b>1.68</b>	

\*Railway and commercial—organized in interprovincial divisions.

## AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada									
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed							
Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent						
																			May, 1920	June, 1920	June, 1919				
15	2107	7	.33	12	642	3	.47	22	1421	17	1.20	36	3584	285	7.95	392	51259	1113	3.40	2.17	3.16				
3	179	2	1.12	5	243	0		8	651	1	.15	10	1695	214	12.63	178	19927	399	4.46	2.00	4.89				
1	50	2											6	0		25	2099	27	15.12	1.29	4.23				
1	23	0						1	120	0		2	1065	175		20	1391	14	.59	.01	1.84				
1	106	0		2	119	0		1	8	0		1	44	8		30	5981	212	3.91	3.54	9.15				
																10	557	11	1.75	1.97	6.69				
																9	307	0	1.02	0	2.23				
				2	114	0		4	468	0		4	430	18		64	7110	115	3.74	1.62	2.48				
				1	10	0		2	55	1		2	150	13		20	2482	20	.43	.81	5.67				
2	378	0	0	1	132	0	0	4	158	12	7.59	8	538	40	7.43	36	4388	307	4.47	7.00	1.90				
1	350	0		1	132	0						1	130	30		7	907	30	3.32	3.31	0.12				
1	28	0						2	79	0		1	174	10		14	1788	40	1.71	2.24	9.42				
								1	12	12		2	81	0		7	703	212	26.79	30.16	.76				
												4	153	0		8	990	25	0	2.53	0.15				
1	350	0	0					1	212	0	0	4	293	24	8.19	9	4405	1	.02	.02	1.54				
1	350	0										1	150	10		23	2117	39	2.56	1.84	.32				
												3	143	14		7	409	24	.41	5.87	3.51				
																12	1252	14	2.82	1.12	0.19				
																4	456	1	2.96	.22	.20				
6	766	5	.65	6	267	3	1.12	8	386	1	.26	1	89	0	0	26	5136	0	0	0	1.61				
2	516	0		4	207	1		4	274	0		5	571	1	1.18	77	9338	106	1.17	1.14	1.64				
2	172	3		2	60	2		1	70	0		3	432	0		39	4907	73	1.50	1.49	1.66				
								1	29	1		1	29	0		15	2320	20	.81	.86	1.09				
1	29	0						2	13	0		2	94	1		6	1201	5	.92	.42	2.66				
1	49	2										1	16	0		6	167	0	0	0	1.83				
																10	720	8	.64	1.11	1.55				
2	344	0														1	21	0	0	0	0.28				
																15	1448	16	12.17	1.10	4.08				
1	90	0						1	14	3	21.43	1	120	1	.83	17	3390	135	5.87	3.98	19.30				
																7	405	110	1.53	27.16	9.89				
																3	570	0	.42	0	.32				
																1	137	0	2.92	0	0.33				
48	8383	55	.66	52	3636	56	1.54	43	3640	10	.27	60	6784	832	0	636	79149	1968	2.62	2.49	1.84				
47	7183	55	.77	48	3386	56	1.65	40	3175	10	.31	45	2964	11	.37	562	57766	1034	1.51	1.79	1.98				
4	195	0		6	303	5		4	245	0		5	303	0		56	2777	7	.30	.25	1.36				
7	448	0		7	422	1		4	192	0		6	321	2		81	4988	11	.84	.22	1.37				
5	575	0		7	511	19		5	469	0		6	371	8		73	6512	139	2.43	2.13	6.10				
2	72	0		8	341	0		7	409	0		5	401	0		67	10723	631	2.70	5.88	3.83				
5	941	50		6	818	31		5	650	10		5	524	0		57	9439	234	3.63	2.48	2.88				
1	92	0														6	314	2	.64	.64	.63				
15	2180	0		5	540	0		8	852	0		11	823	0		4	734	5	.07	.07	.02				
																115	12605	2	.01	.02	.25				
8	2680	5		7	451	0		7	358	0		7	221	1		107	10408	8	.13	.08	1.08				
1	1200	0	0	3	220	0	0	1	230	0	0	2	552	4	.72	21	7285	4	.09	.05	.53				
																8	2767	817	29.31	32	11486	924	10.18	8.04	2.93
																2	662	46	13	1211	58	4.84	4.79	6.25	
																5	1725	751	15	8929	846	17.26	9.47	2.28	
																1	400	20	4	1346	20	1.36	1.49	2.82	
				1	30	0	0	2	235	0	0	5	481	0	0	21	2612	6	0	.23	2.28	5.57			
								13	3304	12	.36	5	907	0	0	41	10916	42	1.16	.38	.58	.55			
								13	3304	12		3	263	0		37	9901	42	1.21	.42	.58	.55			
																1	350	0	0	0	0	.54			
																3	665	0	0	0	0	.55			
8	826	106	12.83	15	579	52	8.98	19	1465	81	5.53	15	2102	502	23.68	275	31599	1369	4.32	4.28	4.71	5.57			
2	394	100		5	198	50		5	134	2		3	168	9		50	4025	208	5.51	5.17	8.42	5.57			
1	46	0		4	136	0		3	515	55		4	1428	406		96	14624	681	4.66	4.66	4.66	5.57			
				2	160	0		4	404	2						27	3242	31	1.51	.96	1.44	5.57			
1	75	0		1	13	0						1	49	3		17	760	28	23.30	3.68	15.74	5.57			
				2	47	1		2	95	10		2	42	20		30	2172	31	.76	1.43	2.42	5.57			
2	111	0		1	25	1		4	165	8		2	335	64		30	2290	161	5.88	7.03	5.34	5.57			
1	25	6										2	30	0		9	282	81	7.94	28.72	30.23	5.57			
																7	897	37	2.65	4.12	21.56	5.57			
												1	52	4		3	597	9	2.18	1.51	1.03	5.57			
1	175	0														6	3070	102	2.58	3.32	0.66	5.57			
2	118	0	0	9	467	0	0	11	604	0	0	9	982	0	0	75	5957	0	.04	0	0.67	5.57			
				4	232	0		6	591	0		7	893	0		35	4632	0	.06	0	0.68	5.57			
2	118	0		5	235	0		5	213	0		2	89	0		40	1325	0	0	0	0.69	5.57			
												4	1922	0	0	6	2087	5	0	.24	0.70	5.57			
7	750	4	.53	12	408	12	2.94	12	890	12	1.35	11	1048	39	3.72	140	12696	315	1.57	2.48	3.92	5.57			
																6	623	4	.13	.64	.50	5.57			
1	27	0						3	356	6		2	490	29		10	1407	35	5.84	2.49	7.70	5.57			
2	113	0		2	66	2		4	183	4		4	105	0		30	1407	6	.30	.43	.08	5.57			
3	580	4		6	225	6		4	277	0		2	83	0		40	4775	140	2.17	2.93	4.58	5.57			
1	30	0		3	95	1		1	74	2		1	140	10		28	2039	115	1.38	5.64	3.98	5.57			
				1	22	3						1	204	0		26	2445	15	.09	.61	4.58	5.57			
80	12184	172	1.41	100	5732	123	2.15	120	11524	132	1.15	140	17329	1658	9.57	1565	194023	4812	2.88	2.48	2.77	5.57			

year. Street and electric railway employees showed a decrease in unemployment both as compared with May and with June of last year. Navigation workers were better employed than in the preceding month but in comparison with June, 1919, conditions were not as good. Teamsters and chauffeurs, as reported by 21 organizations, showed an unemployment percentage of .23 as compared with no members idle in May and with 2.28 per cent in June, 1919.

In the mining, quarrying and refining of ores group returns were received from 41 unions having a total membership of 10,916 persons and show that .38 per cent of the members were out of work as compared with 1.16 per cent at the end of May and with .58 per cent at the close of June, 1919. Miners were more fully engaged than in the preceding month and also than in June of last year while quarry workers and mill and smeltermen showed no members idle.

The percentage out of work in the building and construction group as reported by 275 organizations having an aggregate membership of 31,959, was 4.28, as compared with unemployed percentages of 4.32 in May and 4.71 in June, 1919. Bricklayers, masons and plasterers, electric workers and granite and stone cutters reported increased activity, as compared with the figures for both May, 1920, and June, 1919. Painters, decorators and paperhangers, tile layers, lathers and roofers and bridge

and structural iron workers reported larger percentages of unemployment than in May, but considerable improvement was registered in comparison with the returns for June of last year. Plumbers and steamfitters and hod carriers and building labourers showed increased unemployment as compared with both May and June, 1919, while the percentage of idleness among carpenters and joiners remained stationary. Steam shovel and dredgemen recorded more activity than in May, but conditions were not as good as in June, 1919.

In the public employment group, as reported by 75 unions having a combined membership of 5,957, no members were reported out of work as compared with .04 per cent of unemployment in May and with no members idle in June of last year.

Unemployment in the group of miscellaneous trades, as indicated by returns received from 140 organizations with 12,696 members, was slightly more noticeable than in the preceding month, 2.48 per cent of the members being reported unemployed as compared with a percentage of 1.57 at the end of May. In comparison with the returns for June, 1919, however, considerable improvement was shown, the percentage unemployed in that month having been 3.99.

The tabulated statement on the preceding pages presents the returns in some detail.



EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD  
JUNE 5 TO JUNE 29, AS REPORTED BY EMPLOYERS

WEEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from June 5 to June 26 inclusive show continued improvement in the employment situation, the increase in the volume of employment being particularly marked in the second week of the period.

The accompanying chart shows the weekly percentage of change in the number of persons on payrolls since the base week (January 17, 1920) as reported by employers making returns, the number reporting averaging over 5,100. The chart indicates gains in the volume of employment during each of the weeks under review as compared with the base week, the returns for June 26 indicating, for those employers making returns on that date, additions to staffs of 56,521 persons or 8.1 per cent. The returns for the week ending Jan-

uary 17 were taken as a base. It had been the intention to use the week of January 1, but this was found impracticable because of the abnormal situation at that time due to the annual inventory period and the consequent reductions in staff. The week of January 17 coincides fairly closely with the close of this period and accordingly reflects more normal conditions.

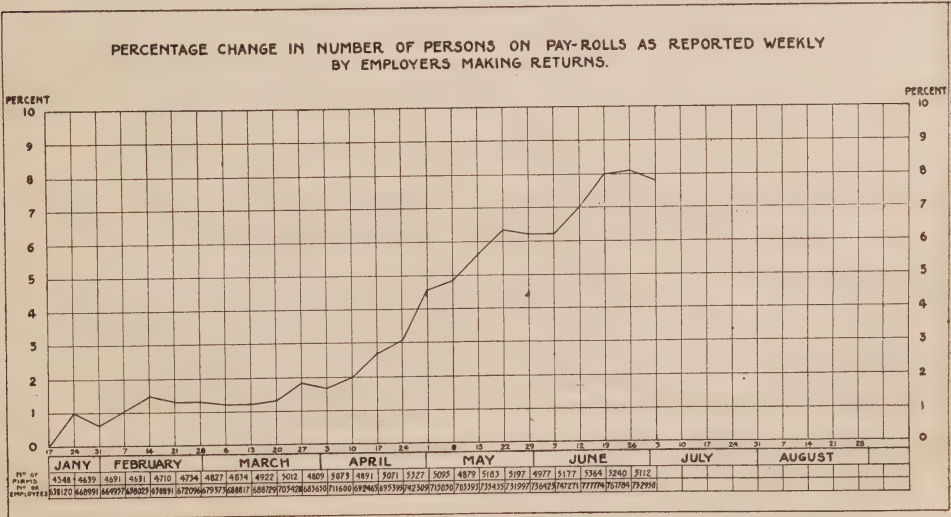
The changes recorded for each of the four weeks under review as compared with the preceding week were as follows:

Week ending June 5, an increase of 480 persons, or .1 per cent.

Week ending June 12, an increase of 4,846 persons, or .6 per cent.

Week ending June 19, an increase of 3,136 persons, or .4 per cent.

Week ending June 26, an increase of 2,967 persons, or .4 per cent.



For the four-week period under review employment conditions were substantially the same throughout Canada, increases on the whole being reported in all districts and in all provinces. Only the Prairie district, however, showed an increase each week, but within this district it may be noted that Manitoba showed slight fluctuations from week to week, while in Saskatchewan and Alberta there were steady increases in the volume of employment. In the Maritime Provinces, Quebec and Ontario and British Columbia, as mentioned before, increases on the whole were registered. There were, however, slight declines during one or more of the weeks under review, the reduction of 680 persons in British Columbia, which occurred on June 5, being the largest decline recorded by any district. On the other hand, an increase of 3,085 persons registered by the district of Quebec and Ontario during the second week was the most substantial gain reported by any district during the period under review.

A summary of the returns by industrial groups shows that Building and Railway Construction, Lumber and its Products, Miscellaneous Manufacturing Industries, (chiefly tobacco and chemicals) Coal Mining, Non-Metallic Minerals other than coal (quarrying), Hotels and Restaurants, Personal Services, (chiefly laundries) Telegraph and Telephone Operation and Wholesale Trade recorded gains during all four weeks of the period under review. Clay, Glass and Stone Products, Edible Plant Pro-

ducts, Fur Goods, Non-Ferrous Metal Products, Pulp and Paper, Rubber Goods, Wood Distillates, Metallic Ores, Local and Railway Transportation showed fluctuations from week to week with net gains during the period as a whole. On the contrary, Logging, Edible Animal Products, Iron and Steel, Leather and Leather goods, Mineral Products n.e.s. and Textiles reported decreases, taking the period as a whole, with increases during one or more of the weeks.

As during the two preceding periods, the increases recorded in the Railway Construction group were the most noteworthy, the additions registered during the four weeks amounting to 3,360 persons. Lumber and its Products with an aggregate increase of 2,975 persons, showed the next largest gain. In the case of this group, as has been mentioned previously, the additions in staff were due to increased activity in saw mill operations. The increase in employment in Building and Construction and Hotels and Restaurants is also due to the resumption of summer activity. In Edible Animal Products the declines may be attributed to the closing of the fishing season, particularly in the Maritime Provinces. The reductions in the staffs of Iron and Steel concerns were almost entirely caused by the continued shortage of fuel and materials which had been manifest for several months. Seasonal inactivity in Leather and Textiles partly accounts for the decreases in employment which were registered in these groups during the period under review.

#### EMPLOYMENT IN THE BUILDING TRADES DURING JUNE, 1920, AS INDICATED BY BUILDING PERMITS

**E**MPLOYMENT in the building trades as indicated by the value of building permits issued in 55 cities showed an increase during June as compared with the preceding month, the total value of building permits rising from \$12,155,879 in May to \$13,295,041

in June, an increase of \$1,139,162, or 9.4 per cent. Ontario, Saskatchewan and British Columbia reported decreases in this comparison, that of \$887,137 in Ontario being the largest. On the other hand, Nova Scotia, Quebec, Manitoba and Alberta reported increases, those

in Quebec and Manitoba of \$1,165,655 and \$813,786 respectively being the most noteworthy.

As compared with the corresponding month in 1919 there was an increase of \$5,717,695, or 75.5 per cent, the value for June 1919, having been \$7,577,346. In this comparison Saskatchewan alone reported a small decline in the value of the permits issued. In the remaining provinces large increases were recorded, that in Quebec of \$2,483,568 being the most substantial.

Of the larger cities, Montreal, Winnipeg, Edmonton and Vancouver reported increases in the value of permits issued, both as compared with the figures for May, 1920, and for June 1919. Toronto registered a decrease as compared with May, but in comparison with the returns for June of last year a substantial increase was reported.

Of the smaller centres, Halifax, St. John, Sherbrooke, Kingston, Kitchener, Peterborough, St. Catharines, St. Thomas, Sault Ste. Marie, St. Boniface, Calgary and New Westminster recorded increases as compared with both May, 1920 and June, 1919.

The returns from 35 cities formerly used in this report (which are distinguished by asterisks, and which are also tabulated separately for statistical purposes, show that the total value of building permits issued by these particular cities amounted to \$12,210,839, an increase of \$1,391,483, or 12.9 per cent, as compared with the returns for May 1920. In comparison with the figures for June, 1919, an increase of \$5,740,624, or 88.7 per cent, was recorded.

# ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS.

City.	May, 1920	June, 1920	June, 1919
	\$	\$	\$
<b>Nova Scotia.....</b>	<b>565,607</b>	<b>615,635</b>	<b>290,390</b>
*Halifax.....	431,845	489,435	224,290
*New Glasgow.....	26,800	5,300	1,870
*Sydney.....	106,962	120,900	64,230
<b>New Brunswick.....</b>	<b>154,205</b>	<b>403,460</b>	<b>210,170</b>
Fredericton.....	6,000	26,950	19,500
*Moncton.....	120,005	163,210	180,870
*St. John.....	28,200	213,300	9,800
<b>Quebec.....</b>	<b>2,457,028</b>	<b>3,622,663</b>	<b>1,139,115</b>
*Montreal—Maisonneuve.....	1,665,658	2,440,935	731,417
*Quebec.....	334,900	332,990	177,993
Shawinigan Falls.....	26,000	17,000	10,500
*Sherbrooke.....	102,430	639,703	21,800
*Three Rivers.....	99,365	72,580	85,965
*Westmount.....	228,675	119,475	111,440
<b>Ontario.....</b>	<b>6,214,723</b>	<b>5,327,586</b>	<b>4,380,099</b>
Belleville.....	9,600	NIL	40,600
*Brantford.....	94,450	97,873	34,630
Chatham.....	55,610	24,025	10,575
*Fort William.....	90,745	24,480	275,200
Galt.....	56,955	25,750	24,400
*Guelph.....	65,295	46,035	103,744
*Hamilton.....	521,250	452,775	266,830
*Kingston.....	42,465	139,770	72,770
*Kitchener.....	58,345	254,620	145,950
*London.....	266,685	174,340	163,615
Niagara Falls.....	73,500	23,100	45,460
Oshawa.....	139,560	132,726	165,710
*Ottawa.....	549,490	224,600	856,400
Owen Sound.....	20,000	10,675	3,500
*Peterborough.....	6,605	31,660	6,760
*Port Arthur.....	18,055	7,044	5,398
*Stratford.....	59,388	52,782	28,716
*St. Catharines.....	46,467	127,224	57,915
*St. Thomas.....	26,340	35,810	13,670
Sarnia.....	92,450	93,966	68,224
Sault Ste. Marie.....	153,250	292,790	261,870
*Toronto.....	3,133,605	2,656,193	1,379,087
Welland.....	112,425	30,775	58,950
*Windsor.....	441,325	342,290	279,175
Woodstock.....	75,363	23,283	10,950
<b>Manitoba.....</b>	<b>579,059</b>	<b>1,392,845</b>	<b>38,660</b>
*Brandon.....	14,674	26,075	3,840
St. Boniface.....	32,985	130,320	11,920
*Winnipeg.....	531,400	1,236,450	22,900
<b>Saskatchewan.....</b>	<b>570,255</b>	<b>322,825</b>	<b>362,050</b>
*Moose Jaw.....	149,630	98,035	37,625
*Regina.....	324,675	158,900	192,200
*Saskatoon.....	95,950	65,890	132,225
<b>Alberta.....</b>	<b>891,460</b>	<b>1,066,796</b>	<b>874,080</b>
*Calgary.....	436,500	494,900	381,000
*Edmonton.....	426,075	544,075	306,285
Lethbridge.....	28,410	12,550	26,905
Medicine Hat.....	475	15,271	159,890
<b>British Columbia.....</b>	<b>723,542</b>	<b>543,211</b>	<b>282,782</b>
Nanaimo.....	2,130	1,825	1,400
*New Westminster.....	24,050	33,400	8,575
Point Gray.....	196,800	173,545	101,433
Prince Rupert.....	180,415	11,655	51,800
South Vancouver.....	42,795	32,606	31,674
*Vancouver.....	226,467	236,630	62,921
*Victoria.....	50,885	53,550	24,979
<b>Total—55 cities.....</b>	<b>12,155,879</b>	<b>13,295,041</b>	<b>7,577,346</b>
<b>Total 35 cities.....</b>	<b>10,819,356</b>	<b>12,210,839</b>	<b>6,470,215</b>



# REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES, JUNE, 1920

**R** EPORTS from 15 cities showing the number of workers temporarily engaged and the wages paid these employees during the month of June showed an increase of over 2 per cent in the number of workers and of not quite 8 per cent in the amount of wages paid as compared with the preceding month. In June, 1920, 10,982 persons were temporarily employed, and the payrolls amounted to \$1,126,092 as compared with 10,719 employees and an aggregate payroll of \$1,044,099 in May.

In comparison with the same period in 1919, increases of about 13 per cent in the number of employees and of not quite 66 per cent in the wages paid are indicated, there having been 9,801 employees

with an aggregate payroll of \$679,260 in June, 1919. It should, however, be noted in this comparison that the June, 1919, figures did not represent a normal situation as the numbers of employees on the civic payrolls at that time in Winnipeg and Brandon were largely decreased on account of the strikes in those cities.

Toronto, Hamilton, Winnipeg, Brandon and Victoria reported increases in the number of employees both as compared with the preceding month and also with June, 1919. St. John, Regina, Saskatoon, Calgary and Vancouver showed increases as compared with the returns for May, but in comparison with the figures for June of last year declines were registered. On the other hand, in Ottawa and London there were reductions as

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, JUNE 1920, COMPARED WITH MAY 1920, AND WITH JUNE 1919.

City.	Number of employees temporarily employed during the month of			Amount of wages paid employees temporarily employed during the month of		
	May 1920	June 1920	June 1919	May 1920	June 1920	June 1919
				\$	\$	\$
St. John.....	129	157	242	11,685.40	12,774.00	16,351.46
Montreal.....	3,218	3,289	2,821	228,763.14	287,467.36	186,061.31
Ottawa.....	714	667	766	74,690.85	76,436.11	55,434.11
Toronto.....	2,069	2,140	1,917	220,858.16	232,002.53	135,654.65
Hamilton.....	751	757	740	75,497.82	86,847.32	63,983.72
London.....	480	561	390	57,379.20	49,609.44	33,419.63
Winnipeg.....	1,311	1,435	622	150,329.63	170,823.75	20,240.10
Brandon.....	71	80	55	6,041.85	7,288.27	1,613.78
Regina.....	208	223	298	20,949.51	22,797.62	21,275.45
Moose Jaw.....	117	117	115	15,006.55	12,636.54	10,455.15
Saskatoon.....	161	162	187	18,715.24	19,828.37	17,566.41
Calgary.....	419	472	504	43,123.00	52,638.83	46,847.65
Edmonton.....	220	151	313	15,733.66	12,767.65	18,896.09
Vancouver.....	613	621	594	74,182.53	56,695.05	30,595.19
Victoria.....	238	250	237	31,143.03	25,476.19	20,865.46
<b>Total.....</b>	<b>10,719</b>	<b>10,982</b>	<b>9,801</b>	<b>1,044,099.57</b>	<b>1,126,092.03</b>	<b>679,260.16</b>

compared with May, but increases over the figures for June of last year. In Moose Jaw the same number of people was employed during May and June, but there was a nominal increase as compared with the returns for June, 1919. In Edmonton there were decreases in both comparisons.

As to wages, Montreal, Ottawa, Toronto, Hamilton, Winnipeg, Brandon, Regina, Saskatoon and Calgary reported increases both as compared with the re-

turns for May and also for June, 1919. St. John registered an increase as compared with the payrolls for May, while in comparison with the figures for June, 1919, there was a decrease. On the other hand, London, Moose Jaw, Vancouver and Victoria reported declines in comparison with the May figures while substantial increases over the returns for June of last year were recorded. Edmonton showed decreases in both comparisons.

### AGREEMENT BETWEEN COAL MINERS AND OPERATORS IN DISTRICT 18 OF THE UNITED MINE WORKERS OF AMERICA

**S**INCE June, 1917, coal mining operations in Alberta and the eastern part of British Columbia, District No. 18 of the United Mine Workers of America, have been carried on under the control of Mr. W. H. Armstrong, at that time appointed Director of Coal Operations under the War Measures Act, with power to make inquiries into wages, hours and all working conditions and operations, and to make orders as to wages, working conditions, operations and prices. An agreement had been entered into in March, 1915 for a period of two years but in July, 1916 the miners demanded an increase in wages owing to the increased cost of living. Strikes occurred and adjustments in wages to meet increases in the cost of living were made from time to time. In August, 1916, there was a  $7\frac{1}{2}$  per cent increase and from November a flat increase or war bonus of \$1.75 per week until March 31, 1917, was given, following a cost of living inquiry by Mr. F. E. Harrison of the Department of Labour. In March, 1917, miners and operators attempted to frame a new agreement to replace that expiring but were unable to reach a settlement. There was much contention as to a "penalty clause" providing for the discharge of employees causing a stoppage of work in violation of agreement. Strikes again occurred in nearly all the mines in the district. The Dominion Government

then appointed the Director of Coal Operations, whose first order was to put into effect the disputed draft agreement, eliminating, however, the "penalty clause." This agreement has since become known as the "Tentative Agreement." Provision was also made by an order for the adjustment of the cost of living war bonus every four months according to the findings of a commission of three, namely, Mr. Frank Wheatley, representing the United Mine Workers, Mr. W. F. McNeil representing the operators and Mr. F. E. Harrison of the Department of Labour as Chairman. From time to time the Director has issued orders amending the agreement and also orders affecting working conditions, rates of pay for special places, etc., following investigations undertaken at his direction.

In December, 1919, the Director issued orders approving and putting into effect the agreement between the United Mine Workers and the Western Canada Coal Operators Association as to the "closed shop," providing that only members of the United Mine Workers should be allowed to work in the mines under control of the Director. In December, 1919, an increase of 14 per cent in wages was given, dating from December 1, following a similar increase to bituminous coal miners in the United States. Details with respect to this appeared in the LABOUR GAZETTE, January,

1920, at page 72. In the spring of 1920, the Director of Coal Operations appointed a sub-committee to report on a basis for new agreement between the mine workers and the operators to take effect from the date of expiry of the two-year "Tentative Agreement" on March 21, 1920. This committee reported on June 10, recommending that an agreement be made for two years from April 1, 1920, to March 31, 1922, that the increase in wages be that recommended in the United States by the Federal Coal Commission, that is, a general increase of 27 per cent over the rates on October 31, 1919, including the cost of living bonus, and that the "Tentative Agreement" with the amendments made by order of the Director be the basis of the new agreement, thus restricting employment in the mines to the members of the United Mine Workers. These recommendations, as stated in the LABOUR GAZETTE, July, 1920, at page 897, were acceptable to the operators and the workers, and accordingly an agreement was entered into and signed on July 20, 1920, between the United Mine Workers and the following companies, members of the Western Operators' Association.

The agreement is reproduced below in full, except that a table of rates and conditions for contract miners working by the ton, yard, etc., according to mines, seams and other conditions, is omitted. On page 1054, however, will be found a table showing the average earnings of contract miners per shift during May. It will be understood that under the new agreement these amounts will be increased by the difference between the 14 per cent increase paid since December last and the 27 per cent increase over rates on October 31, now agreed upon.

Crow's Nest Pass Coal Co. Ltd., Fernie, B. C.

Crow's Nest Pass Coal Co. Ltd., Michel, B.C.  
Corbin Coal & Coke Co. Ltd., Corbin, B.C.  
McGillivray Creek Coal & Coke Co. Ltd., Coleman, Alta.

International Coal & Coke Co. Ltd., Coleman, Alta.

West Canadian Collieries, Ltd., Blairmore, Alta.

West Canadian Collieries, Ltd., Bellevue, Alta.

Chinook Coal Company, Ltd., Commerce, Alta.

Federal Coals Limited, Lethbridge, Alta.

Canadian Pacific Railway Co. Galt Mines, Lethbridge, Alta.

Canadian Pacific Railway Co. Bankhead Mines, Lethbridge, Alta.

Canmore Coal Company, Ltd., Canmore, Alta.

Brazeau Collieries, Ltd., Nordegg, Alta.

Alberta Block Coal Co. Ltd., Drumheller, Alta.

Atlas Coal Company, Ltd., Drumheller, Alta.

Elgin Coal Company, Ltd., Drumheller, Alta.

Hy-Grade Coal Company of Drumheller, Ltd., Drumheller, Alta.

Mid-West Coal Company, Ltd., Drumheller, Alta.

Newcastle Coal Company, Ltd., Drumheller, Alta.

Newcastle Junior Coal Company, Ltd., Drumheller, Alta.

Premier Coal Company, Ltd., Drumheller, Alta.

Seranton Coal Company, Ltd., Drumheller, Alta.

Western Gem Mining Co. Ltd., Drumheller, Alta.

Drumheller Land Company Ltd., Drumheller, Alta.

Midland Collieries, Ltd., Midlandvale, Alta.

Rosedale Coal Mining Co. Ltd., Rosedale, Alta.

Excelsior Collieries, Ltd., Wayne, Alta.

Hamilton Coal Company, Ltd., Wayne, Alta.

Jewell Collieries, Ltd., Wayne, Alta.

Rosedale Coal Mining Co. Ltd., Wayne, Alta.

Western Commercial Coal Co. Ltd., Wayne, Alta.

Cadomin Coal Company, Ltd., Cadomin, Alta.

Mountain Park Coal Co. Ltd., Mountain Park, Alta.

The Director of Coal Operations approved and confirmed the agreement and made it applicable to the operators of those companies. A similar agreement was made between the United Mine Workers and the Hillcrest Collieries Limited.

#### Text of Agreement

Agreement entered into between District No. 18, of the United Mine Workers of America, of the First Part, and The Western Canada Coal Operators' Association, of the Second Part.

It is mutually understood and agreed that the following conditions and rates shall govern the parties hereto from April 1, 1920, to March 31, 1922, and that the parties hereto will meet in conference thirty days prior to



the expiration of this Agreement to discuss a renewal thereof.

**RETROACTIVE PAY:** The retroactive monies from April, 1920, shall be paid on or before August 1, 1920.

**MANAGEMENT OF MINE:** The right to hire and discharge, the management of the mine and the direction of the working forces are vested exclusively in the Company, and the United Mine Workers of America shall not abridge this right. However, the Company agrees not to discharge employees or refuse work to applicants on account of, or because of, their affiliation with the United Mine Workers of America.

**NOTE:** It is not the intention of this Clause that miners working under contract will be taken from their working place indefinitely to perform Company work.

**CHECK-OFF:** This contract is made and entered into for the sole use of the members of the United Mine Workers of America and the members of the Western Canada Coal Operators' Association. All men who work in and around the mines who are eligible to become members of the United Mine Workers of America shall join that organization and agree to sign check-off for all dues, assessments and fines, and the management of the mines agree to forward deductions made to the Acting Secretary of the District or such other person as that official may designate.

#### "FORM OF ORDER.

.....192....

To .....  
.....

I authorize and empower you to deduct and pay to the Acting Secretary of District No. 18, U.M.W. of A., or such other person as that official may designate from my earnings from month to month the sum of Five Dollars or such less amount as may be designated by the Acting Secretary of the District or such other person as he may appoint by Order.

(Signed) .....

Witness .....

**SETTLEMENT OF LOCAL AND GENERAL DISPUTES:** (a) In case any disputes or grievances arise under this Agreement or any local agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the Company, or any person or persons employed, or by the men as a whole, then the parties shall endeavor to settle the matter as hereinafter provided. But before any grievances or disputes shall be submitted to the Pit Committee, the person or persons affected shall endeavor, by personal application to the Pit Boss, Overman or Foreman in charge of the work where the dispute arises, to settle

the matter, and in the event of them agreeing their decision shall be final.

(b) In case of any local dispute arising in any mine and failure to agree between the Pit Boss, Overman or Foreman in charge of the work where the dispute arises and any employee, the Pit Committee and Mine Superintendent or Mine Manager shall endeavor to settle the matter, and if they agree their decision shall be final.

(c) In the event of the failure of the Pit Committee and the Mine Superintendent or Mine Manager to settle any dispute so referred to them, as well as in the event of other disputes arising, the matter in dispute shall be referred in writing to the Commissioner of the Western Canada Coal Operators' Association and the President of District No. 18, United Mine Workers of America, who shall meet as soon as practicable, and not in any event later than fourteen (14) days, with a Joint Committee of six (6), composed of the Commissioner of the Western Canada Coal Operators' Association, the General Manager or General Superintendent of the mine where the dispute arose, and another appointed by him, the President of District No. 18, United Mine Workers of America, the President or Secretary of the Local where the dispute arose, and one other District Officer. If they agree their decision shall be binding upon both parties. In the event of their failure to agree, they shall endeavor to select an Independent Chairman, and failing to agree upon an Independent Chairman, the Commissioner of the Western Canada Coal Operators' Association and the President of District No. 18, United Mine Workers of America, shall ask the Minister of Labour to appoint such Chairman. The decision of the Committee thus constituted shall be binding upon both parties, provided, however, during the term of office of the Director of Coal Operations, he shall act as, or appoint the, Independent Chairman mentioned herein.

(d) In the meantime, and in all cases while disputes are being investigated and settled, the miners, mine laborers and all other parties involved must continue to work pending investigation and until final decision has been reached; but where miner, miners, mine laborer or mine laborers has or have been discharged by the Company, he or they shall not remain in the employ of the Company while his or their case is being investigated and settled. If the claim be made within five (5) days, where a man or men has or have been unjustly discharged, the case shall be dealt with according to this Article, and if it is proven that he or they have been unjustly dealt with, he or they shall be reinstated. If a claim is made for compensation for time lost, in cases where reinstatement has followed, it shall be left to the Joint Committee as provided for in Sub-Section "C" to decide what amount (if any) is to be paid.

(e) Any breach of this Agreement by any of the parties hereto is not to void the said Agreement, but the same is to be continued in full force and effect.

(f) If the Commissioner of the Western Canada Coal Operators' Association or the President of District No. 18, United Mine Workers of America, is unable, on account of sickness or absence from the District, to attend to the duties hereinafter set out, these duties in the first instance would be assumed by either the President or Vice-President of the Western Canada Coal Operators' Association, and in the second instance by either the Vice-President or Secretary of District No. 18, United Mine Workers of America. Due notice of who would attend to these duties to be sent immediately, in the first instance, to the Party of the First Part and in the second instance to the Party of the Second Part.

(g) All settlements and decisions that have been made and are in effect should be considered in taking up disputes, during the life of this Agreement.

**DUTIES OF PIT COMMITTEE:** The Pit Committee shall be a Committee of three (3) to each mine or other plant covered by this agreement, selected by the employees working at such mine or other plant from among their own number, except one (1) member may be a Checkweighman or an Officer of the Local Union, not necessarily an employee of the Company. This member must previously have been selected as Checkweighman or officer from amongst the employees of the aforesaid mine or other plant. Due notice of such selection, properly certified in writing, shall be given to the Company.

The duties of the Pit Committee shall be confined to the settlement of disputes between the Pit Boss or Foreman and any employee working in or around the mines, arising out of this Agreement and all Agreements made in connection therewith, the Pit Boss or Foreman, and man or men, having failed to agree.

The Pit Committee, in discharge of its duties, shall, under no circumstances, go around the mine, for any cause whatever, unless called upon by the Pit Boss or Foreman, or by a Miner or Dayman, who may have a grievance which he has first tried to and cannot settle with the Boss.

Members of the Pit Committee employed as Daymen shall not leave their places of duty during working hours except by permission of the Pit Boss or Foreman, or in cases involving the stoppage of the mine.

**NEW WORK:** Whenever any new work arises a price for which has not been provided for in this Agreement, on the request of the Company or the Miners, a Joint Committee of six (6), composed of the Commissioner of The Western Canada Coal Operators' Association, the General Manager or General Superintendent of the mine where the price is asked

for, and another appointed by him, the President of District No. 18, United Mine Workers of America, the President or Secretary of the Local where the price is asked for, and one other District Officer, shall meet within fourteen (14) days. If they agree their decision shall be binding upon both parties. In the event of their failure to agree they shall endeavor to select an Independent Chairman, and failing to agree upon an Independent Chairman, the Commissioner of the Western Canada Coal Operators' Association and the President of District No. 18, United Mine Workers of America, shall ask the Minister of Labour to appoint such Chairman. The decision of the Committee thus constituted shall be binding upon both parties. Provided, however, during the term of office of the Director of Coal Operations, he shall act as, or appoint the, Independent Chairman mentioned herein.

Whenever any new system is inaugurated or radical change in the present system is made in any mine where there is a contract price fixed thereon, the Company or the employee may ask for a price to be fixed on the work as "New work"; as, for example, a change from "Longwall" to "Pillar and Stall," or *vice versa*, shall be considered "New Work."

In making the prices for New Work the Company shall be guided by existing prices in the same mine or other mines in the neighborhood.

Meantime, if the work is continued until such price has been arranged, all men shall be paid on the Day Wage Scale.

**EMPLOYEES NOT UNDER JURISDICTION:** All employees connected with the Management of the Mine are not to be under the jurisdiction of the United Mine Workers of America or be members thereof, and shall include the following:

Mine Manager or Superintendent, Overman or Assistant Overman, Pit-bosses, Fire-bosses, Boss Driver, Stable Boss, Master Mechanic, Electricians, Weighman, Head Carpenter, Head Blacksmith, Tipples or Breaker Foreman, Loader Boss, Night Watchman, Coke Oven Foreman, Outside Foreman, and all other Foremen, Time-keepers, Coal inspectors and Head Lampmen.

**CONSTRUCTION AND EXTENSIVE REPAIRS:** It is agreed that all men working on improvements and extensive repairs are not included in the jurisdiction of the United Mine Workers of America.

The erecting of head frames, tipples, breakers, washers, builders, coke ovens, scales, machinery, railroad tracks and switches, etc., necessary for the completion of a plant, all being in the nature of construction work and extensive repairs or rebuilding of the same class of work, are to be considered as improvements and extensive repairs, and the employees thereon are to be excluded as above when employed on such work only.



**PENALTY FOR ABSENCE FROM WORK:** When an employee absents himself from his work for a period of two (2) days, unless through sickness or by first having properly arranged with the Pit Boss or Foreman and obtained his consent, he may be discharged. All employees whose absence would cause any stoppage of work must, before absenting themselves, properly arrange with or notify the Pit Boss or Foreman for or of their absence, otherwise they may be discharged. Any employee who habitually, to the extent of five (5) days per month, absents himself from work may be discharged.

**CHECKWEIGHMAN AND CHECKMEASURERS:** The Company will grant the right to the miners to employ Checkweighers and Checkmeasurers, and will grant the said Checkweighers and Checkmeasurers every facility to enable them to render a correct account of all coal weighed or checked, and will allow the cars to be tared from time to time, and the machine to be properly tested from time to time, and will deduct from the wages of all Contract Miners such amounts as may be designated from time to time, and will pay over the same to the Checkweigher or Checkweighers, Checkmeasurer or Checkmeasurers.

**PREFERENCE OF EMPLOYMENT:** In case an employee is thrown out of employment, unless discharged, he shall be given preference over new men in other mines in the same camp operated by the same company.

**MINIMUM RATE:** When a miner's working place becomes deficient owing to any abnormal conditions, or where coal in any district becomes so hard, preventing him from earning the minimum wage of \$6.35 per shift, the Company shall pay him a sufficient amount to secure him the said minimum, providing he has done a fair day's work. Provided, however, regard shall be had to the pay period in which the deficiency is claimed. This shall not apply where work is performed in two separate places, one being normal and the other abnormal.

**MINERS TAKEN TO DO COMPANY WORK:** The Company shall pay the sum of \$6.35 per day for all miners taken from contract work to do Company work.

**DELIVERY OF MATERIAL:** In accordance with the Coal Mines Regulation Acts of British Columbia and Alberta, the Company will, at all times, deliver an adequate supply of suitable timber, rails, ties, planks and sheet iron at the nearest cross-cut to the face of all raise workings, and in places where the regular pit cars go to the working face, without being handled by the miner, they shall be delivered on the cars to the working face; in other places across the pitch the timber, rails, ties, planks and sheet iron will be delivered at the mouth of the room.

**LOADING OF COAL FROM CHUTES:** In pitching seams, where chutes are used, the Company will handle all coal placed in the chutes by the miners.

**DOCTOR AND HOSPITAL ARRANGEMENTS:** The matter of doctor and hospital arrangements is to be arranged as provided by the Workmen's Compensation Acts of Alberta and British Columbia.

**STORE:** It shall be understood and agreed that the employees shall be at perfect liberty to purchase goods wherever they may choose to do so.

**HOLIDAYS:** The following days only shall be observed as holidays:

New Year's Day, Good Friday, May First, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, District International Election Day, Christmas Day.

**FUNERALS:** In the event of an instantaneous death by accident in the mine or outside the mine, the miners underground and all other employees may suspend work in the seam where the accident occurred on the day of the accident, but shall resume work on the following day and continue to work till the day of the funeral, when it is optional with them whether they shall work or not.

**SUB-CONTRACTING:** No sub-contracting shall be allowed in any mine operated by the Company, but this shall not apply to the employment of Backhands.

**EMPLOYEES TO CARE FOR MINE:** In case of either local or general suspension of mining, either at the expiration of this Agreement or otherwise, the Engineers, Fireman and Pumpmen shall not suspend work, but shall, when mining is suspended, fully protect all the Company's property under their care, and operate fans and pumps, and lower and hoist such men and supplies as may be required to protect the Company's property, and any and all coal required to keep up steam at the Company's plant; but it is understood and agreed that the Company will not ask them to hoist any coal for sale on the market.

**SINGLE SHIFT:** The single shift system in rooms and pillars shall be adhered to as far as practicable.

**WET PLACES:** A working place in the mine where water drops from the roof in quantities sufficient to wet a man's clothing, or where standing water is over six inches deep, shall be considered a "Wet Place." The rate for wet places shall be sixty-four cents per day extra for all inside day wage men. Where extra remuneration is now provided for in contract rates in the Tentative Agreement, same will not be affected.

**ROCK MINING:** Where a man is engaged on rock work where hammer and steel are used, he shall be considered a "rock miner" and paid rock miner's wages.

If an air drill is used, the driller shall be paid machine runner's wages, and the helper paid machine runners's helper's wages. The other men engaged shall be classed as "miners or labourers," as may be.

When a man is engaged on work in both rock and coal, if the amount of loose rock is greater than the amount of loose coal he shall



be classed as a "rock miner," and where the amount of loose coal is greater than the amount of loose rock he shall be classed as a "coal miner."

**BRUSHING:** When a man is engaged on brushing, either top or bottom, using usual drills and tools, he shall be classed as a "coal miner." If the brushing is done by hammer and steel, he shall be classed as a "rock miner."

Timbermen taking out rock while engaged in retimbering or repairing shall not be classed as "rock miners."

**RETIREMENT:** Where any employee has drawn his time before the regular payday, he thereby severs his connection with the Company, and any alleged grievance he may have ceases to be a question for consideration under this Agreement. The words "drawn before the regular payday," are satisfied by the application of the employee for, and his receipt of, his time-check before the regular payday.

**NOTE:** This clause shall not apply with respect of retroactive monies from April 1, 1920.

**CHINESE LABOR:** The United Mine Workers of America do not in any way prohibit the employment of Chinese in or around the mine, but where such labor is employed they shall be paid the scale for such work, with the following provisions, *i. e.*, that where they are now employed at Bankhead and Canmore the present rates shall not be interfered with in any way by the United Mine Workers of America during the life of this Agreement.

**OIL:** Present conditions to prevail.

**PAYDAY:** All wages earned by any person or persons employed in or about a mine shall be paid in accordance with the Coal Mines Regulation Acts of Alberta and British Columbia. Any employee desiring to leave the service of the Company, on his request shall be paid all monies due him within two days after his stoppage of work.

**MARKET RESTRICTIONS:** It is agreed that District No. 18, United Mine Workers of America, will not in any way restrict or interfere with the marketing of coal or coke to any person, firm or corporation.

**TURN OF CARS:** The Company shall, as far as possible, supply each and every miner with an equal turn of cars.

**BACKHANDS:** The present practice of working miners either as partners or with miners and laborers, as it exists in the several camps at the present time, shall be adhered to.

On all Company work the Company shall employ such class of men as the work requires and at the rate of wages provided for in this Agreement.

**CONTRACT NOT TO BE VOIDED BY MINERS' CONSTITUTION OR RULES:** This contract is in no case to be set aside because of any rule of the United Mine Workers of America now in force or which may hereafter be adopted; nor is this contract to be set aside by reason of any

provision in the National, District or Local Constitutions.

**OVERTIME:** All overtime shall be paid for at the Scale Rate per hour.

Operators are hereby requested to eliminate overtime and work on Sundays and holidays as far as practicable.

**BLASTING:** Where in the future blasting is prohibited in the mine, and it can be shown that the earnings of the miners are decreased thereby, the contract rates shall be taken up as under the "New Work" Clause and an equitable allowance shall be made.

**POWDER:** Where explosive supplies are being sold to the miners, they shall be furnished at cost price, which shall include handling, transportation and insurance.

**NOTE:** In case any dispute should arise under this clause with respect of selling price, it shall be determined by the Joint Committee in the same manner as is provided in Clause "C" of "Local and General Disputes." It is suggested that representatives of employers and employees in the several fields meet and endeavor to agree upon the selling price.

Where by mutual consent this Contract is changed, which change would increase the earnings of the men to a greater degree than provided in the basic agreement, the same shall become effective from the date of signing of this agreement.

That the application of the H. C. L. 92c. on contract miners' wages (which shall include all contract workers) be made by adding the 27 per cent on the 92 cents or \$1.17 to his wages for each day's work.

#### OUTSIDE WAGES.

Occupation.	Per day.	Hours.
Bottom man.....	\$5.82	8
Slate pickers (boys).....	3.40	8
Slate pickers (men).....	5.18	8
Car oilers (men).....	5.18	8
Car oilers (boys).....	3.87	8
Tally boys.....	3.40	8
Teamsters.....	5.82	8
Blacksmiths.....	7.16	8
Blacksmiths' helpers.....	5.83	8
Carpenters.....	7.16	8
Carpenters' helpers.....	5.83	8
Power house engineers.....	6.49—7.39	8

The above rates to apply as effective Oct. 31, 1919.

Hoisting engineers..... 6.21—7.05 8

The above rates to apply as effective Oct. 31, 1919.

Fan men.....	5.18	8
Incline engineers.....	6.49	8
Tail rope engineers.....	6.83	8
Endless rope engineers.....	6.35	8
Box car loader engineers.....	6.49	8
Tippie engineer.....	6.49	8
Screen engine tender.....	5.41	8
Locomotive engineer.....	6.49	8
Locomotive switchman.....	5.97	8
Fireman.....	5.82	8

Occupation.	Per day.	Hours.
Fireman's helper.....	5.41	8
Water tender.....	5.35	8
Railway car handler.....	5.33	8
Tipple dumper (man).....	5.82	8
Tipple dumpers' helper.....	5.40	8
Tipple dumper (boy).....	3.87	8
Top cagers.....	5.40	8
Car repairer.....	6.49	8
Car repairer's helper.....	5.83	8
Breaker engineer.....	6.49	8
Lampman (depending upon number of lamps and skill of Man).....	5.18-5.82	8
Mach nists.....	6.49-7.16	8
Machinists helper.....	5.83	8
Ashman.....	5.18	8
Wiper (man).....	5.18	8
Coupler (man).....	5.18	8
Coupler (boy).....	3.87	8
Breaker oiler.....	5.35	8
Washer or Tipple oiler.....	5.35	8
Breaker picker boss.....	5.82	8
Timber framer.....	6.49	8
Timber sawyer.....	5.40	8
Box car shoveller.....	5.82	8
Breaker platform boss.....	5.82	8
Breaker platform men.....	5.33	8
Breaker screen men.....	5.18	8
Rock bank men.....	5.18	8
Dirt bank men.....	5.18	8
Fan fireman.....	5.52	8
Stableman.....	5.18	8
Finisher after box car loader.....	5.18	8
Motor truck driver.....	6.49	8
All other labor not classified....	5.18	8

## BEE HIVE COKE OVENS.

Levelling and drawing (6½ ton charge), per oven.....	1.90	8
Levelling and drawing (5 ton charge), per oven.....	1.33	8
Loading into box or open cars (over 20 tons per month), per ton.....	.29	8
Loading into box or open cars (less than 20 tons per month), per ton.....	.27	8
Steam locomotive engineer.....	6.49	8
Motorman.....	6.16	8
Larryman.....	5.18	8
Plasterers.....	5.18	8
Carters and cleaners.....	5.18	8
All other labor.....	5.18	8

## BELGIAN COKE OVENS.

Ram engine man.....	6.49	8
Chargers.....	5.82	8
Clayers.....	5.82	8
Drawers.....	5.82	8
Loaders.....	5.33	8

## BRIQUETTE PLANT.

Engineer.....	6.49	8
Briquetter.....	6.65	8
Tar Melter.....	5.58	8
Laborers.....	5.18	8
Oiler.....	5.82	8

The following classified occupations which are now in operation at the respective mines shall be advanced 27% on the wages in effect October 31, 1919 (which shall include the 92c. H. C. L.)—

Rope splicer,  
Saddler,  
Bricklayer,  
Boiler maker,  
Plumber,  
Jigger,  
Lineman,  
Machine shop driller,  
Saw filer,  
Wash-houseman,  
Pipe fitter.

## INSIDE WAGES.

Occupation.	Per day.	Hours.
Shot lighter.....	6.35	8
Bratticeman.....	6.35	8
Bratticemen's helper.....	5.58	8
Timberman.....	6.35	8
Timberman's helper.....	5.58	8
Tracklayers.....	6.35	8
Tracklayers' helper.....	5.58	8
Motorman.....	5.98	8
Motorman's helper.....	5.58	8
Locomotive engineer.....	5.98	8
Locomotive switchman.....	5.58	8
Drivers.....	5.98	8
Drivers (Spike team).....	6.64	8
Couplers (men).....	5.58	8
Couplers (boys).....	3.87	8
Switch boys.....	3.40-3.87	8
Door boys.....	2.97	8
Fan boys.....	2.97-3.87	8
Rope riders.....	5.98	8
Main and tail rope riders.....	6.35	8
Pushers.....	5.58	8
Buckers.....	5.58	8
Loaders.....	5.58	8
Miners.....	6.35	8
Rock miners.....	7.01	8
Timber handlers.....	5.98	8
Cagers, slope and incline.....	5.98	8
Cagers, shaft.....	6.35	8
Machinemen (air).....	7.01	8
Machinemen (electric).....	8.79	8
Machinemen's helper (air).....	5.98	8
Machinemen's helper (electric).....	6.50	8
Pumpmen.....	5.58	8
Pumpmen (Galt mines).....	6.21	8
Hoistmen.....	5.98-6.35	8
Drivers (boys).....	3.87-5.58	8
Grippers.....	5.58	8
Grippers (boys).....	3.87-5.58	8
Pipe fitters' helpers.....	5.58	8
Pick carriers.....	3.40-5.58	8
Clutchmen.....	6.35	8
Rollermen.....	5.58	8
All other labor not classified....	5.58	8

**AVERAGE EARNINGS OF CONTRACT MINERS EMPLOYED AT PRINCIPAL COAL MINES IN DISTRICT EIGHTEEN**

Name of Mine.	May, 1920.		
	No. of men.	Average per day.	Daily payroll.
Alberta Block Coal Co., Ltd.....	50	\$10.82	\$ 541.00
Atlas Coal Company, Ltd.....	22	8.40	184.80
Bellevue Collieries, Ltd., Maple Leaf Mine .....	15	16.74	251.10
Blue Diamond Coal Company, Ltd.....	75	11.55	866.25
Brazeau Collieries, Ltd.....	250	10.15	2,537.50
Canada West Coal Company, Ltd.....	63	7.20	453.60
Canadian Pacific Railway Co. (Bankhead).....	37	10.43	385.91
Canadian Pacific Railway Co. (Galt Mines runners).....	25	6.95	173.75
Canadian Pacific Railway Co. (Galt Mines scrapers).....	23	5.43	124.89
Canadian Pacific Railway Co. (Galt Mines loaders) .....	197	7.28	1,434.16
Canmore Coal Company, Ltd.....	96	9.16	879.36
Chinook Coal Company, Ltd.....	60	9.60	576.00
Corbin Coal & Coke Co., Ltd.....	7	12.32	86.24
Crow's Nest Pass Coal Company, Ltd., Coal Creek.....	324	8.70	2,818.80
Crow's Nest Pass Coal Co., Ltd., Michel .....	190	8.52	1,618.80
Drumheller Land Company, Ltd.....	7	6.36	44.52
Federal Coals Limited .....	19	6.08	115.52
Foothills Collieries, Ltd.....	22	8.22	180.84
Great West Coal Company, Ltd., Star Mine.....	29	9.04	262.16
Hamilton Coal Company, Ltd.....	9	7.75	69.75
Hillcrest Collieries, Ltd.....	112	11.15	1,248.80
Hy-Grade Coal Co., Ltd.....	3	12.40	37.20
International Coal & Coke Co., Ltd.....	111	10.05	1,115.55
Jasper Park Collieries, Ltd.....	77	13.47	1,037.19
McGillivray Creek Coal & Coke Co., Ltd., .....	141	8.34	1,175.94
Midland Collieries, Ltd.....	47	9.03	424.41
Mountain Park Coal Co., Ltd.....	51	9.97	508.47
Newcastle Coal Company, Ltd.....		None.	
North American Collieries, Ltd., Kipp Mines.....	132	7.59	1,001.88
North American Collieries, Ltd., Monarch Mines.....	63	10.54	554.02
North American Collieries, Ltd., Pembina Mine.....	36	8.80	316.80
Premier Coal Company, Ltd.....	11	8.30	91.30
Regal Collieries, Ltd.....	11	6.80	74.80
Rosedale Coal Mining Company, Ltd.....	43	7.99	343.57
Rosedeer Coal Mining Co., Ltd.....	53	9.59	509.27
Saunders Creek Collieries, Ltd.....	13	11.97	155.61
West Canadian Collieries, Ltd., Bellevue Mine.....	117	8.69	1,016.73
West Canadian Collieries, Ltd., Greenhill Mine.....	103	12.03	1,239.09
Western Commercial Coal Co., Ltd.....	53	9.45	500.85
Western Gem Mining Co., Ltd.....	13	11.56	150.28
Yellowhead Coal Co., Ltd.....	24	91.04	216.96
	2734	\$ 9.30	\$25,433.67

## NOTE:—

The average earnings for contract miners for the month of May, 1920, in the principal mines of District Eighteen are.....\$9.30 per shift.



## RECENT INDUSTRIAL AGREEMENTS

**T**HE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. The agreements are arranged by industrial groups.

### Mining—Coal

**WESTERN COAL OPERATORS' ASSOCIATION AND THE UNITED MINE WORKERS OF AMERICA, DISTRICT 18.** Full text of recent agreement between these bodies is reproduced on pages 1047 to 1054 of this issue.

### Construction—Other than Railway

**MONCTON, N.B.—BUILDERS AT MONCTON, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA, No. 1698.** Agreement in effect from May 5, 1920 to May 5, 1921.

Hours of labour: eight hours per day, forty-eight per week.

Wages: Per hour, journeymen, 70 cents; foremen, 80 cents. Overtime, time and one-half; Sundays and holidays, double time.

Factory rates: per hour, machine men, 55 cents; bench men, 60 cents; cabinet makers, 65 cents. Hours of labour: nine hours per day, five hours Saturday.

**BEEBE, QUE.—EMPLOYERS OF GRANITE CUTTERS OF BEEBE, QUE. AND DISTRICT, AND GRANITE CUTTERS' INTERNATIONAL ASSOCIATION.** Agreement in effect from July 16, 1919 to April 1, 1922, and yearly thereafter, subject to three months' notice of change prior to April 1.

Wages: Per hour, from July 16, 1919 to August 1, 1919, 70 cents; from Aug-

ust 1, 1919 to April 1, 1920, 75 cents; from April 1, 1920 to April 1, 1921, 80 cents; from April 1, 1921 to April 1, 1922, 85 cents.

The minimum rate not to apply to workmen incapacitated through old age or physical disability, whose cases shall be referred to a joint committee.

Hours of labour: eight hours per day, four hours on Saturday.

Overtime, time and one-half; double time from dark until daybreak, and Sundays and holidays.

National, Provincial or Municipal laws enacted for the betterment of wages and conditions in the granite industry to be respected alike by employer and employee.

All operators of granite cutting, polishing and tool sharpening machines to be members of the Union.

Apprentices: one apprentice granite cutter to first four journeymen, and one to each additional six. Term of apprenticeship to be six years, with indenture of apprenticeship binding after six months. One apprentice tool sharpener for three journeymen, two for eight, and one additional for each additional four. Term of apprenticeship, two years. One apprentice polisher for two journeymen steadily employed. Term of apprenticeship, two years.

Disputes to be submitted to a committee of two members from each party, and if these do not agree, a fifth to be selected by them. The decision to be binding with no suspension of work, lock-out or strike pending consideration of the dispute.

**MONTREAL, QUE.—DOMINION BRIDGE CO., LTD., AND INTERNATIONAL ASSOCIATION OF BRIDGE AND STRUCTURAL IRON WORKERS, No. 304, 307, ERECTION EMPLOYEES OF MONTREAL AND VICINITY AND ROAD ERECTION EMPLOYEES.** Agreement in effect from June 1, 1920 to May 31, 1921.

Hours of labour, eight hours per day, four hours Saturday. Overtime rate, time and one-half. No work on holidays except in dire necessity. Double time on holidays.

Foremen to be paid straight time, with time and one-half for overtime, and pay for all holidays. Wages: Per day \$2.00 above minimum. Foremen to have right to appoint apprentices and assistant foreman, the latter to receive \$1.00 per day above minimum.

Minimum wages: Per hour, steel erectors, 85 cents; apprentices, 65 to 75 cents; road scale, 15 cents extra.

If cost of living has increased on September 1, 1920, and quarterly thereafter, wages to be increased proportionately.

SHERBROOKE, QUE.—CANADIAN ASSOCIATION OF BUILDING AND CONSTRUCTION INDUSTRIES, SHERBROOKE BRANCH, GENERAL CONTRACTORS SECTION, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA. Agreement in effect from July 5, 1920 to April 30, 1921.

Hours of labour: nine per day.

Minimum wages: Per hour, 70 cents. Overtime, time and one-half until 10 p.m., double time thereafter, and on Sundays and holidays.

Apprentices, wages: Per hour, first year, 40 cents; second year, 50 cents; third year, 60 cents.

KINGSTON, ONT.—MASON CONTRACTORS OF KINGSTON, AND BRICKLAYERS, MASONS AND PLASTERERS UNION No. 10. Agreement in effect from July 1, 1920 to March 31, 1921.

Wages: Per hour, until March 31, 1921, 85 cents thereafter, \$1.00.

Contractors to employ only union men, and members of the union to work only for contractors who recognize the agreement. No member to contract or sub-contract any work.

Hours of labour, eight hours per day. Overtime and holidays, time and one-half. Sundays, double time.

Each firm in business one year to have one apprentice to serve four years, and a second apprentice provided the former has served for three years. Apprentices

to be under eighteen, and properly indentured.

No labourer to be allowed to spread cement or mortar, said cement or mortar to be spread with a trowel by union mason. No labourer to be allowed to do any mason work.

TORONTO, ONT.—MASTER PLASTERERS' SECTION OF THE BUILDERS' EXCHANGE OF TORONTO, AND INTERNATIONAL UNION OF PLASTERERS OF AMERICA, No. 48. Agreement in effect from April 1 to December 1, 1920.

Arbitration Committee of five members from each party to hear and adjust the various questions arising.

Wages: Per hour, from April 1 to May 14, 1920, 90 cents; from May 15 to December 31, 1920, \$1.00.

Overtime, till 10 p.m., time and one-half. Double time Sundays, holidays, after 6 p.m. on Saturdays and 10 p.m. other nights. No work Saturday afternoons.

No member of the Union to leave the employers to accept work for anyone outside. The employees not to strike before matter has been brought before joint Committee, nor to leave work or strike except upon two-thirds vote or subject to Building Trades Council.

A firm in business one year to have one apprentice, starting at sixteen years, and indentured for four years, and regularly attending night classes at Toronto Technical School during two years of service. Any firm or person employing eight men may have a second apprentice only when eldest apprentice starts his third year.

NIAGARA FALLS, ONT.—CONTRACTORS AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA, NOS. 713 AND 2624. Agreement in effect May 1, 1920 to April 30, 1921, and thereafter from year to year unless three months notice be given.

Hours of labour: eight hours, and four hours on Saturday. Overtime, Sundays and holidays, double time.

Wages, minimum: Per hour, 85 cents; foreman, not less than 5 cents per hour

in addition; carpenters on pit and tunnel work, working under compressed air, 5 cents per hour above regular rates, and 5 cents per hour extra for every 20 feet over 50 feet when on high scaffolds or in other dangerous positions.

Carpenters in planing mills or factories, on maintenance work (not construction), 9 hours per day, until noon on Saturday, with 80 cents per hour.

One apprentice for every five journeymen, at 30 cents per hour.

Employers to hire only union men when available.

MERRITTON, ONT.—TWO LOCAL FIRMS, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS, No. 1402.—Agreement in effect May 1, 1920 to April 30, 1921, and thereafter from year to year unless three months' notice is given.

Hours, overtime and apprentices as in Niagara Falls agreement above.

Minimum wages: Per hour, journeymen, 85 cents foreman 95 cents.

Carpenters in mills and factories, as in Niagara Falls agreement.

KITCHENER, ONT.—MASTER PLUMBERS OF KITCHENER AND WATERLOO, AND UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS, No. 527. Agreement in effect May 1, 1920 to April, 30, 1921, and from year to year thereafter, with one month's notice of change.

Hours of labour nine hours per day, five hours on Saturday.

Minimum wages: Per hour, 75 cents. Overtime to midnight and Saturday afternoons, time and one-half; after midnight and on holidays, double time.

Employers to use efforts that all men in their employ shall be members of the United Association. Employees to use efforts that no member shall work for anyone but a licensed plumber.

Grievances to be referred to a joint arbitration board of three members from each party; no strike or lockout to take place until matter has been referred to the General office of the United Association, and a decision rendered.

CALGARY, ALTA.—CALGARY CONTRACTORS AND CALGARY CARPENTERS DISTRICT

COUNCIL. Agreement in effect from July 1, 1920 to May 31, 1921.

Wages: per hour, journeymen, July 1, 1920 to May 31, 1921, \$1; this wage to be taken as a standard for future adjustments.

Hours of labour eight hours, and four hours Saturday.

Overtime: time and one-half from quitting time until midnight; double time from midnight to 8 a.m., after 5 p.m. Saturdays, and Sundays and holidays.

Members of union not to work for outside contractors for less than \$1 per hour.

EDMONTON, ALTA.—MASTER PLUMBERS' ASSOCIATION, AND UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS, No. 448. Agreement in effect from May 1, 1920 to April 30, 1921.

Hours of labour: eight hours per day and four hours on Saturdays.

Minimum wages: Per hour \$1.

Overtime, time and one-half until midnight, and Saturday afternoons; double time after midnight, after 5 p.m. Saturdays and Sundays and holidays.

Plumbers' apprentices to serve five years, working the fifth year with tools, under instruction of a journeyman.

A steamfitter to be allowed only one helper.

Each shop to be allowed one plumbers' apprentice and one other for each additional five journeymen. The number of apprentices not to exceed four in one shop, and age not to exceed 18 except in case of returned soldiers.

Members of one branch of trade not to work at any other. Employers to employ only union men, and employees to work only for members of Master Plumbers' Association.

Grievances to be settled by Local's business agent waiting on employer; or failing this, a committee of two to four of each party.

GUELPH, ONT.—MASON CONTRACTORS OF GUELPH AND BRICKLAYERS', MASONS' AND PLASTERERS' UNION, No. 3. Agreement in effect from April 1, 1920 to March 31, 1921.



Wages: Per hour \$1.

Hours of labour: eight hours per day, four hours on Saturday. Overtime, Sundays and holidays, double time.

No employees to strike or leave work before question at issue has been brought before joint Arbitration Committee.

Union to supply, to the best of its ability, sufficient mechanics. No member of union to work for employer employing non-union men.

WINNIPEG, MAN.—CERTAIN LOCAL CONTRACTORS, AND INTERNATIONAL ASSOCIATION OF HEAT AND FROST INSULATORS AND ASBESTOS WORKERS, No. 15. Agreement in effect from July 1, 1919, to May 1, 1921.

Hours of labour: eight hours per day, and four hours on Saturdays. Overtime: time and one-half from 5 p.m. until midnight and Saturday afternoons; double time, from midnight until 6 a.m. and Sundays and holidays.

Employers not to execute any part of the work, nor employees to undertake any contracting.

Employees to work only for contractors conforming to this agreement.

Wages: Per hour, July 1, 1919 to May 1, 1920, journeymen, 80 cents; first class improvers, 60 cents; May 1, 1920 to May 1, 1921, mechanics, 90 cents; improvers, 70 cents.

Disputes to be settled by joint Trade Board with four members from each party.

The number of improvers not to exceed number of mechanics.

A first class improver may execute work alone.

MONTREAL, QUE.—EMPLOYERS, AND INTERNATIONAL ASSOCIATION OF HEAT AND FROST INSULATORS AND ASBESTOS WORKERS, No. 23. Agreement in effect from May 1, 1920 to April 30, 1921.

Hours of labour: eight hours per day, four hours on Saturday.

Overtime: from 5 p.m. until midnight, and Saturday afternoons, time and one-half; from midnight until 8 a.m. and Sundays and holidays double time; Labour Day, triple time.

One improver to every two mechanics. No improver to work unless with a mechanic.

Disputes to be settled by a Trade Board, composed of five members of each side.

No lockouts or strikes except when ordered by Building Trades Council. Disputes to be settled without cessation of work.

In emergency cases, when supply of union men fails, non-union men may be temporarily engaged.

Minimum wages: Per hour, mechanics, 67½ cents; improvers, first year, 35 cents; second year, 45 cents; third year, 55 cents. Mechanical examination to be held quarterly by joint examining board.

Employers to employ only union labour.

CALGARY, ALTA.—GENERAL CONTRACTORS ASSOCIATION, AND BRICKLAYERS', MASONS', AND PLASTERERS'—INTERNATIONAL UNION, No. 2. Agreement in effect July 1, 1920 to May 31, 1921.

Minimum wages: Per hour, \$1.25; foremen not less than 10 cents per hour in addition; member working outside city, not less than 10 cents per hour above minimum, as well as railway fare and pay for time travelling.

Overtime, double time.

Hours of labour: eight hours per day; four hours on Saturday.

TORONTO, ONT.—WOOD, WIRE AND METAL LATHERS' UNION, No. 97, AND EMPLOYERS. Agreement in effect from April 5, 1920, to April 4, 1921.

Hours of labour: eight hours per day; four hours on Saturdays. Overtime, Sundays and holidays, double time.

Wages: Per hour, first-class men, 90 cents; second-class men, 80 cents.

On and after May 14, 1920, Wages: Per hour, first-class \$1.00; second-class, 90 cents. Foremen to receive not less than 50 cents per day above maximum for first-class men.

Disputes to be referred to an arbitration board of five members from each party.

Employees to work for no one excepting contracting lathers recognized by the union.

OTTAWA, ONT.—OTTAWA BRANCH OF THE ASSOCIATION OF CANADIAN BUILDING AND CONSTRUCTION INDUSTRIES, AND BUILDING TRADES COUNCIL—INTERNATIONAL BROTHERHOOD OF PAINTERS, DECORATORS AND PAPERHANGERS OF AMERICA, No. 200; INTERNATIONAL UNION OF PLASTERERS OF AMERICA, No. 124; INTERNATIONAL HOD CARRIERS, BUILDERS AND COMMON LABOURERS, No. 428; AND BRICK AND TILE LAYERS' UNION, No. 7; AND MARBLE MASONS' UNION No. 14; INTERNATIONAL UNION OF STEAM AND OPERATING ENGINEERS, LOCAL No. 473; WOOD, WIRE AND METAL LATHERS; SHEET METAL WORKERS, ELECTRICAL WORKERS. Agreement in effect from May 1, 1920 to April 30, 1921. A similar agreement with the Ottawa District Council of the United Brotherhood of Carpenters and Joiners was summarized in the LABOUR GAZETTE for June, on page 718.

Certain clauses are standard in all agreements for 1920 entered into by the above parties, as follows:

Hours of Labour: not more than eight hours, and four hours on Saturday, in all trades excepting labourers, where eight or nine hours may be worked.

Overtime: till 10 p.m., time and one-half; thereafter and holidays, double time.

Disputes to be referred to an Industrial Council, with five representatives from each party; strike not to be resorted to without this having been done.

Employers agree to principle of International Closed Shop, it being understood that employers may hire non-union men when union men are not available.

The Agreements refer to the Building Industry, not including sewers, road work, bridge work, heat and frost insulators and asbestos workers or structural iron workers.

The individual agreements have special provisions, as follows:

Brick and Tile Layers and Marble Masons: No members either individu-

ally or collectively to leave work or take part in sympathetic strike except under authority of Executive Board of the B. M. and P.I.U. During dispute between a contractor and an owner, no member, when officially notified, to work on job in dispute, unless so instructed by the Joint Industrial Council. Members not to work for contractors not recognizing the agreement. A firm established in Ottawa two years, and employing two bricklayers, to have an apprentice; a firm established four years, and employing five bricklayers, to have two apprentices; each apprentice to serve four years under indenture. Foremen to receive 10 cents per hour above regular rates.

Hod Carriers' builders' and common labourers' wages: Per hour, 60 cents; foremen, 10 cents over regular rate.

Plasterers: a firm in business one year to be allowed one apprentice indentured for four years; a firm employing eight men to be allowed a second apprentice only when eldest apprentice starts his third year. When ten or more members are employed by one contractor, one superannuated member may be started.

Wage scale for various trades for year 1920: Per hour, masons and bricklayers, marble and tile setters, \$1.00; labourers, 60 cents; plasterers, 85 cents; cement finishers and wood, wire and metal lathers, 75 cents; stone cutters, first four months, 87½ cents; remaining eight months, \$1.00; sheet metal workers, 75 cents; engineers, steam shovels and drag line, \$1.00; steam shovel cranemen and dinky engineer, orange peel buckets and clam shells, derricks and steam rollers and cable ways, steam and electric hoists, 75 cents; steam concrete mixers and steam air compressors, and engineers not specified, 70 cents; Carpenters, 85 cents; electricians, 80 cents; painters, 75 cents; roofers 70 cents; roofers' labourers, 55 cents. Horse team owners, two horse team and teamster, \$1.25; one horse and teamster, 70 cents.

Wood, wire and metal lathers: Employees to be members of union. One apprentice to four mechanics.

Sheet metal workers: Apprentices to be at least 15 years of age; to serve five

years; and to serve one year as junior journeymen, at 50 cents per hour. Two apprentices together must work under a journeyman. Foremen to receive 10 cents per hour over regular rate.

Electrical workers: wages, Per hour, journeymen, 80 cents: improvers, 55 cents.

A journeyman must have served four years, hold a journeyman's card, and have passed an examination. An improver is one who has worked three years. Apprentices are those who have worked less than three years, and are over sixteen. No private work to be done.

#### Metals and Machinery

TORONTO, ONT.—SHEET METAL SECTION OF BUILDERS' EXCHANGE AND SHEET METAL WORKERS UNION, No. 30. Agreement in effect May 1, 1920 to December 31, 1920.

Union men to be employed when available. After July, 1920, employees to work only where agreement is recognized.

Minimum wages: Per hour, to August 31, 1920, 85 cents September 1 to December 31, 1920, 90 cents.

Hours of labour: eight per day; forty-four per week. Overtime, time and one-half until midnight, double time thereafter and Sundays and holidays.

Apprentice to be under twenty years; to get a card from union, renewable yearly; to serve four years under mechanic; to take a course in sheet metal drafting during third year.

Apprentices to receive wage increase every six months, based on following percentage of recognized minimum union rate of wages:

	%	to Aug. 31	to Dec. 31
1st six months,	33	\$12.50	\$13.00
2nd six months,	38	14.00	15.00
3rd six months,	43	16.00	17.00
4th six months,	48	17.75	19.00
5th six months,	53	19.75	21.00
6th six months,	58	21.50	23.00
7th six months,	63	23.50	25.00
8th six months,	70	26.00	28.00

ST. CATHARINES, ONT.—THE ENGINEERING AND MACHINE WORKS OF CANADA,

LIMITED, AND SKILLED EMPLOYEES OF THE BOILER DEPARTMENT OF THE COMPANY.—Agreement in effect from May 15, 1920, to May 15, 1921.

Hours of labour, day: nine hours for five days; five hours on Saturday. Night: eleven hours for five nights. Overtime: time and one-half until midnight, and Civic Holiday, Good Friday, and Thanksgiving Day; double time Sundays and other holidays. No work on Labour Day.

Apprentices to be taken from ranks of helpers and to be advanced every six months; not more than one apprentice to six mechanics.

Grievances to be adjusted by joint committee. Work not to cease until arbitration has been resorted to.

Minimum wages: Per hour, flanger, 85 cents; first class boilermaker, 75 cents; second class boilermaker, 67 cents; welder and cutter, 75 cents; acetylene cutter, 60 cents; holder-on, 54 cents; punch and shearer, 57 cents; pipe fitter, 67 cents; drillers, 57 cents (operators of three large radial and one man on dallet drill,  $2\frac{1}{3}$  cents extra); large crane, 57 cents; 10-ton crane, 55 cents; side floor crane, 50 cents; helpers, 52 cents; rivet heaters, 52 cents (one each day and night).

#### Shipbuilding

TORONTO, ONT. — DOMINION SHIP BUILDING CO., AND INTERNATIONAL BROTHERHOOD OF BOILERMAKERS, IRON SHIP BUILDERS AND HELPERS OF AMERICA, No. 128. Agreement in effect May 1, 1920 to May 1, 1921.

Hours of labour: nine hours each of first four days; eight hours on Friday.

All overtime, double; no work on Labour Day. Dirty work, time and one-quarter.

Grievances not settled by foreman to be taken up with manager by committee of the men.

No apprentice to be sent out unless he has served two years and each to be accompanied by a journeyman.

Leading men to be union men. Helpers to be advanced to be mechanics with



permission from shop committee. Vacancies for rivetters to be filled by holders-on.

Minimum day rates: Per hour, anglesmith, 95 cents; anglesmith's helpers (experienced) 70 cents; anglesmith, back-hander, 60 cents; burner and welder, two years' experience, 82½ cents; bolters-up (six months experience or over), 60 cents; caulkers, 90 cents; counter sinkers, 60 cents; drillers, 70 cents; drillers and tappers 82½ cents; fitters, first 92½ cents; fitters, second, 77½ cents; fitters' helpers, experienced, 45 cents; holders-on, 75 cents; liner fitters, 67½ cents; loftsmen, first class, 85 cents; second class, 65 cents; loftsmen helpers, experienced, 57½ cents; punch and shearmen, first, 80 cents; second, 70 cents; packers, 70 cents; punch helpers (experienced), 57½ cents; rivetters, 90 cents; rivet testers, \$1.00; roll operators, 85 cents; riggers' leading man, 77½ cents; riggers' helpers (experienced), 60 cents; reamers' leading man, 60 cents; rivet heaters, 57½ cents; stage builders (experienced), 60 cents; storemen and shorers-up (experienced), 60 cents. Repair work, 10 per cent additional. Gang leaders, 25 per cent over regular rate.

MONTREAL, QUE.—CANADIAN VICKERS, CO., LTD., AND METAL TRADES COUNCIL OF MONTREAL. Agreement in effect from April 1, 1920 to June 1, 1921.

Hours of labour: forty-seven hours per week; eight and one-half per day for first five days.

Overtime: new work and plant repairs, time and one-half; repair work on ships, double time. Sundays and holidays, double time.

Grievances to be considered by a joint committee. No cessation of work pending negotiation.

Men on repair work to receive 5 cents per hour over regular rate. Leading hands, 10 cents per hour over minimum of men under them.

One apprentice for every five mechanics; to serve four years, and to start between sixteen and twenty-one.

Firm to give preference to union men. Helpers to work under direction of mechanics.

Minimum rates: Per hour, welders, machinists, plumbers, steamfitters, blacksmiths, pipe fitters, coppersmiths, sheet metal workers, carpenters, joiners, electricians, 80 cents; loco crane drivers, painters, 70 cents; drillers, ship riggers, 65 cents; overhead crane drivers, air compressor attendants, 60 cents; meter attendants, 65 cents; gas producer men, 60 cents; firemen, light men, jib crane drivers, red leaders, 57½ cents, helpers, 52½ cents; yard labourers, 50 cents.

### Food, Liquors and Tobacco

ST. JOHN, N.B.—BAKERY AND CONFECTIONERY WORKERS UNION, LOCAL 298, AND EMPLOYERS (FOUR LOCAL FIRMS). Agreement in effect July 5, 1920.

Union men only to be hired when available.

Hours of labour, nine hours or less. Overtime, time and one-half. Night work to be abolished after May, 1920.

Minimum wages: Per week—foremen, \$40.00; second foremen, \$35.00; third hand, \$30.00 dough mixers, \$35.00; all other help, \$28.00. Apprentices, first year, \$10.00; second year, \$12.00; third year, \$14.00.

Disputes to be referred to a board of arbitration of two members from each party, and a fifth disinterested member.

Girls to have some pay as apprentices.

MONTREAL, QUE.—BAKERY AND CONFECTIONERY. WORKERS INTERNATIONAL UNION, LOCAL 115, AND ALL LOCAL HEBREW FIRMS. Agreement in effect from May 8, 1920 to May 1, 1921.

Only union members to be employed.

Hours of labour: eight per day; six days per week; half hour for lunch.

Minimum wages: Per hour — first hand, \$45.00; second hand, \$41.00; third hand, \$38.00. Overtime, per hour—oven worker and bench worker, 85 cents.

Employers to buy union labels at 20 cents per thousand.

Employers to pay for all the Hebrew holidays except Easter.

Employees may take home a loaf of bread each day.

Every employer must allow a helper at any time.

The first of May and Labour Day to be legal holidays.

In a shop where there are no machines for making dough, workmen to make only one batch during nine hours' work, batch not to contain more than enough to make five hundred single loaves.

OTTAWA, ONT.—BAKERS' UNION LOCAL 244, AND BAKERY AND CONFECTIONERY PROPRIETORS OF OTTAWA. Agreement in effect May 3, 1920.

Union men only to be employed; non-union men must join at first meeting of local.

Hours of labour: nine hours per day.

Minimum wages, bread bakers: Per week—foremen in shop employing at least four men, \$35; second hand men, \$33; dough mixers, \$33; machine men, \$29; foremen in packing room, \$30; foreman in shops with up to three men, \$33; second hand, \$28; others, \$27. Apprentices, one to five men, first year, \$12. Helpers, one to three men, \$24; Cake bakers, foremen, \$35; others, \$25 to \$30. Apprentices, one to every three men, first year, \$10; thereafter, \$2 increase each year. Apprentices to work three years.

Overtime, time and one half.

All legal public holidays to be paid.

ST. CATHARINES, ONT. — BAKERS UNION, No. 295, AND BAKERY PROPRIETORS OF ST. CATHARINES. Agreement in effect May 1, 1920, notice of change to be given in writing thirty days prior to date of change.

Non-union bakers if hired must join at first meeting of local.

Hours of labour: per week-day work, fifty-four hours; night work, fifty hours.

Wages: Per week—bread bakers foremen, night work, \$34; day work, \$32; others, night work, \$26 to \$30; day work, \$25 to \$28. Not more than one

apprentice to five men on bread; one to three on cake; first year day work, \$12; night work, \$14.

Disputes to be submitted to a committee of arbitration.

Employers to use union labels paid for in advance.

Salesmen: Per week—city, \$21; part city and part outside, \$21.50; all outside, \$22; with two per cent on retail and one per cent on wholesale cash; on cash over \$1,000 a month, four per cent on retail, two per cent on wholesale.

EDMONTON, ALTA.—BAKERY AND CONFECTIONERY WORKERS' INTERNATIONAL UNION OF AMERICA LOCAL No. 276 AND EMPLOYERS. Agreement in effect July 6, 1920 to April 30, 1921.

Wages: Per week—foremen, \$39.25; doughmen and ovenmen, \$37.25; bakers and confectioners, \$34.25; helpers, \$27.

Overtime, and holidays, time and one half. Hours of labour, eight per day.

Apprentices or helpers: cake shops, one to every three journeymen; bake-shops, one to five journeymen.

Employees must be union men.

Disputes to be referred to an arbitration committee.

Should cost of living increase or decrease, wages to be governed accordingly, with thirty days' notice of change.

LONDON, ONT.—BREWERY PROPRIETORS OF LONDON AND INTERNATIONAL UNION OF UNITED BREWERY, FLOUR, CEREAL AND SOFT DRINK WORKERS OF AMERICA, LOCAL No. 381. Agreement in effect May 1, 1920 to April 1, 1921.

Union men only to be employed if available. Extra help must have permit card from local.

Grievances to be adjusted by an arbitration committee of five.

Hours of labour: forty-four hours per week. Overtime, time and one-half.

Wages: Per week—first cellar men, first kettle-men, men in charge of departments, \$23; coopers, \$21; chauffeurs, drivers and helpers, \$20; first engineers, \$25.50; others, \$21; malsters. \$21; labourers, \$20.

Should coming referendum allow continuance of interprovincial trade in strong ales and beers, further 10 per cent increase to be granted.

Holiday pay not to be deducted. Work on holidays to be paid time and one half.

VANCOUVER, B.C. — INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN, AND HELPERS, LOCAL 464, MILK DRIVERS AND DAIRY EMPLOYERS, AND EMPLOYERS. Agreement in effect from June 15, 1920 to June 15, 1921.

Union members to be employed if possible. Non union employees to make application for membership within two weeks.

One day off in seven, or one week off in seven.

Minimum wages: Per month—driver salesmen (retail), \$95; truck drivers, \$130; helpers, \$120; checkers, \$125; stable helpers and inside help, \$120; inside relief men, \$125; outside, \$160; \$5.00 less than above to new employees without experience, for three months.

Driver salesmen, in addition to regular wage:  $2\frac{1}{2}$  per cent on all sales except buttermilk, which shall be 1 per cent.

No lockouts or strikes during terms of agreement.

Grievances to be settled by joint committee.

#### Pulp and Paper

PORT ARTHUR, ONT.—PORT ARTHUR PULP AND PAPER Co., LTD., AND INTERNATIONAL BROTHERHOOD OF PULP, SULPHITE AND PAPER MILL WORKERS. Agreement in effect from May 1, 1920 to May 1, 1921.

Employers to hire union men by preference. New employees, salaried men excepted, must join union within fifteen days.

Hours of labour: eight hours per day for six days. Overtime and holidays, time and one-half.

No strikes or lock-outs to occur during term of this agreement.

Grievance to be adjusted with local management, or appealed to general

management. If not satisfactorily settled, to be submitted to arbitration.

Wood room foreman and chipper man allowed nine hours per day straight time, which allows one hour to change knives.

Wages: Per hour, cooks, 84 cents; acid makers, 69 cents; cook helpers, acid makers' helpers, head blow pit man, 57 cents; bleacher man, 66 cents; blow pit helpers, bleacher helper, machine hands, truckers, 54 cents; machine tenders, chloride men, 66 cents chloride helpers, 54 cents; back tenders, sub-station operators, 60 cents. Boiler house: foreman, 72 cents; water tender, 63 cents; fireman, 60 cents; bark handlers, coal handlers, labourers, 54 cents; tour foreman, 72 cents; chipper man, drum bark operator, 57 cents. Yard labourers, 54 cents; teamsters, \$115.00 per month. Mechanical department: millwright foreman, 75 cents; millwrights, 72 cents; helpers, 60 cents screen repair men, 70 cents; blacksmith, 75 cents; blacksmiths' helpers, 60 cents; painter, 65 cents; electrician, 72 cents; helper, 60 cents; pipe fitter, 75 cents; helpers, 60 cents; machinists, 78 cents; helpers, 60 cents; oilers, special conveyor man, 57 cents.

#### Printing and Publishing

HALIFAX, N.S.—HALIFAX TYPOGRAPHICAL UNION, No. 130, AND EMPLOYERS OF HALIFAX. Agreement in effect January 1, 1920 to May 1, 1921.

None but union members to be employed in composing room.

Wages: Per week, operators, machinists and handmen, day, \$30.00; night, \$35.00; machinist operators, at least \$2.00 per day above scale.

Hours of labour: eight per day until May 1, 1921 thereafter, forty-four per week.

Overtime: time and one-half; Sundays and holidays, double time.

One apprentice to three journeymen in an office; one additional apprentice for each three journeymen over, but not more than three apprentices in an office. At least one member of union to be employed in composing room before



office may have an apprentice. Apprentices to be examined at end of six months and if qualified to proceed with five-year apprenticeship. Minimum wages: third year, one-quarter of journeymen's wages; fourth year, two-fifths; fifth year, two-thirds.

Disputes to be referred to a joint committee having two members from each party, and if the result is not satisfactory, to a Board of Arbitration.

TORONTO, ONT.—TORONTO WEB PRESSMEN'S UNION, No. 1, I.P.P., AND A.U., AND PUBLISHERS OF THE SIX TORONTO DAILY NEWSPAPERS. Agreement in effect from June 1, 1917, to May 31, 1922.

Preference to be given to union labour.

Hours of labour: day, eight; night, seven.

Wages: Per week \$36.00.

Overtime and holidays, time and one-half; Sundays, double time. This does not apply to morning papers.

One apprentice to every four journeymen apprentices to serve five years at \$19.00 and \$20.00 per week, and to become apprentice member of the union after six months.

Grievances to be referred to a joint standing committee; differences to be settled by arbitration.

HAMILTON, ONT.—EMPLOYING PRINTERS' ASSOCIATION AND HAMILTON PRINTING PRESSMEN AND ASSISTANTS' UNION, No. 176. Agreement in effect from January 1, 1920, to June 30, 1921.

Only union members, if available, to operate presses, except as provided under apprenticeship.

Hours of labour: day work, forty-eight per week; night work, five nine hour nights from May 1, 1921, forty-four hour week.

Wages: Per week, Pressmen, January to December 31, 1920, \$34.00; January 1 to May 1, 1921, \$35.00; pressmen on two-colour cylinder presses, \$2.00 in excess of scales. Feeders and assistants (male or female), January 1 to December 31, 1920, \$25.50 January 1, to June 30, 1921, \$26.00. Night staffs, \$5.00 in

advance of day scale. Overtime: until 10 p.m., time and one-half; thereafter and Sundays and holidays, double time. No work on Labour Day.

One apprentice for first four pressmen or fraction thereof, and one for each additional four. One apprentice for four feeders or fraction thereof. Working foremen to receive not less than \$5.00 above scale.

REGINA, SASK.—EMPLOYING PRINTERS AND REGINA PRINTING PRESSMEN AND ASSISTANTS' UNION, No. 75, I.P.P. AND A.U. Agreement in effect from April 1, 1920 to March 31, 1921.

*Web Agreement*—Wages: Per week, journeymen, day, \$42.00; night, \$44.00.

Pressman in charge, \$4.00 over journeymans' scale; apprentices' wage at discretion of foreman.

Hours of labour: day, eight hours; night, seven hours. Overtime, time and one-half; after twelve hours on evening papers and eleven on morning papers, double time.

Only union men to be employed if available. Employees to be privileged to unionize non-union men.

One apprentice to four journeymen. Holidays, first three hours, time and one-half; remainder, double time.

*Job Agreement*.—Minimum scale; Per week—foreman in charge of one or two cylinder presses, \$45.00; three or more cylinder presses, \$46.00; one cylinder and three platen presses (combination job), \$45.00; journeyman pressman operating two cylinder presses, \$42.00; foreman in charge of offset presses, \$46.00; journeyman offset pressman, \$42.00; offset assistant, \$31.; cylinder assistant, \$31.00; automatic feed operators on offset cylinder, kelly and osterlin presses, \$33.00. Platen presses, foreman in charge of one to four platen presses, \$39.00; five or more, \$44.00; journeymen platen pressmen, \$38.00.

Hours of labour, forty-eight per week. Overtime, time and one-half for first three hours; after three hours, double time. Night work, \$3.00 in advance of day scale.

Employers to employ only union men if available.

MEDICINE HAT, ALTA.—EMPLOYING PRINTERS OF MEDICINE HAT AND REDCLIFF AND TYPOGRAPHICAL UNION, No. 451. Wage scale in effect from November 31, 1919 to October 31, 1920. Appeared in July LABOUR GAZETTE, pages 901-2.

Employers to employ mechanics and workmen in good standing in the union.

Scale of wages: day work, eight hours per day one short (four hour) day per week for three months, with eight hours' pay; per hour, make-ups, admen, bankmen, journeymen engaged in hand composition or distribution, operators of typesetting machines, machine tenders (machinists), proof readers, copy preparers, 78½ cents; machinist-operators, one machine, 84⅓ cents; foreman, 90½ cents. Night work, seven hours per night: Per hour, make-ups, etc., 94 cents; machinists operators, one machine, \$1.01; foreman, \$1.08. For each additional machine, machinist operator, day or night, to receive 61⅓ cents per hour.

For apprentice scale, see Provincial Agreement.

#### Transportation—Electric Railway

HAMILTON, ONT.—HAMILTON STREET RAILWAY COMPANY AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, No. 107.—Agreement in effect April 1, 1920 to April 1, 1921.

Wage Scale. Conductors and Motor-men: Per hour—first six months, 38 cents; second six months, 40 cents; second year, 45 cents; thereafter, 52 cents.

Overtime, time and one-half; Sundays, 7 cents extra per hour.

Snow ploughs, sweepers and sandcars, 5 cents extra per hour. Training students, 25 cents extra per day.

Hours per day: eight to nine and one-half.

Disputes to be referred through representatives of association to General Superintendent, and if not settled, to General Manager.

LEVIS, QUE.—LEVIS COUNTY RAILWAY AND MOTORMEN, CONDUCTORS AND OPERATORS IN ITS EMPLOY. Agreement in effect from June 11, 1920 to December 31, 1921.

Wages: Per hour—On entering service, 27 cents; second year, 29 cents; third year, 31 cents; fourth year, 33 cents; fifth year, 35 cents; one man safety car, 5 cents extra.

The Company to have right to enforce demerit marks system similar to that on steam railways.

Company may increase wage scale without breaking this contract.

#### Public Utilities

MONTREAL, QUE.—MONTREAL LIGHT, HEAT AND POWER CONSOLIDATED, AND EMPLOYEES, LOCAL UNION No. 16571. Agreement in effect June 1, 1920, to June 1, 1921.

Gas Distribution.

Mains and services: Hours of labour, forty-four hours per week. Overtime, time and one-half; Sundays and holidays, double time.

Wages: Per hour—fitters, first class, 68¾ cents; caulkers, 53⅓ cents; syphon men, 50 cents; helpers and storeman, 46⅞ cents; laborers, 43¾ cents.

Grievances may be adjusted by a joint committee.

Fitting Department:

Hours of labour, overtime, holidays and grievances, as above.

Wages: Per hour—fitters, 68¾ cents; helpers, 46⅞ cents; gas and electric meter installers, 50 cents. Per month-trouble-men, \$125; clerks, \$100.

One week's holidays with pay to monthly employees of not less than six months' service, in lieu of overtime.

After four years' apprenticeship as improvers or helpers, men to be deemed fitters.

Hochelaga Gas Works:

Hours of labour: eight per day. Overtime, time and one-half; Sundays and holidays, double time.

Wages: Coal gang, foreman, per month, \$187.50; per hour—others, 56¼

to 68 $\frac{3}{4}$  cents; laborers, 43 $\frac{3}{4}$  cents. Yard gang, per hour—43 $\frac{3}{4}$  to 50 cents; watchmen, \$3.75 per night. Water gas men: per hour, 46 $\frac{7}{8}$  and 66 $\frac{7}{8}$  cents. Retort house-men: per hour—51 $\frac{1}{2}$  to 70 cents; helpers, 43 $\frac{3}{4}$  and 46 $\frac{7}{8}$  cents. cents; helpers and apprentices, 31 $\frac{1}{4}$  to 56 $\frac{1}{4}$  cents.

Grievances to be adjusted by a joint committee.

Lasalle Gas Works:

Hours of labour, eight per day: Overtime for six day or non-shift workers, time and one-half; Sundays and holidays, double time.

Wages: per hour, 50 to 80 cents; apprentices and helpers 31 $\frac{1}{4}$  to 56 $\frac{1}{4}$  cents. Watchmen, \$3.75 per night.

Grievances to be adjusted by joint committee.

MONTREAL, QUE.—MONTREAL LIGHT, HEAT AND POWER CONSOLIDATED, AND BLACKSMITHS OF THE INTERNATIONAL BROTHERHOOD OF BLACKSMITHS, FORGERS AND HELPERS. Agreement in effect from June 1, 1920 to June 1, 1921.

Hours of labour: forty four hours per week. Overtime, time and one-half; Sundays and holidays, double time.

Wages: Per hour—Blacksmiths, 80 cents; helpers, 55 cents.

Grievances to be adjusted by a joint committee.

Piece work rates as in vogue may 1920, to be advanced 18 per cent.

OTTAWA, ONT.—GAS WORKERS' UNION No. 16517, AND OTTAWA GAS COMPANY.—Agreement in effect May 15, 1920 to May 15, 1921.

Hours of labour, eight per day, four hours on Saturdays.

Overtime, time and one-half; after fourteen hours, and Sundays and holidays, double time.

Grievances to be settled by joint committee.

Wages: Per hour—Stokers, and utility men, 58 cents; conveyor attendants, and boiler attendants, 54 cents; scurfers, 53 cents; ammonia plant attendants, yardmen, coke drivers, 52 cents; telephone operators, 60 cents; machinists,

70 cents; blacksmiths, 64 cents; exhaust-er attendants, 53-58 cents; water-gas operators, 51-58 cents; stable men and drivers (other than coke), 20 per cent increase. Mains and services: first foreman main layer, 66 cents; second, 62 cents; fitters, 58 cents; helpers, 51 cents; syphon men, 53 cents; stove and meter department: men paid 40-50 cents to have 20 per cent increase.

HAMILTON, ONT.—HAMILTON CATARACT POWER, LIGHT AND TRACTION COMPANY, LTD., AND INTERNATIONAL UNION OF STEAM AND OPERATING ENGINEERS, LOCAL 700. Agreement in effect May 1, 1920 to April 30, 1921.

Hours per shift, eight hours: forty-eight hour per week. Nine hours per day, six days per week for repair men.

Each man on monthly pay to be allowed seven days' holidays with minimum rate of pay.

Time and one-half for first three hours (repair) and four hours (shift) overtime. Thereafter, and Sundays and holidays double time.

Grievances to be adjusted by joint committee.

Minimum wages: Per year—chief engineer, \$2,500. Per month—1st engineer, \$170; 2nd, \$156; 3rd, \$140; pump man, \$126; stoker man, \$114. Per hour—locomotive crane engineer 80 cents; elevator man, 65 cents; first class repair men, 75 cents; second, 60 cents.

#### Civic Agreements

REGINA, SASK.—CITY OF REGINA AND INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL No. 572, LIGHT AND POWER EMPLOYEES. Agreement in effect April 1, 1920 to March 31, 1921.

City not to discriminate against union employees. Grievance committee provided for.

Outside Electrical Workers—

Hours of labour, eight per day; time and one-half for overtime until 10 p.m.; thereafter, double time.

A sub-foreman must have had at least four years' experience and be in charge of at least three journeymen or twelve labourers.



A journeyman must have had four years' experience. One apprentice line-man to four journeymen.

**Power House Workers.—**

Hour of labour: eight hours per day. Overtime, until 10 p.m., time and one-half; thereafter, double time.

Watch engineer, stokerman and fireman, after two years in Light and Power Department, also any worker whose salary is paid on monthly basis, after one year's service including hourly employees put on monthly basis before May 1, to have two weeks holiday with pay each year.

Wages: Per hour—linemen, 70 cents, 80 cents, and 85 cents; journeymen, 90 cents; groundmen, 60 cents; meter testers, 80 cents; street light attendants, 63-65 cents; meter installers, 75 cents; watch engineer, 74-80 cents; stoker operators, 61-65 cents; firemen, 56-60 cents; mechanics, 73-85 cents. Labourers, 56 cents; skilled, 58 cents.

**Domestic and Personal—Including Amusements**

PETERBOROUGH, ONT.—BOSS BARBERS AND JOURNEYMEN BARBERS INTERNATIONAL UNION, LOCAL No. 402. Agreement in effect from August 1, 1919 to August 1, 1920.

Hours of labour: eleven per day (of which one is allowed for each meal), from 8 a.m. until 7 p.m. except Saturday or nights before holidays, when work lasts until 10 p.m. Holidays except Christmas Day, 8 a.m. until noon. One half day off each week, for journeymen, 12 noon to 6 p.m., except June, July and August, 12 noon to 8 a.m.

Minimum wages: Per week, \$20.00; one-half over \$30.00; Saturday, \$8.00; any other day, \$5.00.

CALGARY, ALTA.—RESTAURANT PROPRIETORS AND HOTEL AND RESTAURANT EMPLOYEES, No. 597.—Agreement in effect from April 1, 1921, subject to change on 30 days' notice.

*Class A. Restaurants:* Minimum wage scale: Per week—waiters and wait-

resses on tables, \$18.00; waiters and waitresses on counters, \$15.00; miscellaneous employees, \$15.00. White cooks to be given preference, with 50 cents an hour overtime.

The \$15.50 minimum wage scale to apply only to waiters and waitresses who collect the cheques at tables.

Hours of labour: eight and one half consecutive hours with thirty minutes for meals to constitute one day on counters; six days per week.

Eight and one-half hours over spread of twelve hours, with one split shift and thirty minutes for meals, to constitute a day for split shift on counters; six days a week.

No walk out in the middle of shift.

Eight and one half hours to constitute a day on the tables.

Extra time; Per hour on counter, 75 cents; on tables, 60 cents

Only union members to be employed, unless business agent is first notified.

*Class B. Restaurants*—Minimum wages: Per week—Waiters on tables and on counters, \$21.00; waitresses, \$16.00; on counters, \$18.00. Hourly rate for broken time and overtime, 50 cents.

All foregoing scale to include meals while working.

EDMONTON, ALTA.—HOTEL AND RESTAURANT EMPLOYEES INTERNATIONAL ALLIANCE, LOCAL No. 474, AND EMPLOYERS.—Agreement in effect from May 20, 1920, to expire on 10 days' notice.

One day's rest in seven; when secretary cannot furnish relief, employees to work seventh day at regular rate, Overtime, time and one-half.

Restaurants and cafes to have privilege of split shifts.

Wages: Per day—Waitresses, \$2.50 to \$3.50 hotel dining room girls, three meals only, \$1.75. Waiters, \$3.25 to \$4.25. Cooks: head, \$7.00; other, \$5.50 and \$6.00. Women cooks, \$3.25 and \$4.50; pantry help, \$3.00 and \$3.50; pantry girl, \$2.50; yard man, \$3.00.

## WAGES AWARD OF UNITED STATES RAILROAD LABOUR BOARD

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**T**HE first award of the United States Railroad Labour Board, granting wage increases aggregating six hundred million dollars, or about 21 per cent over the wage rates established under the authority of the United States Railroad Administration, to more than 1,800,000 railway employees, was announced at Chicago on July 20 by the chairman, Judge R. M. Barton. The demand of the men had been for advances amounting in the aggregate to a billion dollars. The Railroad Labour Board was created under the Railway Reorganization Act passed in February last. Details with respect to the organization of the Board, a tripartite body of nine members equally representing the carriers, the workers and the public, appeared in the April issue of the *LABOUR GAZETTE*.

While Canadian railways are not directly affected by the award of the United States Board, it was expected that the representatives of the 200,000 workers in the Canadian Brotherhoods would use the award as a basis for negotiation with the Railway Association of Canada, (formerly known as the Canadian Railway War Board). The Canadian National Railways, in fact, were already contemplating increases affecting 12,000 employees, which, according to a statement by Mr. A. R. Mosher, Grand President of the Canadian Brotherhood of Railway Employees, would provide "wages and working conditions as good or better than those awarded by the United States Board to the railwaymen of that country."

The award of the Railroad Labour Board, which concedes about sixty per cent of the increases sought, was ac-

cepted under protest at an executive conference in Chicago on July 22 by fifteen of the sixteen recognized railway unions in the United States, though at the same time they decided to renew their case before the Board. The remaining organization, the Brotherhood of Railway Telegraphers, referred the award to its membership together with a strike proposition. Almost simultaneously with the announcement of the award, Mr. E. T. Whittier, representing more than 300 railways involved, announced that an increase of 18 per cent in freight rates would be required to meet the advance in wages. Mr. Samuel Gompers, president of the American Federation of Labour, thereupon issued a statement in which he voiced his opposition to any increases in railway rates to meet the proposed increase in wages. "Such action, or the levying of taxes to make up deficiencies, would be unnecessary," Mr. Gompers declared, "if the railroads were operated more efficiently."

The \$600,000,000 increase is apportioned by the award as follows: Railway clerks and freight handlers, \$123,000,000; maintenance of way employees, \$160,298,000; engineers and trainmen, \$157,000,000; railway shopmen, \$139,237,000. The remainder is divided among station employees, yardmen and dispatchers, and marine employees on tugs, ferries, and other railway-owned harbour boats. No mention is made in the award of the new unions which were joined by many of the railway workers immediately prior to the strike last April, but the Board states that as the strikers violated the Transportation Act by walking out without first submitting their grievances, the case of the strikers was not before them.

The full text of the decision is printed below, except that Article I giving the railroads affected, and Article X giving wage rates to marine employees in certain harbours, are omitted.



**United States Railroad Labour Board****Decision No. 2 (Dockets 1, 2 and 3)**

Chicago, Ill., July 20, 1920.

This decision is upon a controversy or dispute between the organizations of employees of carriers and the carriers named below. The subject matter of the dispute is what shall constitute just and reasonable wages and working conditions on these carriers. In March, 1920, pursuant to the Transportation Act, the dispute was considered in conference between representatives of the parties and not having been there decided was referred by them to this Board.

This decision is upon that portion of the dispute which covers wages and does not deal with working conditions. The organizations, parties hereto are: International Association of Machinists, Sheet Metal Workers' International Alliance, Brotherhood of Locomotive Engineers, Brotherhood of Railroad Trainmen, Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees, Switchmen's Union of North America, Brotherhood of Railway Signalmen of America, Brotherhood of Stationary Firemen and Oilers, Railway Employees' Department, A. F. of L., United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, Order of Railroad Telegraphers, Brotherhood of Railway Carmen of America, International Brotherhood of Electrical Workers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America, International Brotherhood of Blacksmiths, Drop Forgers and Helpers; Masters, Mates and Pilots of America.

The carriers parties to the dispute are named in Article I of this decision.

A number of carriers, including many so called "short lines" are not parties. Hence they are not directly affected by this decision. Any dispute between them and their employees, when properly brought before this Board, will be heard at an early date.

A statement of the origin and nature of the controversy follows:—

On December 28, 1917, the President, as a war measure, under the Possession and Control Act of August 29, 1916, took over and operated through the Director General of Railroads approximately ninety-three per cent of the railroad mileage of the country. The Transportation Act of Feb. 28, 1920, terminated Federal control and on March 1st these railroads reverted to their owners.

From August, 1914 to December, 1917, the wages of railroad employees remained substantially unaltered. By December, 1917, the social and industrial changes which accompanied the World War had thrown such wages seriously out of line with those in other industries and with the cost of living. A short time prior to Federal control, organizations of railroad employees presented to the managements requests for substantial increases. The Director General

on January 10, 1918, appointed the "Lane Commission," referred these requests to it and empowered it to investigate the compensation of railroad employees and to make such recommendations as should be deemed proper. On the basis of the Commission's report, the Director General's Order No. 27 was promulgated on May 25, 1918. It increased the pay of railway employees then receiving less than \$250.00 per month by percentages graduated from 43 per cent to the lower paid employees to zero per cent, to those receiving salaries of \$249.00 per month. The principle back of this order was thus stated in the Lane report: "In fairness a sufficient increase should be given to maintain that standard of living which obtained in the pre-war period . . . and upon those who can best afford to sacrifice should be cast the greater burden."

General Order No. 27 was based upon the cost of living at the time it was formulated. These costs, however, continued to rise through the years 1918 and 1919. In January, 1919, the shop crafts and thereafter other railroad employees presented requests for further wage increases aggregating some \$800,000,000 per annum. The Director General transmitted these requests to the President, who, on August 25, 1919, urged the employees to refrain from pressing them, pending a better opportunity to estimate the permanence of high living costs.

In February, 1920, these costs having continued to rise and a reasonable time for the appearance of a trend toward lower living costs having elapsed, the organizations of railroad employees renewed their requests for wage increases to the Director General, who declined to act, and was supported by the President in so doing, in view of the approaching termination of Federal control. The President, however, on February 13th, agreed to use his influence toward the establishment by Congress of legal machinery to deal with controversies between the carriers and their employees. On February 28, 1920, the Transportation Act became law. This Act provides for the appointment by the President of a Railroad Labour Board which shall decide disputes with reference to wages and working conditions of railroad employees. Section 301 of the Act provides that all such disputes shall be considered and, if possible, decided in conference between representatives of the carrier concerned and representatives of its employees. At the suggestion of the President the requests for increases in wages and for changes in working conditions submitted to the Director General in February were the subject of conference between representatives of the carriers and of the the organizations concerned. This conference extended from March 10 to April 1, 1920, but resulted in complete failure to agree.

This long delay and succession of disappointments, coupled with the pressure of a further rise in living costs produced deep and not unreasonable dissatisfaction on the part of railroad employees who felt themselves called on to make sacrifices, as they believed far beyond those of any other class. Nevertheless, the great majority have continued to serve and to conduct the



transportation of the country awaiting with disciplined and patriotic patience, the reduction of living costs, the decision of the Director General on their requests, the action of Congress, the conclusions of the conference, the appointment of this Board, the presentation of evidence to it and this decision. Eighteen months will have elapsed when this decision is rendered from the original presentation in January, 1919 of the first of the requests which it in part determines. For these reasons and as a measure of justice it was decided and announced by this Board on June 12, that this decision, when made, would be effective as of May 1, 1920, and would apply according to the time served to all employees who were in the service as of May 1st and who have remained therein or who have come into the service since and remained therein.

The Board, on the day after its members were confirmed by the Senate (April 15, 1920), received the controversy which had been so long pending and which had remained so long unsettled in spite of the efforts and conferences noted above. From that day until the date of this decision it has been constantly and assiduously engaged in receiving evidence, hearing arguments, reading and considering the many volumes of testimony offered and the many thousands of pages of exhibits and statements. Approximately two million men, comprehended in more than one thousand classifications, are affected by this decision. It is believed that few more serious, difficult and intricate problems have been presented to tribunals of this country.

In arriving at its decision, the Board has taken into consideration, as the Transportation Act prescribes:

"(1) The scale of wages paid for similar kinds of work in other industries:

"(2) The relation between wages and the cost of living;

"(3) The hazards of the employment;

"(4) The training and skill required;

"(5) The degree of responsibility;

"(6) The character and regularity of the employment, and

"(7) Inequalities of increase in wages or of treatment, the result of previous wage orders or adjustments."

Besides the circumstances set out above the Act provides the Board shall consider in determining wages "other relevant circumstances." This, it understands, comprehends, among other things, the effect the action of this Board may have on other wages and industries, on production generally, the relation of railroad wages to the aggregate of transportation costs and requirements for betterments, together with the burden on the entire people of railroad transportation charges.

The Board has been unable to find any formula which applied to the facts would work out a just and reasonable wage for the many thousands of positions involved in this dispute. The determination of such wages is necessarily a matter of estimate and judgment in view of all the conditions; a matter on which individuals will differ widely as their information or lack of it,

their interest, situation and bias may influence them.

Those persons who consider the rates determined on herein too high should reflect on the abnormal conditions resulting from the high cost of living and the high rates now being paid in other industry. The employees who may believe these rates too low should consider the increased burden these rates will place on their fellow countrymen, many of whom are less favorably situated than themselves.

The Board has considered the seven circumstances suggested by the Act. "The hazards of the employment," "the training and skill required" and "the degree of responsibility" were well presented by the representatives of the employees and of the carriers. These factors are recognized by all and have had due weight. With reference to "the character and regularity of the employment," the Board finds that with few exceptions railroad employment is more regular, and the character of the work is more desirable than in occupations outside. As a rule railroad employees are such for life and usually remain for years with the same company. This permanence of employment has certain advantages which have been considered by the Board. As to "inequalities of increases in wages or of treatment the result of previous wage orders or adjustments" the urgency of prompt action has made elaborate investigation into this factor impracticable. It has, however, been considered. With regard to "the scale and wages paid for similar kinds of work in other industries," and "the relation between wages and the cost of living," the Board has been under some difficulty. It is clear that the cost of living in the United States has increased approximately one hundred per cent since 1914. In many instances the increases to employees herein fixed, together with prior increases granted since 1914, exceed this figure. The cost of living and wages paid for similar kinds of work in other industries, however, differ as between different parts of the country. Yet standardization of pay for railroad employees has proceeded so far and possesses such advantages that it was deemed inexpedient and impracticable to establish new variations based on these varying conditions.

For the reasons stated it was necessary to adopt the method of determining what, if any, increases over existing wages (established under the authority of the United States Railroad Administration) would constitute a reasonable and just wage for the hundreds of classifications of railroad employees. By so doing such differences in present rates as are the result of local differences are preserved together with (in general) the differentials between different classes of employees which have come about in the railroad service and which may be considered *prima facie* to be based on good reason. It is believed that this method accomplishes that approximation to justice which is practicable in human affairs.

The Board has endeavored to fix such wages as will provide a decent living and secure for the children of the wage earners opportunity for education, and yet to remember that no class

of Americans should receive preferred treatment and that the great mass of the people must ultimately pay a great part of the increased cost of operation entailed by the increase in wages determined herein.

It has been found by this Board generally that the scale of wages paid railroad employees is substantially below that paid for similar work in outside industry, that the increase in living cost since the effective date of General Order No. 27 and its supplements has thrown wages below the pre-war standard of living of these employees and that justice as well as the maintenance of an essential industry in an efficient condition require a substantial increase to practically all classes.

The American people desire and must have transportation adequate to their needs. They also wish to do justice to men employed in the public service whether on public utilities or otherwise. Wage scales which are insufficient to attract or support men of the character necessary for railroad work constitute waste and extravagance and not economy. Transportation cannot be efficient unless the personnel throws itself into its work with the devotion which public service ought to inspire and no such devotion can exist in the minds of men who feel themselves treated with injustice. It is hoped that the present decision which adds substantial amounts to present wages will be felt to be just and equitable under all the circumstances and railroad employees will accordingly render the best service of which they are capable. If they will do this, it is believed the American people will receive benefits far outweighing the cost of the increases decided upon herein.

It is believed that if the keen intelligence of railroad employees and managers alike is fired by an eagerness to serve the people and a spirit of co-operation to that end is brought about, such economies of material and labor, such improvements in method and workmanship, such solutions of transportation problems will result as will offset a great part of the increase of wages provided for herein and that the people will thus be relieved of a part of the burden of these increases. They deserve and have a right to expect this spirit.

During the hearings, the "International Association of Railroad Supervisors of Mechanics," and the "American Train Dispatchers' Association" have been made parties to this dispute. In granting hearings to them, this Board has not assumed or decided any question of jurisdiction between the several organizations or associations either parties to or outside of this dispute.

There are in the dispute as presented questions involving rules and working conditions, some of which are interwoven with and materially affect earnings and wages. Adequate investigation and consideration of these questions would demand time. Existing conditions required that the Board should make as early decision of the wage question as practicable. For that reason, it has been necessary,—and both parties to the controversy have indicated it to be their

judgment and wish, that the Board should separate the questions involving rules and working conditions from the wage questions. Accordingly, the Board has not undertaken herein to consider or change the rules and agreements now existing or in force by the authority of the United States Railroad Administration or otherwise and this decision will be so understood and applied.

The Board assumes as the basis of this decision the continuance in full force and effect of the rules, working conditions and agreements in force under the authority of the United States Railroad Administration. Pending the presentation, consideration and determination of the questions pertaining to the continuation or modification of such rules, conditions and agreements no changes therein shall be made except by agreement between the carrier and employees concerned. As to all the questions with reference to the continuation or modification of such rules, working conditions and agreements, further hearings will be had at the earliest practicable date and decision thereon will be rendered as soon as adequate consideration can be given.

It is further declared that this Board, finding it necessary to adopt a basis for the rates and advances decided on, has adopted the rates established by or under the authority of the United States Railroad Administration. The intent of this decision is that the named increase, except as otherwise stated, shall be added to the rate of compensation established by and under the authority of the United States Railroad Administration.

The decision of the Board is the result of the action of the Board, composed of nine members acting as a body, under the usual parliamentary methods of procedure and its own rules. Each and every separate question was considered and voted upon—each and every rate for each class was voted upon and adopted by a majority vote of the Board, and in every instance one or more of the public group, as the law requires, voted in the affirmative on any classification or rate adopted.

In a problem so complex and involving the inter-relationship of the wages of so many different classes of employees, it is obvious that there could not be unanimous agreement among all the members of the Board on all increases fixed by this decision; but inasmuch as the several increases hereinafter set forth represent, in each instance, the best judgment of the majority of the Board, it is believed that no useful purpose would be served by setting forth the views held by the members who for one or another reason dissented from particular increases. This statement is made in order that it may not be inferred that the decision, in all its details, states the precise increase which any one of the members hereof might have stated if he had the sole power and responsibility for fixing such increase.

This Board estimates that the increase in wages herein provided for will impose on the railroads an addition to the payroll of March 1st, 1920, aggregating approximately six hundred millions of dollars per annum.



The Board appreciates that some time will necessarily be required for computing back pay from May 1st. This is work of a kind which must be done by regular employees, familiar with the classifications, rates and rules.

The Board believes that the railroads will proceed with diligence in the matter. It urges upon them that there be no unnecessary delay; and it urges equally upon the employees that they exercise patience and refrain from unreasonable pressure or criticism.

The Board decides upon the present dispute and submission that the rates of increase set out below, added and applied to the rates established for the positions specified by or under the authority of the United States Railroad Administration, constitute, for the said positions on carriers named herein, a just and reasonable wage.

The Board also decides that the rates set out below constitute for the positions specified on carriers named herein a just and reasonable wage.

#### ARTICLE I.—RAILROADS AFFECTED.

(This Article comprises a list of over 300 United States railroads.)

#### ARTICLE II.—CLERICAL AND STATION FORCES.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes the following amounts per hour:

- Sec. 1. Storekeepers, assistant storekeepers, chief clerks, foremen, subforemen, and other clerical supervisory forces. . . . . 13 cents.
- Sec. 2. Clerks with an experience of one (1) or more years in railroad clerical work, or clerical work of a similar nature in other industries, or where their cumulative experience in such clerical work is not less than one (1) year. . . . . 13 cents.
- Sec. 3. Clerks whose experience as above defined is less than one (1) year, and until an experience of one (1) year in such work entitles them to the increase provided for in Section 2. 6½ cents
- Sec. 4. Train and engine crew callers, assistant station masters, train announcers, gatemen, and baggage and parcel room employees (other than clerks). . . . . 13 cents.
- Sec. 5. Janitors, elevator and telephone switchboard operators, office, station and warehouse watchmen, and employees engaged in assorting way bills and tickets, operating appliances or machines for perforating, addressing envelopes, numbering claims and other papers, gathering and distributing mail, adjusting dictaphone cylinders, and other similar work. . . 10 cents.

Sec. 6. Office boys, messengers, chore boys and other employees under eighteen years of age, filling similar positions, and station attendants. . . . 5 cents.

Sec. 7. Station, platform, warehouse, transfer, dock, pier, store-room, stockroom, and team-track freight handlers or truckers, and others similarly employed. . . . . 12 cents.

Sec. 8. The following differentials shall be created or maintained, as the case may be, between truckers and the classes named below:—

(a) Sealers, scalers, and fruit and perishable inspectors, one (1) cent per hour above truckers' rates as established under Section 7.

(b) Stowers or stevedores, callers or loaders, locators and coopers, two (2) cents per hour above truckers' rates as established under Section 7.

The above shall not operate to decrease any existing higher differentials.

Sec. 9. All common laborers in and around stations, store houses and warehouses, not otherwise provided for. . . . . 8½ cents.

#### ARTICLE III.—MAINTENANCE OF WAY AND STRUCTURES AND UNSKILLED FORCES SPECIFIED.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per hour:

- Sec. 1. Building, bridge, painter, construction, mason and concrete, water supply, and plumber foremen, except such water supply, and plumber foremen as were paid under the provisions of Supplement No. 4, to General Order No. 27. . . . . 15 cents.
- Sec. 2. Assistant building, bridge, painter, construction, mason and concrete, water supply, and plumber foremen, and for coal wharf, coal chute, and fence gang foremen, pile driver, ditching, and hoisting engineers and bridge inspectors, except such assistant water supply and plumber foremen as were paid under the provisions of Supplement No. 4 to General Order No. 27. . . . . 15 cents.
- Sec. 3. Section, track and maintenance foremen, and assistant section, track and maintenance foremen. . . . . 15 cents.
- Sec. 4. Mechanics in the maintenance of way and bridge and building departments, except those that come under the provisions of the national agreement with the Federated Shop Trades. . . . . 15 cents.
- Sec. 5. Mechanics' helpers in the maintenance of way and bridge and building departments, except those that come under the provisions of the national agreement with the Federated Shop Trades. . . . . 8½ cents.



Sec. 6. Track laborers, and all common laborers in the maintenance of way department and in and around shops and roundhouses, not otherwise provided for herein.....8½ cents.

Sec. 7. Drawbridge tenders and assistants, pile-driver, ditching and hoisting firemen, pumper engineers and pumpers, crossing watchmen or flagmen, and lamp lighters and tenders..8½ cents.

Sec. 8. Laborers employed in and around shops and roundhouses, such as engine watchmen and wipers, fire builders, ash-pit men, flue borers, coal passers (except those coming under the provisions of Article VIII, Section 3, this decision) coal chute men, etc.....10 cents.

ARTICLE IV.—SHOP EMPLOYEES.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per hour:

Sec. 1. Supervisory forces.....13 cents.

Sec. 2. Machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, carmen, moulders, cupola tenders and coremakers, including those with less than four years experience all crafts.....13 cents.

Sec. 3. Regular and helper apprentices and helpers, all classes.....13 cents.

Sec. 4. Car cleaners.....5 cents.

ARTICLE V.—TELEGRAPHERS, TELEPHONERS AND AGENTS.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per hour:

Sec. 1. Telegraphers, telephone operators (except switchboard operators), agents (except agents at small non-telegraph stations as referred to in Supplement No. 13 to General Order No. 27, Article IV, Section c), agent telegraphers, agent telephoners, towermen, lever men, tower and train directors, block operators and staffmen.....10 cents.

Sec. 2. Agents at small non-telegraph stations as referred to in Supplement No. 13 to General Order No. 27, Article IV, Section (c).....5 cents.

ARTICLE VI.—ENGINE SERVICE EMPLOYEES.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per mile, per hour or per day, as the case may be, except in Section 4, as noted:

Sec. 1.—Passenger Service.

Class.	Per Mile	Per day
	cents	
Engineers and motormen....	.8	\$0.80
Firemen (coal or oil).....	.8	0.80
Helpers (electric).....	.8	0.80

Sec. 2.—Freight Service.

Class	Per mile	Per day
	cents	\$
Engineers (steam, electric, or other power).....	1.04	1.04
Firemen (coal or oil).....	1.04	1.04
Helpers (electric).....	1.04	1.04

Sec. 3.—Yard Service.

Class.	Per Hour.
	cents
Engineers.....	18
Firemen (coal or oil).....	18
Helpers (electric).....	18

Sec. 4.—Hostler Service.

Note: Superseding rates established by or under the authority of the United States Railroad Administration and in lieu thereof, for each of the hereinafter named classes, the following increased rates are established.:

Class	Per day.
Outside hostlers.....	\$6.24
Inside hostlers.....	5.60
Helpers.....	5.04

## ARTICLE VII.—TRAIN SERVICE EMPLOYEES.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per mile, per day, or per month, as the case may be, except in Section 4, as noted:

## Sec. 1.—Passenger Service.

Class	Per Mile.	Per Day	Per Mo.
	cents.	\$	\$
Conductors.....	.67	1.00	30.00
Assistant conductors or ticket collectors.....	.67	1.00	30.00
Baggagemen handling both express and dynamo.....	.67	1.00	30.00
Baggagemen operating dynamo.....	.67	1.00	30.00
Baggagemen handling express.....	.67	1.00	30.00
Baggagemen.....	.67	1.00	30.00
Flagmen and brakemen...	.67	1.00	30.00

## Sec. 2.—Suburban Service (Exclusive).

Class	Per Mile	Per Day	Per Mo.
	cents.	\$	\$
Conductors.....	.67	1.00	30.00
Ticket collectors.....	.67	1.00	30.00
Guards performing duties of brakemen or flagmen.....	.67	1.00	30.00

## Sec. 3.—Freight Service.

Class.	Per Mile	Per Day
	cents.	\$
Conductors (through).....	1.04	1.04
Flagmen and brakemen (through).....	1.04	1.04
Conductors (local or way freight).....	1.04	1.04
Flagmen and brakemen (local or way freight).....	1.04	1.04

## Sec. 4.—Yard Service.

Note: Superseding rates established by or under the authority of the United States Railroad Administration, and in lieu thereof, for each of the hereinafter named classes, the following increased rates are established:

Class.	Per Day.
Foremen.....	\$6.96
Helpers.....	6.48
Switchtenders.....	5.04

## ARTICLE VIII.—STATIONARY ENGINE (STEAM) AND BOILER ROOM EMPLOYEES.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per hour:

Sec. 1. Stationary engineers (steam)...	13 cents.
Sec. 2. Stationary firemen and engine room oilers.....	13 cents.
Sec. 3. Boiler room water tenders and coal passers.....	10 cents.

## ARTICLE IX.—SIGNAL DEPARTMENT EMPLOYEES

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per hour:

Sec. 1. Signal foremen, assistant signal foremen and signal inspectors.....	13 cents.
Sec. 2. Leading maintainers, gang foremen and leading signalmen.....	13 cents.
Sec. 3. Signalmen, assistant signalmen, signal maintainers and assistant signal maintainers.....	13 cents.
Sec. 4. Helpers.....	10 cents.

## ARTICLE X.—MASTERS, MATES AND PILOTS.

(This Article comprises a schedule of wage rates for masters, mates and pilots on ferry boats, tug boats and steam lighters in certain specified harbours.)

## ARTICLE XI.—OTHER SUPERVISORY FORCES.

Add to the rates established by or under the authority of the United States Railroad Administration, for each of the hereinafter named classes, the following amounts per hour:

Sec. 1. Train dispatchers.....	13 cents.
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Sec. 2. Yard masters and assistant yard masters.....15 cents.

#### ARTICLE XII.—MISCELLANEOUS EMPLOYEES

Add to the rates established by or under the authority of the United States Railroad Administration, for employees in the hereinbefore named departments who are properly before the Board and not otherwise provided for, an amount (as per Section 3, Article XIII) equal to that established for the respective classes to which the miscellaneous classes herein referred to are analogous. The intent of this article is to extend this decision to a miscellaneous class of supervisors and employees, practically impossible of specific classification, and at the same time insure to them the same consideration and rate increase as provided for analogous service.

#### ARTICLE XIII.—GENERAL APPLICATION.

Sec. 1. The increases in wages and the rates hereby established shall be effective as of May 1, 1920, and are to be paid according to the time served to all who are then in the carriers' service and remained therein, or who have since come into such service and remained therein.

Sec. 2. The provisions of this decision will not apply in cases where amounts less than thirty dollars (\$30.00) per month are paid to individuals for special service which takes only a portion of their time from outside employment or business.

Sec. 3. Increases specified in this decision are to be added to the hourly rates as established by or under the authority of the United States Railroad Administration for employees now being paid by the hour. For employees paid by the day, add eight times the hourly increase specified to the daily rate. For employees paid by the month, add two hundred and four (204) times the hourly rates specified to the monthly rate.

Sec. 4. Each carrier will in payment to employees on and after August 1, 1920, include therein the increases in wages and the rates hereby established.

Sec. 5. The amounts due in back pay from May 1, 1920, to July 31, 1920, inclusive, in accordance with the provisions of this decision, will be computed and payment made to the employees separately from the regular monthly or semi-monthly payments, so that employees will know the exact amount of their back payments.

Recognizing the clerical work necessary to make these computations for back pay and the probable delay before the entire period can be covered, each month, beginning with May, 1920, shall be computed as soon as practicable and, as soon as completed, payment shall be made.

Sec. 6. The increases in wages and the rates hereby established shall be incorporated in and become a part of existing agreements or schedules.

Sec. 7. Except as specifically modified herein, the rules regulating payments of overtime or working conditions in all branches of service, and the established and accepted methods of computing time and compensation thereunder, shall remain in effect until or unless changed in the manner provided by the Transportation Act, 1920.

Sec. 8. It is not intended in this decision to include or fix rates for any officials of the carriers affected except that class designated in the Transportation Act of 1920, as "Subordinate Officials," and who are included in the act as within the jurisdiction of this Board. The Act provides that the term "Subordinate Officials" includes officials of carriers of such class or rank as the Interstate Commerce Commission shall designate by regulation duly formulated and issued. Hence, whenever in this decision words are used, such as "foremen," "supervisor", etc., which may apply to officials, such words are intended to apply to only such classes of subordinate officials as are now or may hereafter be defined and classified by the Interstate Commerce Commission as such subordinate officials.

#### ARTICLE XIV.—INTERPRETATION OF THIS DECISION.

Sec. 1. Should a dispute arise between the management and the employees of any of the carriers as to the meaning or intent of this decision, which cannot be decided in conference between the parties directly interested, such dispute shall be referred to the United States Railroad Labour Board in the manner provided by the Transportation Act, 1920.

Sec. 2. All such disputes shall be presented in a concrete joint signed statement setting forth: (1) the article of this decision involved, (2) the facts in the case, (3) the position of the employees and (4) the position of the management thereon. Where supporting documentary evidence is used it shall be attached in the form of exhibits.

Sec. 3. Such presentations shall be transmitted to the Secretary of the United States Railroad Labour Board who shall place same before the Board for final disposition.

By order of,

UNITED STATES RAILROAD LABOR BOARD

R. M. BARTON,  
Chairman.



## FAIR WAGE CONTRACTS, JULY, 1920

**D**URING July the Department of Labour received for insertion in the **LABOUR GAZETTE**, the following information relative to twelve fair wage contracts, of which eleven were awarded by the Department of Public Works, and one by the Department of Railways and Canals. All the contracts, with one exception where a fair wage schedule was included, contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

### DEPARTMENT OF PUBLIC WORKS.

Rebuilding of wharf, Little Current, Ont. Name of contractor, William Bermingham, Kingston, Ont. Date of contract, June 24, 1920. Amount of contract schedule of prices.

Construction of concrete platform for Air Board of Canada, Jericho Beach, Vancouver, B.C. Name of contractors, Ambrose & Aitken, Vancouver, B.C. Date of contract, June 30, 1920. Amount of contract, \$4,950.

Construction of wooden slipway for Air Board of Canada, Jericho Beach, Vancouver, B.C. Name of contractor, William Greenlees, Vancouver, B. C. Date of contract, July 8, 1920. Amount of contract, \$5,878.

Construction of plank roadway from Imperial Street alongside of Jericho

Beach to Air Station Platform, Jericho Beach, Vancouver, B.C. Name of contractor, William Greenlees, Vancouver, B.C. Date of contract, July 10, 1920. Amount of contract, \$4,285.

Elevator enclosure, etc., at Printing Bureau, Ottawa, Ont. Name of contractors, Union Architectural Iron Works, Montreal, Que. Date of contract, July 13, 1920. Amount of contract, \$5,450.

Supply and installation of fittings in connection with Military Hospital barracks, Winnipeg (Tuxedo), Man. Name of contractor, R. N. Wyatt, Winnipeg, Man. Date of contract, July 14, 1920. Amount of contract, \$6,014.

Alterations, etc., in Central Post Office, Montreal, Que. Name of contractors, P. Lyall & Sons Construction Co. Ltd., Montreal, Que. Date of contract, July 13, 1920. Amount of contract, \$26,428.

Supply and installation of fittings in Postal Station "B", Hamilton, Ont. Name of contractors, Burton & Baldwin Manufacturing Co., Ltd., Hamilton, Ont. Date of contract, July 19, 1920. Amount of contract, \$3,970.

Dredging. William Head, B.C., Quarantine Station (Main and Coal Wharf). Name of contractors, The Pacific Construction Company, Ltd., Vancouver, B.C. Date of contract, July 5, 1920. Amount of contract, Class "B" \$0.48 per cu. yd. (in situ.)

Dredging. Port Arthur, Ont. Name of Contractors, Canadian Dredging Company, Ltd., Midland, Ont. Date of contract, July 2, 1920. Amount of contract, Class "B" \$0.28 per cu. yd. (scow measure).

Repairs to wharf, St. François Sud, Island of Orleans, Que. Name of contractor, Siméon Ratté, Ste Anne de Beaupré, Que. Date of contract, July 26, 1920. Amount of contract, schedule of prices.

Trade or Class of Labour.	Rate of wages. Not less than the following			
Foreman carpenter.....	65	cents	per	hour, 9 hours a day
Carpenters.....	60	"	"	9 " "
Blacksmith.....	50	"	"	9 " "
Blacksmiths' helpers.....	40	"	"	9 " "
Ordinary labourers.....	35	"	"	9 " "
Driver with 1 horse and cart.....	45	"	"	9 " "
Driver with 2 horses and wagon.....	60	"	"	9 " "

## DEPARTMENT OF RAILWAYS AND CANALS.

Fabrication of beam span and furnishing of all materials required for highway bridge at Mileage 17.4, Levis Sub-division. Name of contractors, Mac-Kinnon Steel Company, Ltd. Date of contract, June 25, 1920. Amount of contract, \$1,020.

## POST OFFICE DEPARTMENT.

The following is a statement of payments made in July for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of orders.	Amount of orders
Making metal dating stamps and type and other hand stamps and brass crown seals.....	\$ 278.25
Supplying stamping material, pads and ink.....	145.44
Supplying mail bag fittings.....	3,907.54
Hampers and letter boxes repaired.....	60.25
Making up and supplying letter carriers' uniforms.....	7,227.16

## PRICES RETAIL AND WHOLESALE IN CANADA, JULY, 1920

**T**HE prices movement in July was marked by decreases in many lines of materials and by seasonal changes in foods some of which were upward and some downward. The chief change in retail prices was in potatoes which declined considerably after the end of June as the new crop came on the market.

In retail prices the average cost of a family budget of staple foods in some sixty cities at the middle of the month was \$16.84 as compared with \$16.92 in June and \$7.42 in July, 1914. The chief decrease was in potatoes, but there were slight decreases in several lines. The chief increase was in sugar, but there were slight increases in meats, and eggs averaged higher. Coal, wood and rent showed increases.

In wholesale prices the index number was again lower, falling to 346.8 as compared with 349.3 for June, 356.6 for May, 249.9 for July, 1919, and 134.6 for July 1914. The chief decreases for the month were in grains, fish, fruits and vegetables, textiles and lumber,

with increases in livestock and meats, butter and eggs, sugar, coal and coke, some building materials and some chemicals.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods

and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workingmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central, without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood, coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For instance the only fruits are evaporated apples and prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained.\* In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first

published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and averaged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

In meats, a number of slight changes in several cities caused increases in the averages for all lines, except mutton in which there were decreases in the averages. Bacon averaged slightly higher. In eggs, there were a number of increases, but in a number of the cities there was no change. Milk was lower in Brockville, Prince Albert and Calgary. Butter advanced in some of the cities,

\*At times when the price of an article heavily weighted for this purpose rises (or falls) abnormally the increase (or decrease) in food prices so indicated is exaggerated and this should be taken into account in using the budget as an indicator of changes in the cost of living.



OST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT IN TERMS OF  
THE AVERAGE PRICES IN SIXTY CITIES IN CANADA.

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	July, 1914	July, 1915	July, 1916	July, 1917	July, 1918	July, 1919	June, 1920	July, 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	49.4	49.2	52.6	63.6	79.6	79.8	83.0	84.0
Bee', shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	33.6	33.4	35.2	43.5	57.8	55.2	54.2	54.4
Veal, roast, forequarters....	1 "	10.0	11.3	12.8	14.0	14.4	15.7	17.4	17.3	19.2	22.8	28.3	28.3	27.7	28.1
Mutton, roast, hindq'r.....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	20.9	21.3	23.9	28.9	36.8	36.3	38.4	37.3
Pork, resh, rost ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.2	19.5	22.4	30.0	37.7	42.1	40.4	40.7
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	37.4	34.4	38.8	54.1	70.4	75.2	72.2	74.0
Bacon, break'ast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	25.5	26.6	28.7	39.8	51.0	56.3	55.8	57.0
Lard, pure lea'.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	36.8	35.8	40.4	62.3	73.8	83.8	76.4	75.8
Eggs, resh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	26.9	25.3	31.0	38.9	49.3	52.7	56.0	59.2
Eggs, sotrage.....	1 "	20.2	23.4	28.4	27.9	31.2	23.1	24.9	24.9	28.0	35.9	43.1	48.1	50.1	52.6
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	51.0	52.2	45.0	59.3	70.8	78.6	88.8	88.2
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.0	58.4	58.0	49.8	56.2	60.4	75.5	91.4	106.2	119.4	118.8
Butter, creamery, prints....	1 "	25.5	27.7	31.9	31.5	31.7	33.9	30.0	32.6	34.5	42.5	51.7	60.4	66.8	66.3
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	19.5	19.1	19.4	22.6	23.6	30.3	30.6	38.8	38.2	38.4
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	19.4	22.6	23.6	30.3	30.6	38.8	38.2	38.4
Bread, plain, white.....	15 "	55.5	53.5	66.0	64.5	60.0	61.5	63.0	73.5	70.5	110.4	117.0	120.0	144.0	144.0
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	33.0	41.0	37.0	69.9	68.0	67.0	84.0	84.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	21.5	26.0	24.0	31.4	40.5	37.0	42.5	44.0
Rice, good, medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	11.6	11.8	13.4	16.8	23.2	24.6	33.6	34.2
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	11.8	14.8	19.4	31.5	34.2	22.6	24.0	22.2
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	13.1	11.9	13.4	15.8	22.9	24.6	29.2	29.1
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	12.4	13.1	13.1	15.5	18.0	22.0	27.5	27.2
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	22.0	31.9	38.4	39.5	43.6	47.2	90.4	93.6
Sugar, yellow.....	2 "	10.0	9.8	10.3	11.0	12.0	11.0	10.2	14.6	17.6	18.3	20.4	22.2	42.0	43.4
Tea, black, medium.....	1 1/4 "	8.2	8.3	8.7	8.9	8.8	8.9	9.1	9.5	9.9	11.6	14.6	15.4	16.5	16.4
Tea, green, medium.....	1 1/4 "	8.7	8.7	9.1	9.4	9.5	9.3	9.3	9.8	10.3	11.3	14.1	15.6	16.9	16.8
Coffee, medium.....	1 1/4 "	8.6	8.8	8.9	9.2	9.3	9.4	9.4	9.8	10.0	10.1	11.2	13.4	15.2	15.4
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	50.3	29.3	58.6	118.2	66.0	62.7	216.9	197.4
Vinegar, white wine.....	1/8 pt.	.7	.7	.7	.7	.8	.8	.7	.8	.8	.8	.9	1.0	1.0	1.0
<b>All Foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.95</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.42</b>	<b>\$7.74</b>	<b>\$8.46</b>	<b>\$11.62</b>	<b>\$13.00</b>	<b>\$13.77</b>	<b>\$16.92</b>	<b>\$16.84</b>
Starch, laundry.....	1/8 lb.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Coal, anthracite.....	1 1/4 ton.	39.5	45.2	48.1	48.8	51.9	55.0	53.2	52.1	54.7	63.2	73.8	71.9	101.6	105.0
Coal, bituminous.....	" "	31.1	32.3	35.0	37.5	38.7	38.0	35.8	38.0	53.8	58.7	61.8	72.6	81.7	82.2
Wood, hard.....	" cod.	32.5	35.3	38.8	41.4	41.3	42.5	42.5	41.7	41.9	52.0	69.2	74.7	81.7	82.2
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	31.8	30.6	30.2	39.7	50.8	57.8	62.1	63.3
Coal, oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	23.5	23.4	22.8	25.6	27.8	28.9	36.6	37.2
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.90</b>	<b>\$1.84</b>	<b>\$1.88</b>	<b>\$2.34</b>	<b>\$2.80</b>	<b>\$2.95</b>	<b>\$3.55</b>	<b>\$3.64</b>
Rent.....	1/4 mo'th	\$2.37	\$2.89	\$4.05	\$4.05	\$4.60	\$4.75	\$4.83	\$4.10	\$4.04	\$4.37	\$4.81	\$5.25	\$6.30	\$6.38
<b>Grand Totals.....</b>		<b>\$9.37</b>	<b>10.50</b>	<b>12.79</b>	<b>13.00</b>	<b>13.79</b>	<b>\$14.02</b>	<b>\$14.16</b>	<b>\$13.71</b>	<b>\$14.41</b>	<b>\$18.37</b>	<b>\$20.66</b>	<b>\$22.02</b>	<b>26.81</b>	<b>26.92</b>

# AVERAGE COST OF STAPLE FOODS BY PROVINCES†.

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.25	\$7.63	\$8.47	\$11.58	\$13.14	\$14.04	\$17.04	\$17.09
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.54	6.60	7.37	9.69	11.38	12.23	15.08	14.52
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.05	7.45	8.41	11.07	12.80	13.26	16.24	16.63
Quebec.....	5.15	5.64	5.33	6.46	6.97	6.87	6.92	7.19	8.22	11.26	12.91	13.10	15.99	16.03
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.29	7.30	8.55	11.90	13.05	13.67	17.12	17.05
Manitoba.....	5.35	6.19	7.46	7.41	7.88	7.87	7.76	8.15	8.35	10.62	12.75	13.59	16.83	16.54
Saskatchewan.....	6.86	6.92	7.86	8.08	8.16	8.25	8.16	7.90	8.67	10.85	12.90	13.61	16.47	16.25
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	7.78	7.99	8.22	11.73	13.01	14.06	17.12	16.70
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	8.99	8.99	9.01	12.29	13.86	14.69	18.18	18.23

\*December only.

†See footnote page 1078.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		Ham, boiled, sliced, per lb.
	Sirloin steak, per lb.	Round steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Stewing, per lb.				Fresh, roast from ham, per lb.	Fresh chops, loin, per lb.	Salt mess, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	
<b>Dominion Average.....</b>	cents 42.0	cents 37.2	cents 33.4	cents 27.2	cents 22.5	cents 28.1	cents 37.3	cents 41.2	cents 40.7	cents 44.1	cents 37.0	cents 57.0	cents 60.3	cents 75.4
<b>Nova cotia (Average).....</b>	41.6	36.8	36.8	29.6	24.2	22.7	35	40	37.6	39.6	36.9	49.6	54.6	72
1-Sydney.....	45	40	38	28-32	28-30	28-32	40	40	40	40	40	55	60	85
2-New Glasgow (a).....	40	35	33	25	22-25	23	30	35	35	35	35-40	53	58	65
3-Amherst.....	38	35	38	26	22	22	40	45	45	45	35	50	55	75
4-Halifax.....	45	40	40	35	18-25	18	50	50	50	50	35	45	50	75
5-Truro.....	40	37	35	32	25	22	50	50	33	35	35	45	50	60
<b>6-P.E.I.—Charlottetown.....</b>	35-40	32-35	28-32	28	22	14-18	35-40	35	35	35	35	52	54	60
<b>New Brunswick (Average).....</b>	40.0	34.4	28.9	23.8	20.0	22.0	36.7	35.6	35.6	35.3	51.3	56.3	70.0	
7-Moncton.....	40-45	35-40	28-32	23-24	18-20	24-28	40	35-40	35-40	35-40	35	48	50	
8-St. John.....	50	40	35	28	24	24	35	40	40	40	35	50	55	
9-Fredericton.....	35	30	28	23	20	18	30	35	35	35	35	52	55	
10-Bathurst (b).....	30-35	30	20-25	18	17	20	25	30	30	30	35	55	55	60
<b>Quebec (Average).....</b>	33.4	33.0	29.1	23.2	17.7	23	34.1	37.8	32.1	36.4	34.8	57.4	58.4	73.3
11-Quebec.....	29-30	28-30	23-24	16-19	14	22-27	25-28	28-30	30-32	35-40	30-32	48	48	70
12-Three Rivers.....	40	38	30	25	25	25	30	35	35	35	35	60	65	75
13-Sherbrooke.....	25	25	25	20	18	18	30	35	35	35	35	55	60	80
14-Sorel.....	38	38	30	25	22	30	35	35	35	35	35	65	65	75
15-St. Hyacinthe.....	28	28	20	20	20	15	25	35	30	35	35	60	60	80
16-St. John's.....	33	33	35	25	20	28	35	40	35	35	35	60	60	80
17-Theford Mines.....	30	30	30	25	20	20	30	35	35	35	35	55	50	75
18-Montreal.....	35-40	32-40	28-38	22-25	18-20	15-28	38-44	45-46	47-48	48	38	60	57-65	46-70
19-Hull.....	40	40	35	30	20-22	25	50	50	48	38	56	58		
<b>Ontario (Average).....</b>	44.1	39.7	34.8	28.9	23.3	30.4	37.6	42.4	42.7	46.3	37.6	55.3	59.8	76.1
20-Ottawa.....	38-40	38-40	28-32	25	18-20	20-22	40	40	35	40		60	60	75
21-Brockville.....	45-40	40-45	30-40	30	25	25	30	35-40	40	40		37	63-70	75
22-Kingston.....	45-48	35-40	30-35	25-28	20	22	35	38	40-45	40-45	35	55	55	65-75
23-Belleville.....	45	42	40	30	25	30	40	45	40	40	40	58	60	70
24-Peterborough.....	45	40	35	28	22-26	30	40	45	48	48	30	60	65	75
25-Orillia.....	40-45	40	35-38	25-28	20-25	32-33	35-36	40	38	40	40-50	50-55	55-60	65-75
26-Toronto.....	40-50	35-38	30-40	20-25	12.5-15	20-30	25-30	40-45	35-45	40	35-40	50-55	55-60	65-75
27-Niagara Falls.....	50	45	30	25	20	25	45	45	42	48	38	55	60	80
28-St. Catharines.....	35	32	30	25-28	18-22	27-32	35-37	38	38-40	44	35	45	50	70
29-Hamilton.....	42-45	38-42	32-40	26-28	20-25	25-30	35-40	32-40	40-45	48	38-40	55	58	75
30-Brantford.....	45	40	35	32	28	30	45	50	50	50	40	55	60	75
31-Galt.....	45	40	40	35	30	30	45	45	50	50	40	55	60	75
32-Guelph.....	45	38	37	28-30	25-30	30-35	40	45	45	50	40	55	50	75
33-Kitchener.....	45	42	35	32	28-30	35	45	45	45	48	35	53	55	75
34-Woodstock.....	45-48	35-40	38	28	25	35	35	45	45	48	40	50	58	70
35-Stratford.....	38	36	32	30	28	32	38	44	45	48		55	60	80
36-London.....	45	43	35	32	22	28	38	44	40	45	32	62	62	75
37-St. Thomas.....	45	43	35	30	22	35	35	35	50	55		54	56	80
38-Clatham.....	45	40	32	30	25	35	35	50	40	49	35	50	50	75
39-Windsor.....	38	35	28-36	28	24-28	35	40	40	38-45	55		60	65	85
40-Owen Sound.....	38	35	30	25-28	20-25	28-30	35	35	40	40	32-35	50	50	75
41-Cobalt.....	48	40-45	40	22-30	15-30	40	45	40	40	40		50-58	60	80
42-Sault Ste. Marie.....	50	45	40	35	24	35	40	40	40	45		55	60	80
43-Port Arthur.....	45	40	32	30-32	18	25	40	45	45	50	45	60	65	85
44-Fort William.....	45	40	35-38	30-33	20-25	30	40	45	45	45-55		65	65	85
<b>Manitoba (Average).....</b>	45.0	37.5	35.0	27.5	27.0	31.3	40.0	42.5	42.5	50.0		62.5	72.5	
45-Winnipeg.....	50	40	40	30	32	30	40	45	40	55		65	75	80
46-Brandon.....	40	35	30	25	22	30-35	40	40	45	45		60	70	
<b>Saskatchewan (Average).....</b>	43.7	36.3	31.0	27.8	22.0	27.5	40.3	41.3	41.3	43.8	35.5	65.0	70.0	77.5
47-Regina.....	45	35	32	28	25	35	45	45	45	50	35	65	75	80
48-Prince Albert.....	40	35	35	30	22	28	38	40	40	40	35	70	70	80
49-Saskatoon.....	50	40	30	25	18	20	43	45	40	45	40	65	70	80
50-Moose Jaw.....	40	35	27	25	23	27	35	35	40	40	32	60	65	80
<b>Alberta (Average).....</b>	42.0	35.0	33.8	26.3	19.3	27.5	38.8	37.7	46.3	50.8	38.3	61.5	65.8	77.5
51-Medicine Hat.....	40	30	30	22	15	25	40	40	45	45	38	60	65	70
52-Edmonton.....	40	35	35	30	20	25	35	35	45	50	35	60	65	80
53-Calgary.....	48	40	40	28	22	30	45	40	55	60	40	61	63	90
54-Lethbridge.....	40	35	30	25	20	30	35	38	40	48	40	65	70	70
<b>British Columbia (Average).....</b>	45.6	37.9	35.7	26.4	23.6	33.7	41.5	45.4	43.4	48.4	39.0	63.1	67.7	79.3
55-Fernie.....	45	40	37	30	22	25	45	45	50	55	35	62	64	90
56-Nelson.....	45-50	40	40	20-27	18-29	33-38	38-43	40-45	40-45	45		60-70	70	80
57-Trail.....	45	40	35	18-25	15-25	30-35	35	40	40	45		65	70	80
58-New Westminster.....	40	30	25	25	18-22	30	45	45	40	45		65	70	80
59-Vancouver.....	50	40	45	25	25	35	35	45	42-45	45	40	65	70	80
60-Victoria.....	42	35	30	25	25	38	40	45	38	42-55	45	70	75	70
61-Nanaimo.....	50	40	38	35	30	40	50	55	50	50	35	65	70	80

(a) Including Westville, Stellarton and Trenton.

(b) Representing the former Newcastle district.

AND RENTALS IN CANADA AT MIDDLE OF JULY, 1920

Fish																					
Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, fresh, per doz.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	Other fish, fresh, per lb.	Other fish, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod, boneless, per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. tin.	Canned salmon, medium, lb. tin.	Canned salmon, pinks, lb. tin.	Lard, pure lard, best, per lb.
cts. 17.6	cts. 16.2	cts. 14.1	cts. 11.6	cts. 30.9	cts. 27.1	cts. 12.7	cts. 13.0	cts. 42.1	cts. ....	cts. 20.1	cts. 15.7	cts. 26.2	cts. 23.7	cts. 13.2	cts. 67.6	cts. 25.0	cts. 21.4	cts. 48.6	cts. 39.8	cts. 30.3	cts. 37.9
14.3	.....	13	.....	28.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58	25	19.7	37.5	37	37.5	40.4
10	.....	.....	.....	25-30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	25	25	30	.....	45	1
15	.....	15	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50-60	25	15	35	.....	42-45	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60-70	25	20-25	38-40	35	33-38	3
14	.....	9	.....	.....	.....	7	.....	50	.....	.....	.....	.....	.....	.....	25	18	40	45	.....	40	4
18	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	25	18	.....	.....	35	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	25	.....	.....	40	6
8	.....	8	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	20	25	.....	45	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.5	.....	13.5	.....	35.8	.....	.....	.....	.....	.....	.....	.....	46.3	.....	.....	60.0	24.8	17.3	.....	37.5	30.0	36.5
12	.....	12	.....	35-40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	24	20	.....	35	30	.....
18	.....	18	.....	35	.....	.....	.....	.....	.....	.....	.....	25-40	.....	.....	60	25	15	.....	.....	38	.....
18	.....	14	.....	35	.....	12	.....	.....	.....	.....	.....	50	.....	.....	70	25	16	.....	.....	35	.....
10	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	25	18	.....	40	38	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.0	.....	12.0	11.5	30.8	.....	.....	.....	.....	.....	19.5	.....	.....	.....	10.0	80.0	26.8	26.0	45.2	35.7	30.7	37.5
10	.....	10	10	.....	.....	.....	.....	.....	.....	15	.....	.....	.....	.....	75	30	30	35	30	38	11
.....	.....	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	.....	50	40	30	40	12
20	.....	.....	.....	35	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	45	40	35	35	13
.....	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	.....	35	35	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35	17
16-20	.....	10	.....	30-35	.....	.....	.....	75	70	10-25	.....	.....	.....	.....	10	1.10	18	45	40	37-38	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	22-25	.....	38-50	25-28	37-38	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	70-90	.....	40-45	25-30	37	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.2	15.7	16.2	11.7	33.8	28.2	13.5	13.3	34.2	.....	21.4	17.3	21.4	.....	13.1	65.6	24.8	20.8	50.0	41.7	30.2	37.5
25	.....	.....	.....	35	25	10	10	50	.....	18-20	15-18	.....	.....	.....	.....	25	18	50	45	35	40
12.5-15	10	12.5	10	35	.....	.....	.....	.....	.....	15	.....	.....	.....	.....	.....	17-25	18	50	38	25	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	40	25	29
15	.....	12.5	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	25	18-22	50	45	30	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	20	50	40	35	26
20	.....	14	.....	33	25-30	12-14	.....	.....	.....	17	.....	35	20-22	.....	70	22	18	50	40	35	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	45	25	28
22	.....	.....	.....	30	.....	.....	.....	.....	.....	30-35	.....	.....	.....	.....	.....	25	18-22	50-55	40-45	30-40	33-35
20	.....	15	.....	35-40	.....	15	.....	.....	.....	25	.....	.....	.....	.....	75	30	20	50	40	25-35	29
20	.....	15-20	.....	35	30	15-18	.....	.....	.....	25	.....	.....	.....	.....	.....	30	20	50	45	35	30
18	.....	15	.....	33	.....	15	.....	.....	.....	17	.....	.....	.....	.....	.....	.....	20	50	40	35	31
.....	.....	.....	.....	35	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	25	50	40	30	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	.....	.....	.....	.....	.....	.....	22	50	40	30	33
.....	.....	.....	.....	30	.....	12.5	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	30	50	40	30	34
.....	.....	.....	.....	40	.....	15-18	.....	.....	.....	20-30	.....	.....	.....	.....	.....	.....	18-25	50	39	29	35
18	.....	10	.....	30	30	15	.....	.....	.....	18	18	.....	.....	.....	.....	.....	20	50	40	25	36
18	.....	15	.....	35	.....	12-15	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	27	50	42	30	37
.....	.....	35	.....	38	.....	20	.....	.....	.....	20-25	.....	.....	.....	.....	.....	.....	25	50	42	35	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	20	45-50	30	35	39
16-18	16-18	.....	.....	30	25-30	5	.....	.....	.....	22	.....	.....	.....	.....	70	25	20	45	40	30	40
20	20	15	.....	35	25-30	.....	.....	25	.....	15-17	.....	.....	.....	.....	.....	25	20	50	40-45	25	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	32.5	.....	.....	.....	.....	.....	18	.....	.....	.....	.....	.....	.....	.....	52.5	40.0	35.0	42.5
.....	.....	.....	.....	35	25	.....	.....	.....	.....	18	15	.....	.....	.....	.....	.....	.....	55	40	45	45
.....	.....	.....	.....	30	.....	.....	.....	.....	.....	18	.....	.....	.....	.....	.....	.....	.....	50	40	25	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.8	17.5	.....	.....	30.0	26.5	.....	.....	.....	.....	17.7	15.0	.....	.....	.....	87.5	25.0	23.3	50.0	43.3	28.8	41.7
20	20	.....	.....	30	30	.....	.....	.....	.....	20	15	.....	.....	.....	1.00	30	30	50	45	25	47
.....	.....	.....	.....	30	28	.....	.....	.....	.....	18	.....	.....	.....	.....	.....	.....	20	55	30	45	48
7.5	.....	.....	.....	30	25	12.5	.....	.....	.....	15	15	.....	.....	.....	75	20	20	50	45	35	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	40	25	50
21.3	12.5	.....	.....	27.5	22.5	14.4	12.5	.....	.....	16.4	.....	35.0	25.0	17.5	.....	27.0	22.3	48.8	40.0	31.3	38.3
25	.....	.....	.....	30	15	15	12.5	.....	.....	20	.....	40	.....	20	.....	20	25	55	40	30	51
20	12.5	.....	.....	25	23	15	.....	.....	.....	12.5	.....	30	.....	15	.....	25	20	45	40	35	52
22	.....	.....	.....	25	22	15	.....	.....	.....	18	.....	.....	.....	.....	.....	28	22	50	40	25	53
18	.....	.....	.....	30	12.5	.....	.....	.....	.....	15	.....	.....	.....	.....	.....	25	22	45	40	35	54
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.0	.....	.....	.....	28.0	.....	10.0	.....	.....	.....	.....	.....	26.3	.....	13.0	.....	25.0	23.0	48.2	38.3	24.7	35.9
22	20	.....	.....	30	30	15	.....	.....	.....	.....	.....	.....	.....	15	.....	27.5	23	50	40	30	55
22	.....	.....	.....	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	45	38	27	56
22	.....	.....	.....	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	50	40	25	57
18	.....	.....	.....	25	.....	10	.....	.....	.....	.....	.....	30	25	15	.....	25	25	50	40	25	58
18	.....	.....	.....	28	.....	8	.....	.....	.....	.....	.....	25	.....	10	.....	25	22	50	35	25	59
18	.....	.....	.....	28	.....	7	.....	.....	.....	.....	.....	25	.....	10	.....	25	16	44	25	35	60
16	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	22.5	25	50	40	35	61



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY.	EGGS					Milk per quart.	BUTTER		Oleoma, tallow, lard, per lb.	CHEESE	
	Fresh, specials per doz.	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage, per dozen.		Dairy solids pr. lb.	Creamy, prints, per lb.		Old, per lb.	New, per lb.
<b>Dominion Average . . . . .</b>	cents. 59.2	cents. 56.7	cents. 49.8	cents. 50.0	cents. 52.6	cents. 14.7	cents. 59.4	cents. 66.3	cents. 43.9	cents. 40.6	cents. 38.4
<b>Nova Scotia (Average) . . . . .</b>	<b>60.6</b>	<b>60</b>				<b>14.2</b>	<b>61.8</b>	<b>71.5</b>	<b>45.8</b>	<b>40</b>	<b>39</b>
1-Sydney . . . . .	60	60				14-16	14	75	48	40	
2-New Glasgow (a) . . . . .	60					14	65-69	70-75		40	
3-Amherst . . . . .	55-60		50			13	60	70	45		38
4-Halifax . . . . .	65	60				15	60	70	45	40	
5-Tiuro . . . . .	60					14	60	70	45		40
<b>6-P.E.I.—Charlottetown . . . . .</b>	<b>48</b>	<b>43</b>	<b>42</b>			<b>12-13</b>	<b>50</b>	<b>52</b>		<b>35</b>	
<b>New Brunswick (Average) . . . . .</b>	<b>55.0</b>	<b>52.5</b>				<b>13.9</b>	<b>57.5</b>	<b>66.6</b>	<b>44.5</b>	<b>38.8</b>	<b>36.5</b>
7-Moncton . . . . .	55	50				14-15	55-60	65-68	45	40	
8-St. John . . . . .	60	60				14	60-65	65	43	35	
9-Fredericton . . . . .	60	55			50	15	55	75	45	40	38
10-Bathurst (b) . . . . .	50	45				12	55	60	45	40	
<b>Quebec (Average) . . . . .</b>	<b>63.3</b>	<b>59.4</b>	<b>60.0</b>		<b>53.3</b>	<b>13.4</b>	<b>59.2</b>	<b>62.9</b>	<b>40.8</b>	<b>40.3</b>	<b>37.1</b>
11-Quebec . . . . .	65	60			55	15	54-57	60-62	38	38-40	34-36
12-Three Rivers . . . . .	60				50	16	60	65	35	45	40
13-Sherbrooke . . . . .	65					c12.5		70	45	40	40
14-Sorel . . . . .	60	55				14		55	40	35	35
15-St. Hyacinthe . . . . .	65	53				11		60	40	45	35
16-St. John's . . . . .	65	65	60	55	55	12	60	62	45	40	35
17-Theftord Mines . . . . .	60	60							45	40	
18-Montreal . . . . .	65-68	63	60			14-16	58-63	65	40	40	38-40
19-Hull . . . . .	65	60				12	60	65	38-49	38	38
<b>Ontario (Average) . . . . .</b>	<b>60.7</b>	<b>56.0</b>	<b>52.8</b>		<b>53.0</b>	<b>14.6</b>	<b>60.5</b>	<b>64.9</b>	<b>42.8</b>	<b>41.4</b>	<b>39.3</b>
20-Ottawa . . . . .	80					12	60	65	38-40	45	40
21-Brockville . . . . .		55				10-13	60	65-70	40-42	40	40
22-Kingston . . . . .	58		55			12	55-60	63-65	37-40	40	38
23-Belleville . . . . .	52	50			48	c13	65	64	42	40	40
24-Peterborough . . . . .	57	57				c12.5	60	64	45	44	40
25-Orillia . . . . .	50					c14.3	50	60	42	45	40
26-Toronto . . . . .	65					c14.3		65	42	45	
27-Niagara Falls . . . . .	62					16		66	43	38	37
28-St. Catharines . . . . .	58-65					15	60-65	68-72	42-45	40	38
29-Hamilton . . . . .	65					15	65	66	40	40	37
30-Brantford . . . . .	60				58	14-15	60	64	47	42	42
31-Galt . . . . .	55	54-55				c12.5	60	63	45-49	40	30
32-Guelph . . . . .	60	60				c12.5	60	64	45	45	40
33-Kitchener . . . . .	58					c14.3	d60	63	40	42	
34-Woodstock . . . . .	55					12	d55	65	42	40	40
35-Stratford . . . . .						13	d57	60	45	38	40
36-London . . . . .	60	56	50			14	64	67	39-42	40	40
37-St. Thomas . . . . .	58	58				c13.3	65	65	45	43	40
38-Chatham . . . . .			48			16	60	65	42	40	38
39-Windsor . . . . .	60	58	58			16-20	65	70	48	48	45
40-Owen Sound . . . . .		52				c14.3	58	60	40	38	
41-Cobalt . . . . .	60	55				20		70	42	40	40
42-Sault Ste. Marie . . . . .	65	60				20	65	65	45	40	
43-Port Arthur . . . . .	60					20		65	45	40	
44-Fort William . . . . .	60					20		65	40	40	40
<b>Manitoba (Average) . . . . .</b>	<b>50.0</b>					<b>12.5</b>	<b>58.5</b>	<b>73.0</b>	<b>45.5</b>	<b>42.5</b>	
45-Winnipeg . . . . .	55					15	57	71	48	45	
46-Brandon . . . . .	45		35			10	60	75	43	40	
<b>Saskatchewan (Average) . . . . .</b>	<b>46.7</b>		<b>40.0</b>			<b>15.8</b>	<b>50.0</b>	<b>67.5</b>	<b>45.0</b>	<b>41.3</b>	
47-Regina . . . . .	50					15	60	65	45	40	
48-Prince Albert . . . . .	45					c14	45	65	45	40	
49-Saskatoon . . . . .	45		45			16	45	75	45	40	35
50-Moose Jaw . . . . .			35			18	50	65	45	45	
<b>Alberta (Average) . . . . .</b>	<b>53.4</b>	<b>50.0</b>				<b>15.3</b>	<b>57.5</b>	<b>65.6</b>	<b>45.0</b>	<b>37.5</b>	<b>38.3</b>
51-Medicine Hat . . . . .	50					17	d50	65	45		40
52-Edmonton . . . . .	50	45				c13.3		60	45	35	35
53-Calgary . . . . .	55			45		14		60-65	45	40	
54-Lethbridge . . . . .	60	55				c16.7	65	75	45		40
<b>British Columbia (Average) . . . . .</b>	<b>65.9</b>	<b>65.0</b>			<b>52.5</b>	<b>17.1</b>	<b>65.2</b>	<b>71.3</b>	<b>48.6</b>	<b>40.8</b>	<b>38.6</b>
55-Fernie . . . . .	70		60			c16.7	60	75	50		40
56-Nelson . . . . .	70	65				c19	60	70	50	45	
57-Trail . . . . .	70	65				20		70	50	40	
58-New Westminster . . . . .	60				50	16.5	72	75	50	40	40
59-Vancouver . . . . .	60	65			55	15	70	64	45	38	35
60-Victoria . . . . .	58					c15.4	64	75	45	42	38
61-Nanaimo . . . . .	65					17		70	70	40	40

(a) Including Westville, Stellarton and Trenton.  
s higher. (d) Dairy Prints.

(b) Representing the former Newcastle district.

(c) —Price per single quart.

## AND RENTALS IN CANADA AT THE MIDDLE OF JULY, 1920—(Continued)

Broad plain white, per lb.	Soda biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Co meal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLES			
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				"B", per lb.	Patna, per lb.	Japan, per lb.	Siam, per lb.		Tomatoes, 2½'s, per can.	Peas, standard, 2½'s, per can.	Corn, 2½'s, per can.	
cents. 9.6	cents. 22.1	cents. 8.7	cents. 8.4	cents. 8.8	cents. 9.0	cents. 11.5	cents. 17.1	cents. 20.0	cents. 19.7	cents. 18.0	cents. 18.7	cents. 21.5	cents. 21.3	cents. 22.2	
9.9	22.0	9.2	9.2	8.8	9	9.6	17.3	20.3			23.2	24.5	23.5	23.9	1
10	24	10		8.9	9	9	20				22-25	25	25	25	2
10.3	20	9.4	9.2	8.9	9	8	18				20-25	25	25	25	3
9.3	22	8.4-9		8.9	9	10-12	16-18				25	20-25	20-25	20-25	4
10	24	8.8	9.4	9	9	10	17	25			25	25	25	25	5
							15	18			20	25	20	22	
9.3	20	7.9	7.7	8	8	8	15		13		20	18-20	18-20	18-20	6
10.5	21.5	8.9	8.3	8.8	8.5	9.3	18.0	26.5		17.3	20.5	20.5	20.0	20.0	7
9.3-10	22	8.8	8.3	7.9	9	9				16	20	20-22	18-20	20-22	8
10.7	22	9.8	9.4	9	5-9	10	18	18-20		18	22	20	20	20	9
10.7	20	8.8	8.5	10	8	10	18	30	18	18	22	18-20	20-22	18-20	10
10.7	22	8.3	7.1	8	10	8	18				18	22	20	20	
8.9	22.2	8.9	9.0	9.1	10.3	12.5	16.5	19.8	19.2	16.5	20.1	20.5	20.2	20.8	11
9.5	22	9.5	9.5	8				18	20		16	20	18	20	12
9.3	22	8.3	8.3	8	12.5	12	15	20			20	20-25	19-20	23-25	13
9.3		9	9	10	10	15	18	20	25		20	20	20	20	14
8.3	22	8	10	10	12	15	18				25	17	23	20	15
8.3			8.8			15		18			18	20	20	20	16
8	22	9.2	9.2	10	10	13	15	20	20		20	20-22	20	20-22	17
8.7	25	7.9	7.3	9		18		16	15	15	25	25	23-25	24-25	18
10-10.3	22-23	9.4-9.6	9.4-8.3	9	10	12-13	15-18	22-23	18	18	18-20	18-20	18-20	16-20	17
8.7	20	9.4	9	9	7.5	8		20	16		18	20	18	20	19
9.4	22.1	8.7	8.0	8.5	8.9	11.5	18.2	20.5	21.5	19.2	18.9	20.2	20.2	20.3	20
8.7	20	9.8	7.9	9	8	12			25		20	20	20	20	21
9.3	25	8.8	8.8	8.5	8	10	18				18	20	18	18	22
9.3	20	8.3	8.3	8	6	13	17	20			20	20	20	20	23
7.7	20	8.3	8.8	9	9	12		18		25	18	19-20	17-20	20-22	24
9.3	22	9	7.9	8	10	10	15				20	22	25	25	25
9.3	25	7.7	8.8	7	7	15	15	25	25	15	18	20	20	18-20	26
8.7	22	9.8	8.8	7.5	10	12		20			18	20	20	20	27
9.3	24	8.1	8	10						22	20	19	19	19	28
9.3	18	9.2	7.5	7.1	6.3	10	18	20			20	19	19	19	28
8.7	20	8.8	7.3	8.3	6.3	10		20-22	22	17-19	15	16.7-17	17.5-18	17.5-18	29
9.3	23	9.8	8.3	10	10	10	20	22	22	25	20	18-20	20-22	18-20	30
9.3	23	8.1	8.3	8.3	10	15	20	20	15	15	20	20	20	20	31
9.3	22	8.1	8.3	8.3	10	15	20	20	25	20	18	22	20	20	32
9.3	24	7.7	7.4	8.3	10	15		25	25		18	20	23	20	33
8.7	22	8.1	8.3	8.3	8.3	20	25	25	20		20	20	20	20	34
8.7	22	8.1	8.3	8.3	8.3	20	25	25	18		20	20	20	20	35
8.7	21	7.1	8.1	9	9	15	19	22			17	21	21	20	36
9.3	26	9	7	10							18	20	15-22	20	37
9.3	25	8.3	7.7	8.3	8	10	20	24	24	24	20	23	22-25	20	38
9.3	22	10.6	9.8	9	15	15	20	15	18		18-20	23-25	20-22	20-22	39
8.7	25	8.3	7.3	9	9	9	17	20	18	18	15	18-20	18-20	20	40
12	20	9.4	9.4	10	10	10	20				20	24-25	24-25	24-25	41
10	20	9.4		8	9	12.5	25	25	25	20	20	20-23	20-23	20-23	42
11.1	22		8.3	10	8	12.5	12.5	15	20	13	20	16.7-20	19-20	24-25	43
11.1	18-20	8.3	8.3	7.5-8	8	12	15	15	12.5	15	20	16.7-20	19-20	20	44
9.2		8.1		8.1	10	11.5				18.0	16.5	24.0	22.0	24.0	45
8.8	22	8.8		9.2	10	13			18	23	15	25	25	25	46
9.6		7.3		7	10	10	13	15		13	18	23	18-20	23	
9.6	23.5	7.8	8.2	8.2	9.3	12.5	13.3	18.0	12.5	17.1	18.9	23.9	23.7	24.2	47
8.9		8.3	8.3	8.3	8	12.5	12.5	18	12.5	18	18	23	23	23	48
9.5		7.1	8.3	8.3	10	15				20	20	22.5-25	22.5-25	22.5-25	49
10	22		8.8	8.1	9.2	12.5	15			18	17.5	22.5-25	25	25	50
10	25	8.1	7.5	8		10	12.5		12.5	12.5	20	25	25	25	
10.0	21.5	8.7	8.5	9.8	7.6	10.8				18.9	17.7	23.3	23.9	23.9	51
8.7	20	9.2		10	7.5	8.3				17.5	17.5	18.5	22.5-25	21-25	52
10	21	8.1	8.1	9	8	10				12.5	12.5	22.5	22.5	22.5	53
10.4	25		8.3	10	8	12.5			20	18	15	22	25	25	54
10.8	20		9	10	7	12.5		12	18	17.5	18	25	25	25	
10.7	22.7	8.8	8.7	9.4	9.1	13.0				19.6	15.8	14.2	22.9	22.8	21.9
10	22	7.7	7.7	9.5	9	15				17.5	17.5	22.5	22.5	22.5	55
12.5	22	9.8		10.6	10	15				20		15	25	26	56
11.5	22	8.8		9	10	13				20		15	22-23	22-23	57
9.8	20	9.6	9.6	10	10	12.5				20	15	12.5	25	22.5	58
9.8	22	8.8	8.5	10	9	12			18	15	12	20	20	20	59
10.7	30	8.8	8.8	9	9	12.5	15		17	15	12.5	20	23	20	60
10.7	21	8.5		8	8	11			20	18	15	25	25	20	61

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow, red, etc per lb.	POTATOES		APPLES				Raisins, seeded choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (90 lb.)	Pe. peck, (15 lbs.)	Fresh, best or eating, per gal.	Fresh, cooking, per gallon.	Evaporated, bright, per lb.	Prunes, medium size, per lb.		
<b>Dominion Average.</b>	<b>cents. 11.1</b>	<b>cents. 11.9</b>	<b>\$ 5.923</b>	<b>\$ 1.124</b>	<b>cents. 58.8</b>	<b>cents. 52.2</b>	<b>cents. 29.1</b>	<b>cents. 27.2</b>	<b>cents. 27.3</b>	<b>cents. 31.0</b>
<b>Nova Scotia (Average).</b>	<b>12.6</b>	<b>9.7</b>	<b>6.225</b>	<b>1.013</b>			<b>28.3</b>	<b>24.5</b>	<b>27.3</b>	<b>30.8</b>
1-Sydney.	15	10	6.90	1.15		33	25	25-30	25-30	30
2-New Glasgow (a).	12	8	6.00						25	
3-Amherst.	12	9-12		75-85			28	20-25	28-30	30-35
4-Halifax.	12	10	6.00	1.10			30	25	30	30
5-Truro.	12	10	6.00	1.00			30	23	25	
<b>6-P.E.I.—Charlottetown.</b>	<b>12</b>	<b>10</b>	<b>4.50</b>	<b>.75</b>				<b>24</b>	<b>25</b>	<b>26</b>
<b>New Brunswick (Average).</b>	<b>12.5</b>	<b>10.0</b>	<b>6.450</b>	<b>1.200</b>			<b>27.5</b>	<b>27.0</b>	<b>25.8</b>	<b>34.5</b>
7-Moncton.	13	12	5.40	1.00			30	22	22	35
8-St. John.	13	8	9.00-10.80	1.50-1.80			28	30	26	35
9-Fredericton.	12	10	6.25	1.15			27	26	28	35
10-Bathurst (b).	12	10	4.25	1.00			25	30	27	33
<b>Quebec (Average).</b>	<b>12.1</b>	<b>15.2</b>	<b>5.24</b>	<b>1.088</b>	<b>57.8</b>	<b>45.0</b>	<b>28.7</b>	<b>27.0</b>	<b>28.6</b>	<b>31.3</b>
11-Quebec.	9	12	4.50	1.00			20	30	20	
12-Three Rivers.	12.5	15	5.63	1.28	60	40	30	30	30	35
13-Sherbrooke.	15	18		d1.60			30	35	25	35
14-Sorel.	13	20	4.80	80-85			30	25	30	
15-St. Hyacinthe.	10		d4.50				30	18		
16-St. John's.	10	15	8.00	1.50	50	40	35	30	25	25
17-Theford Mines.	12	15	4.50	.75				25	30	
18-Montreal.	12-13	10-12.5	d6.00	90-1.00	75	60	30-32	25-30	30-32	35
19-Hull.	15	15	d4.00	d80	46	40	25	20-25	28	28
<b>Ontario (Average).</b>	<b>12.6</b>	<b>12.6</b>	<b>6.152</b>	<b>1.236</b>	<b>59.4</b>	<b>56.4</b>	<b>29.9</b>	<b>27.4</b>	<b>27.8</b>	<b>29.5</b>
20-Ottawa.	12.5	10	d5.50	1.10	50	40	30	30	30	30
21-Brockville.	10-12.5	10-15	6.00	1.20			30	25	23	30-35
22-Kingston.	12.5	12		d1.40	45	30	28	23	22-25	28
23-Belleville.	10	15	cd5.40	90			30	27	27	30
24-Peterborough.	12.5	15	5.00	1.25			30	28	25	25
25-Orillia.	10	10	4.50	.85			28	25	25	30
26-Toronto.	13			1.40				25	30	30
27-Niagara Falls.	13	15		1.60				27	28	30
28-St. Catharines.	12.5	15	c8.25	1.33					25	28-30
29-Miamilton.	10	8.5	7.00	1.25				25	28	25-27
30-Brantford.	13	13	5.80	1.40	50	40	35	30	30	30
31-Galt.	12.5	12.5		1.00			35	25-30	28-30	25-30
32-Guelph.	12.5			d1.50				30	28	30
33-Kitchener.	12.5	12.5		d1.50			35	35	28	30
34-Woodstock.	12.5	12.5		1.50			30	25	30	30
35-Stratford.	10	12.5	5.00-5.75	75-1.00			20	25	30	30
36-London.	13	10		d1.35				30	29	25
37-St. Thomas.	12.5	14	1.50	1.25				30-35	30	30
38-Chatham.	12.5	8	d6.50	1.25	40-50		30	25-30	30	28
39-Windsor.	18		7.00	1.25	65	65	35	30	25	32
40-Owen Sound.	12.5	20	4.75	d1.50				25	25	25
41-Cobalt.	15	20	7.00	1.15	80		25	25	35	35
42-Sault Ste. Marie.	15	15	7.00	1.40	60		30	28	35	30
43-Fort Arthur.	12.5	8.3	6.00	1.00		70-90	25	20	25-30	30
44-Fort William.	10-15	6.3	6.00	1.00	80	70-90	30-35	20	20	35
<b>Manitoba (Average).</b>	<b>13.0</b>	<b>9.0</b>						<b>27.5</b>	<b>21.5</b>	<b>30</b>
45-Winnipeg.	13	10						25	25	30
46-Brandon.	13	8	5.00	.85			25	30	18	30
<b>Saskatchewan (Average).</b>	<b>11.9</b>	<b>14.4</b>	<b>4.651</b>	<b>1.000</b>			<b>30.0</b>	<b>26.3</b>	<b>22.5</b>	<b>35.0</b>
47-Regina.	12.5	15	5.63	1.00			25	25	15	30
48-Prince Albert.	12.5	20	2.70-3.75				35	30	25	35
49-Saskatoon.	12.5	12.5	3.75				35	25	30	35
50-Moose Jaw.	10	10	d6.00	d1.00			25	25	20	40
<b>Alberta (Average).</b>	<b>10.3</b>	<b>9.2</b>	<b>54.0</b>	<b>93.3</b>			<b>28.8</b>	<b>26.3</b>	<b>26.4</b>	<b>32.5</b>
51-Medicine Hat.	10	12.5					30	25	25	30
52-Edmonton.	10	6	4.50	.75			25	25	17.5	30
53-Calgary.	11	8.3		1.00			30	30	38	35
54-Lethbridge.	10	10	6.30	1.05			30	25	25	35
<b>British Columbia (Average).</b>	<b>10.5</b>	<b>9.3</b>	<b>7.575</b>	<b>1.183</b>			<b>31.2</b>	<b>29.6</b>	<b>29.6</b>	<b>32.1</b>
55-Fernie.	10	12.5				70	25	30	30	35
56-Nelson.	10	9	6.45	1.10				35	35	35
57-Trail.	11	12.5						30	30	35
58-New Westminster.	10	10	c9.90				35	25	25	30
59-Vancouver.	10		6.75	1.20			32	25	30	25
60-Victoria.	10	6	cd7.20	d1.25			34	33	27	30
1-Nanaimo.	12.5	6					30	30	35	35

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per bag from price quoted. (d) New potatoes.



AND RENTALS IN CANADA AT MIDDLE OF JULY, 1920—(Continued)

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Co'n syrup, per 5-lb. tin.	Honey, clover, strain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's per can.	Pears, 2's per can.	Plums 2's, per can				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packets), per lb.	Green, medium (in bulk), per lb.	Green, medium, (packets, per lb.
\$ 1.463	\$ 1.418	cents. 43.7	cents. 42.0	cents. 30.6	\$ 1.147	cents. 73.6	\$ 1.816	cents. 23.4	cents. 21.7	cents. 6.48	cents. 65.6	cents. 67.6	cents. 67.0
1.23	1.233	39.2	40	25	1.083	77.5		22.5	21.2	65.5	64.7		
1.10	1.10							23	22	60-75	70		
								22	21	65-70	60		
1.35	1.35	35-40	40	25	1.15	90	2.00	23-25	22-24	65-70	65-72		
1.25	1.25	40	40	25	1.00	65		21.1	20	60	60		
					1.10			22.2	20	65	65		
1.25	1.25	35	30	25	1.00	50	2.00	20	19	60	65		
1.517	1.467	45.4	47.1	35.0	1.133	70.0		23.9	22.3	57.5	62.5	70	
1.35	1.25	40	40	40	1.00	65		23	22	55	55		
1.35	1.35	40	40	35	1.00	75		26	25	60	65	70	65
1.85	1.80	60	65		1.40	70		23.5	20	55	65	70	
		38-45	40-47	30				23	22	60	65		
1.536	1.482	45.0	44.3	31.4	1.238	68.9	1.85	23.6	21.7	68.4	63.1	67.2	61.2
1.50	1.40	40	40	30	1.25	60	2.50	22-25	20-22	70	65	70	65
1.50	1.50	50	50	35	1.25	65	1.50	22	20	60	50	70	50
1.50	1.50	45	45	25		70	2.25	25	23.5	70	70	55	
								23	22	70		70	
1.50	1.50	45	40	35	1.50	70	1.50	24.2	22.2		60		60
2.00	1.80	50	50	40	1.40	65		25	22	70	60		15
1.50	1.35-150	40	45	30	95-1.10	70-85	1.50	24	23	80	70	80	70
1.25	1.25	45	40	25	1.00	75		23-25	19-22	55-60	70	45-60	70-75
								22	21	60	60	70	50
1.480	1.444	42.3	39.1	30.1	1.127	70.4	1.690	23.6	22.0	64.8	66.9	63.9	66.8
1.75	1.75	40	40	35	1.25	70	1.75	25	24	70		70	
1.50	1.30	40	40	35	1.00	65	1.50	23.1	23.1	70		70	
1.50	1.40	40	35	25	1.25	75		22.2	20	60	50-55	60	50-55
1.45	1.35	65	60	25	1.00	60	1.75	22.2	20	70	60	60	22
1.35	1.25	40	40	35	1.25	70	1.60	22.2	20	70	70	75	70
1.50	1.50			20	1.10	70		22	22	50-60	70	50	70
1.35	1.35	40	30	30	1.25		1.65	23	22	60	70	60	70
1.60	1.55	40	40		1.15			24.2	22.9	75	70	60	70
1.50	1.50	35-40	45	35	1.00	65	1.75	20	20	60-70	70	55-65	70
1.50	1.45	32	35	23	1.00	70		25.8	24	60	70	60	28
1.60	1.50	45	35	35	1		1.60	25	22.2	70	70	70	65
1.35	1.35	25-40	35-40	25-30	1.15	75	1.75	25	25	60		60	
1.40	1.30	40-50	40-50	30-40	1.25	70	1.85	23	23	60	65	60	65
1.50	1.50	40	35	30	1.15	70	1.25	25	23.5	65	70	65	70
1.50	1.50	50	40	35	1.25	75	1.50	25	23.5	60	70	70	34
1.50	1.50	30	30		1.00	80	1.50	25	20	60	65	60	65
1.55	1.55	40	35	25	1.25	65		25	23	65	68	65	68
1.40	1.40	35	30	25	1.25	65	1.50	25	22.2	60	70	60	70
1.50	1.50	50	45-50	30	1.00-1.25	70	1.75	23.5	22.2	60-80	70-80	60-80	70
1.55	1.55	45	45	45	1.25	95	1.85	25	20	50-80	50-80	50-80	50-80
1.50	1.50					60	1.60	23.5	22.2	70	60	60	70
1.50	1.45	35	30	30	1.25	85	2.25	22.9	20	65	70	70	41
1.50	1.50	60	60	30	1.25	70	1.75	23.5	22.2	65	70	65	70
1.40	1.35	40-60	35	25-30	1.00	65	1.75	22.2	22	60-70	65	60-70	60
1.25	1.25	30-50	25	25	1.00	60	1.90	22.2	20	60-70	55	55-60	55
1.450	1.500	37.5	35.0	32.5		70.0	1.925	22.0	21.5	72.5	70	72.5	67.5
1.50	1.60	40	35	30		75	1.95	24	23	75	70	75	65
1.40	1.40	35	35	35	1.00	85	1.90	20	20	70	70	70	70
1.413	1.313	40.0	36.3	25.8	1.113	76.3	1.75	24.3	21.7	71.3	72.5	75.0	63.3
1.50	1.35	40	35	28	1.00	75	1.75	23.1	23.1	70	65-75	75	65
1.50	1.30	40	30	30	1.10	90		25	25	80	75	80	
1.40	1.35	45	45	20	1.10	75		24	22	65	80	75	65
1.25	1.25	35	35	25	1.25	65	1.75	25	16.7	65-75	65	65-75	60
1.425	1.338	47.5	47.5	35.0	1.175	86.3	2.100	23.1	21.3	62.5	70.0	70.0	71.3
1.30	1.35	40	40	35	1.25	90	1.85	24	22	55	65	75	65
1.40	1.30	50	50	35	1.20	80	2.10	22	22	60	65	65	52
1.60	1.40	45	45	40	1.15	90	2.20	24	21	70	75	80	53
1.40	1.30	55	55	30	1.10	85	2.25	22.2	20	65	75	70	75
1.491	1.427	43.3	46.1	31.7	1.219	83.2	2.013	23.2	21.2	60.7	67.1	74.3	75.0
1.50	1.40	45	45	30	1.35	85	2.25	24	23	70	70	85	
1.50	1.50	40	45	25	1.25	90		24.5	22.5	65	75	70	70
1.30	1.30	38	38		1.20			22	21.5	55	65	60	65
1.60	1.40	50	60	40	1.15	85	1.85	22	20	70	60	80	
1.50	1.45	40	40	35	1.15	90	1.85	23.2	22.2	50	70	75	85
1.44	1.44	50	50	20	1.18	74	2.10	23.5	20	60	65	75	80
1.60	1.50	40	45	40	1.25	75		23	19	55	65	75	75

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½ lb. tin.	Vinegar, white wine, XXX, per qua t.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ½ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans, roasted, Rio, etc., per lb.								Laund y stand-ard, per bar.	Toilet, castile, per lb.
<b>Dominion Average</b> .....	cents. 61.6	cents. 58.0	cents. 31.5	cent s. 15.6	cents 10.8	cents. 14.8	\$ 1.150	cents. 9.7	cents. 14.9	cents. 11.2	cents. 31.6
<b>Nova Scotia (Average)</b> .....	63	57.5	33.3	12.4	9.3	14.1	1.00	8.4	15	11.7	32.5
1-Sydney.....	60	.....	33	13	8	14	1.00	10	15	12	30
2-New Glasgow (a).....	60	.....	35	10	10-12	12-14	1.00	6-10	15	12	.....
3-Amherst.....	70	.....	30	10-12	.....	12-15	1.00	6-8	15	11-12	.....
4-Halifax.....	60	50	35	15	10	15	1.00	7	15	10-12	35
5-Truro.....	65	65	.....	13	8	15	1.00	10	15	12	.....
<b>6-P.E.I.—Charlottetown</b> .....	65	60	25	20	10	18	1.00	8	15	11-12	25
<b>New Brunswick (Average)</b> .....	67.5	57.5	31.3	12.3	10.3	14.8	.925	6.0	14.5	11.5	27.5
7-Moncton.....	65	55	30	12	6	15	.90	6	15	10-12	25
8-St. John.....	65	60	35	12	15	14	.90	6	12	12	20
9-Fredericton.....	65	.....	30	10	8	15	.90	7	16	12	30
10-Bathurst, (b).....	75	.....	30	15	12	15	1.00	5	15	11	35
<b>Quebec (Average)</b> .....	59.1	60.0	29.6	15.0	11.1	15.2	1.257	10.5	14.7	10.2	28.0
11-Quebec.....	55-60	55	25	18-22	8	10-12.5	.....	.....	12-14	8-10	.....
12-Three Rivers.....	60	50	30	15	10	15	1.20	.....	15	9-10	20
13-Sherbrooke.....	65	.....	35	15	10	15	1.20	6	15	11.5-12	25
14-Sorel.....	50	70	30	15	15	15	2.00	10	15	10	50
15-St. Hyacinthe.....	.....	60	.....	14	.....	.....	.....	.....	12	.....	.....
16-St. John.....	70	70	25	16	16	20	.80	20	18	12	.....
17-Thetford Mines.....	60	75	.....	12	12	15	1.60	7	15	10	.....
18-Montreal.....	50-70	50	32	15	7-8	12.5-18	1.00	10	15-18	8.3-10	15-25
19-Hull.....	50	50	30	10	10	15	1.00	10	13	9.5-10	25
<b>Ontario (Average)</b> .....	61.4	58.0	31.6	13.4	10.3	15.4	1.202	9.8	13.9	11.6	33.5
20-Ottawa.....	65	60	30	.....	8	15	1.10	10	16	10.5-11	25
21-Brockville.....	65	.....	30	15	10	20	1.00	8	15	11-12	40
22-Kingston.....	65	60	30	12.5	10	15	1.00	8	14	11	25
23-Bellefleur.....	60	60	30	12	10	15	1.20	10	12	12	39
24-Peterborough.....	65	60	40	15	12	15	1.20	8	14	9-11	20
25-Orillia.....	50	60	30	15	.....	15	1.00	10	15	12	24
26-Toronto.....	60	60	35	15	.....	20	.....	10	15	11	30
27-Niagara Falls.....	65	60	35	14	10	15	.....	6	15	11-12	.....
28-St. Catharines.....	60-70	.....	30	13	.....	.....	1.20	8	15	12	40
29-Hamilton.....	50	40	30	10	7-10	15	.....	5	14	10	27
30-Brantford.....	65	65	35	13	10	18	1.20	19	18	12	40
31-Galt.....	65	65	35	13	12	15	1.10	10	15	12.5	25
32-Guelph.....	65	60	30	15	14	15	1.00	12	13	12	40
33-Kitchener.....	50	40	30	12	10	17	1.00	10	15	12	.....
34-Woodstock.....	65	50	35	13	7	13	1.40	10	12.5	12.5	20
35-Stratford.....	62	62	25	14	14	10	1.60	10	12.5	12.5-13	30
36-London.....	65	65	30	15	10	15	1.00	7	15	12	35
37-St. Thomas.....	60	50	30	12.5	10	15	1.00	10	12.5	10.5-12	35
38-Chatham.....	65-75	65	25	13	10	15	1.25	8	15	11-12	35
39-Windsor.....	50-65	50-65	50	12	10	18	1.50	20	12	12.5	35
40-Owen Sound.....	75	65	30	12.5	.....	15	1.10	7	12.5	11-12.5	45
41-Cobalt.....	65	55	35	15	15	15	1.25	10	15	12-12.5	35
42-Sault Ste. Marie.....	50	55	30	15	7	15	1.25	15	15	11.7-12	35
43-Port Arthur.....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Fort William.....	.....	.....	25	10	10	12.5	1.70	10	10	10	50
<b>Manitoba (Average)</b> .....	60.0	.....	30.0	15.0	.....	.....	.....	11.0	16.5	9.4	.....
45-Winnipeg.....	65	.....	35	15	.....	15	1.20	12	18	11	.....
46-Brandon.....	55	.....	25	15	8	.....	.....	10	15	7.5-8	30
<b>Saskatchewan (Average)</b> .....	60.0	.....	33.3	23.8	12.5	15.0	1.266	10.0	19.5	10.3	31.0
47-Regina.....	65	.....	35	15	.....	15	1.20	.....	20	12	28
48-Prince Albert.....	60	.....	35	30	15	15	1.00	10	20	10	.....
49-Saskatoon.....	50	50	30	30	.....	15	.....	10	18	8-10	25
50-Moose Jaw.....	65	.....	20	10	10	15	1.60	10	20	10	40
<b>Alberta (Average)</b> .....	66.3	55.0	35.0	16.3	13.8	15.0	1.175	10.0	15.7	10.0	33.3
51-Medicine Hat.....	60	55	35	15	15	15	1.35	10	17.5	8-10	25
52-Edmonton.....	60	50	35	15	15	15	1.10	10	15	10	35
53-Calgary.....	65	65	40	15	15	15	1.10	10	15	11	.....
54-Lethbridge.....	70	50	30	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average)</b> .....	59.3	58.6	30.7	23.3	11.5	14.5	1.236	11.3	14.9	8.7	30.1
55-Fernie.....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	60	75	35	.....	15	15	1.25	15	17.5	12.5	35
57-Trail.....	55	50	30	25	10	15	1.20	10	16	6.5-7	20
58-New Westminster.....	60	60	35	20	15	15	1.20	10	15	7	40
59-Vancouver.....	60	45	.....	30	9	12.5	1.15	10	12	7	21
60-Victoria.....	60	60	34	30	9	14	1.10	12	17	6.8-8	35
61-Nanaimo.....	55	55	25	20	10	15	1.35	10	12	10	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per cord from price quoted. (d) Natural gas used. (e) Including delivery charges \$1.25. (f) Lignite. (g) Jackpine, poplar, etc.

## AND RENTALS IN CANADA AT MIDDLE OF JULY, 1920—(Concluded)

COAL		WOOD						RENT			
Anthracite, per ton.	Bituminous, per ton.	Hard (long), per cord.	Hard (stove lengths), per cord.	Soft, best (long), per cord.	Soft (stove lengths), per cord.	Millwood cuttings, etc., per cord.	Coal oil, per gallon.	Matches, parlour (500) per box.	Six-roomed house with modern conveniences per month.	Six-roomed house with incomplete modern conveniences, or none, per month.	
\$	\$	\$	\$	\$	\$	\$	cents.	cents.	\$	\$	
16.808	12.255	13.150	14.753	10.123	11.812	10.189	37.2	14.8	25.536	18.246	
19.750	9.656	9.625	10.500	6.833	7.000	8.000	37.0	15.0	20.000	13.166	1
	7.20	6.00	7.00	5.00	6.00		40	15	16.00-25.00	10.00-14.00	2
	7.75-8.10	8.00	c8.00	c8.00			35	15	16.00-25.00	10.00-18.00	3
20.00	12.50	14.50	15.00	9.30	9.00	6.00	34	15			4
	11.00	10.00	12.00	5.00	6.00	10.00	35	15	18.00-20.00	12.00-15.00	5
19.50	11.00-12.00	10.00	12.00	8.00	10.00	c9.75	34-36	15	16.00-18.00	12.00	6
18.333	11.721	12.500	14.500	7.625	8.750	6.990	32.9	15.0	24.500	18.000	7
	9.25-11.25	10.00	12.00	7.00	8.00		34-35	15	25.00-45.00	18.00-24.00	8
19.50	11.75-14.50	15.00	16.00	9.00	9.00	c7.58	29-35	15	18.00	15.00	9
18.00	12.00	15.00	16.00	7.00	8.00	c6.40	28-32	15	25.00	18.00	10
17.50	11.50	10.00	14.00	8.50	10.00		35	15	20.00	18.00	
17.134	13.458	14.365	16.125	11.500	12.388	10.291	35.3	15.0	18.833	12.687	11
17.00	15.00	c16.00	c16.00	c13.33	c13.33	c9.75	35	15	20.00-25.00		12
15.00	11.00	12.00	18.00	12.00	12.00	c8.00	35-40	15	20.00	12.00	13
16.50	12.50	12.00	14.00	10.00	12.00		38	15	20.00	18.00	14
17.00	18.50	14.00	15.00	13.00-14.00	14.00-15.00	c8.00	35-45	15	14.00	7.00	15
18.00		c18.67		c14.67			35-38		15.00	10.00	16
15.50	10.00	14.00	17.00	9.00	c10.00	c12.00	25-30	15	15.00-20.00	10.00-15.00	17
18.50	12.00-15.50	14.50-16.00	16.50-17.00	10.00-12.00	12.00-13.00	c12.00-15.00	35	15	15.00-20.00	10.00-12.00	18
15.00-15.50		12.00-14.00				c10.50	30-35	15	18.00-25.00	13.00-18.00	19
									19.00-24.00	13.00-18.00	20
15.990	13.633	14.060	15.694	11.133	13.329	11.751	33.3	14.6	26.660	19.583	21
14.75-15.25		13.00	15.00	8.50	11.00	11.00	30-40	15	22.00-30.00	17.00-22.00	22
16.00			c20.37		c18.52	c16.04	32	15	19.00	13.00	23
15.00	13.00		15.00	12.00	12.00	c14.00	30-32	15	18.00-25.00	15.00-20.00	24
15.50	13.50	14.00	15.00	11.00	12.00	10.00	22-25	15	25.00-30.00	20.00-25.00	25
18.00	15.00	16.00	16.00	9.00	10.00	7.00	28-30	12.5	20.00-30.00	18.00-20.00	26
17.00	12.00	11.00	12.00	8.00		c8.40	35	15	15.00-20.00	13.00-15.00	27
14.75		19.00	20.00	15.00	16.00	13.00	37-40	15	40.00	25.00	28
14.00	d	d	d	d	d	d	34	15	20.00-28.00	18.00-23.00	29
16.00-17.00							33	15	30.00-35.00	20.00-25.00	30
18.00	13.00	14.00	14.00	12.00		12.00	37	12	25.00-35.00	20.00-25.00	31
15.00	10.50	16.00	16.00	12.00	12.00	c10.00	32	15	20.00-35.00	17.00	32
17.50	17.50	16.00	16.00		12.00	c12.00	32	15	18.00	14.00	33
17.00	15.00	16.00	17.00	12.50	13.50	c13.50	35	15	20.00-26.00	14.00-18.00	34
15.00		14.00	16.00	11.00	12.50	c12.50	32	15	30.00-35.00	20.00	35
18.00	15.00	12.50	15.00	11.00	14.00	c13.33	35	15	20.00	15.00	36
16.00	16.50	16.00	13.00				35		25.00-35.00	15.00-18.00	37
16.00		18.00	18.00	14.00	14.00	14.00	34	14	25.00-40.00	16.00-25.00	38
16.00	14.00	12.00-13.00	17.00	14.00	14.00	c16.00	33	15	18.00-25.00	12.00-17.00	39
12.00	12.00					c9.00-15.00	34	15	20.00-25.00	18.00-20.00	40
17.50	12.00						22-28	15	35.00-40.00	25.00-28.00	41
15.50	12.50	14.00	15.00		5.00-9.00		32	15	15.00-18.00	12.00-15.00	42
17.00		12.00	c15.00	10.00	c14.25		30	15	22.00	14.00	43
16.00	13.00	12.00	16.50	9.00	13.50	c9.75	35-38	15	35.00	20.00-25.00	44
17.50			12.00	13.50			40	13.3	25.00-40.00	15.00-30.00	45
18.00	14.00-16.00		13.00	14.00			40	15	25.00-40.00	15.00-30.00	46
20.000	13.625						35.0	15.0	31.250	22.625	47
21.00	e14.75						35	15	30.00-40.00	22.50-30.00	48
19.00	12.50	g12.50	g13.00	10.50	11.00		35	15	25.00-30.00	18.00-20.00	49
19.750	11.650	11.250	12.500	10.500	11.333	10.500	41.3	15.0	35.625	22.500	50
19.50	12.35	g13.00	g14.00	11.00	12.00	12.00	40-45	15	35.00-50.00	30.00	51
20.00	11.50	g9.50	g11.00	8.50	10.00		42.5	15	25.00-35.00	15.00-25.00	52
	f9.00-11.50				g11.50-12.50	10.50	40	15	30.00-40.00	20.00	53
	12.50					9.00	40	15	35.00	20.00	54
8.333	d			d	d	10.500	41.7	16.3	32.500	20.375	55
	7.50					d	35	15	25.00	15.00	56
8.50-10.50						c10.00	45	15	40.00	25.00	57
8.00					c14.00	c11.00		15	40.00	27.50	58
							45	20	25.00	14.00	59
11.804				9.750	11.978	5.420	52.6	13.3	22.929	18.333	60
6.45-6.70					12.00	c3.60	50		20.00	18.00	61
12.50				11.50	13.50		65		20.00	16.00	62
12.50				12.00	14.00		70	15	30.00	20.00	63
14.00						c5.25	40	15	18.00-20.00	12.00-14.00	64
h18.25	14.50			8.00	10.00	7.00-8.00	50-55	10	29.00	25.00	65
	13.00-13.50			7.50	c10.39	c5.33	56		18.00-22.00		66
	e9.30						35		20.00-25.00	16.00-20.00	67

h Hard coal.



but declined in others, averaging lower. Cheese showed little change. Bread decreased at Ottawa and Belleville, but increased at Nelson, Victoria and Nanaimo. Flour averaged the same as in June. Rolled oats averaged lower. Rice was slightly higher, but beans averaged lower. Canned vegetables showed little change. Onions declined in a number of the cities. Potatoes were lower in a number of the cities, averaging nearly 60 cents per bag lower. There were some increases in raisins, jams and canned fruit. Sugar averaged one cent per pound higher. Tea and coffee showed little change.

Anthracite coal advanced in many of the cities and there were some increases in bituminous coal. In wood there were some slight increases. Rents were higher at Moncton, Chatham and Nanaimo.

### Wholesale Prices

**GRAINS AND FODDER.**—Wheat was unchanged at the prices fixed early in May for millers at \$3.15 in store at Fort William for spring wheat and \$2.98 at Montreal for winter wheat. In the United States wheat had reached \$3.00 at the middle of July at Minneapolis, but fell to \$2.40 at the last day of the month and the next day to \$2.30 recovering in a few days to \$2.75. Oats at Winnipeg had eased off in June and fell to \$1.29 at the beginning of July, and again to \$1.11 in the last week. Barley was down to \$1.80 at the beginning of the month, but fell to \$1.48 at the end of the month. Corn was easier at \$2.30 per bushel at Toronto. Flaxseed was down to \$3.85 per bushel at the beginning of the month and to \$3.45 at the end. Hay was \$1.00 higher at Toronto at \$31.00, but straw was \$1.00 lower at \$15.00-\$16.00 per ton.

**ANIMALS AND MEATS.**—The best cattle at Winnipeg were lower at \$13.00-\$14.00 per hundred pounds and butcher cattle at Toronto at \$14.00-\$15.00. Veal was firmer at 25 cents per pound for the prime grade. Hogs had risen to \$19.00 in June after falling early in the month, and reached \$20.50 by the end of July.

Bacon was 2 cents higher at 48-49 cents per pound and ham at 43-44 cents. Lard fell 1 cent to 27-27½ cents per lb. Dressed lamb was easier at 30-35 cents per pound.

**DAIRY PRODUCTS.**—Butter was firmer at 58¾ cents per pound at Montreal. Cheese was lower at 28 cents per pound. Eggs rose from 57 cents to 64 cents per dozen at Montreal.

**FISH.**—Cod, dry, was lower at 10 cents per pound and haddock at 7 cents. Salt mackerel was down from 9 to 8 cents per pound. Lake trout was higher at 19-20 cents per pound at Toronto. Canned salmon, sockeye, advanced from \$4.75 per dozen to \$4.95-\$5.25 at Toronto.

**FRUITS AND VEGETABLES.**—Strawberries were down to 17-20 cents per box at Toronto at the end of June, but rose to 20-23 cents at the end of July. Raspberries rose from 25-35 cents per box to 30-35 cents. Cherries advanced from \$1.25-\$1.50 per eleven quart basket to \$1.50-\$2.00. Bananas were firmer at 10½ cents per pound. Lemons were firmer at \$5.75 per box. Valencia oranges came on at \$7.50-\$9.00 per box. Evaporated apples were lower at 21 cents per pound. Prunes were firmer at 18½ cents per pound. Potatoes were down to \$4.00 per bag at Montreal.

**MISCELLANEOUS FOODS.**—Oatmeal was higher at \$7.25 per bag. Tapioca was lower at 11-12 cents per pound. Sugar advanced 5 cents per pound, reaching \$24.21 per hundred, at Toronto. Maple sugar was lower at 26-28 cents per pound. Pepper was lower at 35 cents per pound. Cream of tartar was lower at 80-85 cents per pound.

**TEXTILES.**—Ontario wool, unwashed, was 2 cents lower at 16-26 cents per pound, but advanced slightly toward the end of the month. Washed wool was selling between 24½ and 42½ cents per pound, but also advanced slightly. A line of underwear declined 12 per cent. Raw cotton was higher at 42½ cents per pound. Coloured cottons averaged higher. Raw silk, Japan, was lower at \$6.50

# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR JULY, 1920, JUNE, 1920, AND JULY, 1919, 1918, 1917, 1916, 1915, 1914, AND 1913.

(Average price 1890-1899=100.)

		INDEX NUMBERS								
		*July, 1920	*June, 1920	*July, 1919	*July, 1918	July, 1917	July, 1916	July, 1915	July, 1914	July, 1913
I.—GRAINS AND FODDER—										
Grains, Ontario.....	6	436.3	441.3	339.8	390.5	375.7	194.8	200.7	147.8	136.7
Grains, Western.....	4	416.7	451.3	390.0	341.4	304.1	173.3	183.7	136.3	125.2
Fodder.....	5	346.0	350.8	270.3	200.8	194.7	164.6	185.8	164.7	137.5
All.....	15	401.1	413.9	330.0	314.2	296.3	179.1	191.2	150.4	133.9
II.—ANIMALS AND MEATS—										
Cattle and beef.....	6	392.4	397.2	363.3	383.1	295.3	231.0	215.1	282.9	188.9
Hogs and hog products.....	6	380.8	372.6	430.3	359.5	315.0	216.3	171.9	165.6	187.5
Sheep and mutton.....	3	283.4	289.4	286.0	335.0	243.5	212.6	185.3	175.7	151.1
Poultry.....	2	476.6	476.6	502.9	409.9	297.7	308.5	218.6	216.8	186.5
All.....	17	378.9	378.8	389.7	369.4	293.4	231.7	195.0	195.7	181.4
III.—DAIRY PRODUCTS										
All.....	9	299.6	282.0	286.4	251.0	210.3	160.5	141.2	131.3	138.4
IV.—FISH—										
Prepared fish.....	6	225.8	230.1	219.9	241.6	197.7	168.7	143.6	149.5	149.8
Fresh fish.....	4	288.3	284.3	228.3	239.3	209.0	138.8	129.4	147.8	174.6
All.....	10	244.4	248.2	223.3	240.9	201.5	155.9	137.9	148.9	159.7
V.—OTHER FOODS—										
(a) Fruits and Vegetables—										
Fresh fruits, native.....	3	235.8	228.1†	247.0	231.9	158.8	113.4	99.7	109.4	135.2
Fresh fruits, foreign.....	3	238.8	234.6	192.8	176.1	110.3	115.9	101.0	87.2	102.2
Dried fruits.....	4	259.7	270.9	274.4	271.1	214.3	153.4	125.5	121.7	108.4
Fresh vegetables.....	3	648.1	760.7	251.5	470.8	639.8	359.8	154.8	243.5	150.0
Canned vegetables.....	3	216.3	216.3	216.7	254.0	227.9	115.8	78.5	97.7	110.5
All.....	16	352.9	404.3	239.7	280.2	308.2	170.5	103.5	131.2	120.4
(b) Miscellaneous groceries—										
Breadstuffs.....	10	336.8	327.9	255.5	262.1	263.9	156.1	153.5	125.1	125.0
Tea, coffee, etc.....	4	222.7	222.7	214.1	179.9	151.2	126.5	121.5	105.2	115.4
Sugar, etc.....	6	455.6	424.5	288.9	257.4	208.6	167.6	140.0	102.8	114.7
Condiments.....	5	231.1	241.5	227.0	248.0	180.4	147.5	121.7	104.6	99.6
All.....	25	325.9	316.2	251.2	246.0	215.9	152.4	144.1	112.5	115.5
VI.—TEXTILES—										
Woolens.....	5	337.2	376.3	377.5	428.3	339.2	231.9	159.5	144.0	135.8
Cottons.....	4	408.0	392.7	349.2	342.4	233.6	160.4	128.5	145.0	146.1
Silks.....	3	200.9	203.8	179.9	149.9	123.7	108.5	79.7	93.5	89.0
Jutes.....	2	524.4	574.9	549.8	609.5	458.1	293.4	224.0	212.1	204.1
Flax products.....	4	595.9	595.9	459.6	447.1	289.7	218.9	163.5	111.6	114.1
Oilcloths.....	2	306.7	306.7	261.9	220.2	155.8	132.5	107.0	102.3	104.7
All.....	20	398.3	410.5	364.3	370.4	268.5	192.7	143.3	132.8	130.2
VII.—HIDES, LEATHER, BOOTS & SHOES										
Hides and tallow.....	4	257.2	269.8	540.9	339.2	323.1	306.4	188.8	209.1	185.9
Leather.....	4	312.0	315.0	301.7	265.0	265.1	205.2	173.5	151.4	151.4
Boots and shoes.....	3	339.7	339.7	289.3	233.7	232.9	198.6	162.4	155.7	155.7
All.....	11	299.6	305.3	385.3	283.5	277.4	240.2	176.3	173.6	165.1
VIII.—METALS AND IMPLEMENTS—										
Iron and steel.....	11	275.1	274.4	199.9	277.5	272.8	149.3	107.6	101.8	103.0
Other metals.....	12	224.6	221.9	195.6	290.0	275.9	230.8	206.2	115.4	130.1
Implements.....	10	255.4	251.7	238.4	223.8	194.5	136.7	113.2	106.6	105.6
All.....	33	250.8	248.4	210.0	265.6	250.2	175.1	157.3	108.4	114.1
IX.—FUEL AND LIGHTING—										
Fuel.....	6	405.6	375.8	221.9	248.2	308.9	151.4	117.0	121.1	130.1
Lighting.....	4	261.5	261.5	241.7	233.6	110.9	86.8	90.0	90.9	92.2
All.....	10	348.0	330.1	229.8	242.4	229.7	125.6	106.2	109.0	114.9
X.—BUILDING MATERIALS—										
Lumber.....	14	512.0	533.9	304.6	273.0	222.3	182.2	174.1	183.2	183.0
Miscellaneous materials.....	20	267.7	251.6	218.5	227.7	215.3	153.5	120.3	110.8	112.5
Paints, oils and glass.....	14	467.4	472.9	404.9	312.6	261.7	197.4	162.1	140.6	143.7
All.....	48	397.2	398.5	298.0	265.6	230.9	174.7	148.2	140.6	142.2
XI.—HOUSE FURNISHINGS—										
Furniture.....	6	451.3	451.3	381.4	228.0	195.8	144.4	145.9	146.6	146.6
Crockery and glassware.....	4	504.9	504.9	394.2	307.7	280.0	195.5	170.3	133.9	130.9
Table cutlery.....	2	164.1	164.1	159.5	155.1	150.7	132.2	80.3	72.4	72.4
Kitchen furnishings.....	4	292.2	292.2	253.8	276.1	202.3	132.4	125.5	125.3	117.8
All.....	16	389.2	389.2	325.0	250.9	212.8	152.5	138.7	128.8	126.2
XII.—DRUGS AND CHEMICALS.....										
All.....	16	247.1	233.0	221.2	293.1	263.1	249.0	174.2	111.6	113.4
XIII.—MISCELLANEOUS—										
Raw furs.....	4	915.9	900.3	945.6	583.1	396.7	292.3	144.0	235.0	302.0
Liquors and tobaccos.....	6	315.1	320.8	274.1	222.9	164.1	136.7	134.7	128.3	134.4
Sundries.....	7	215.8	216.5	214.2	218.9	194.5	142.1	116.3	106.2	112.8
All.....	17	415.6	414.2	407.4	306.0	231.3	175.6	129.3	144.3	165.0
All commodities.....	263†	346.8	349.3	294.0	284.0	248.7	180.9	146.2	134.6	135.1

\*Preliminary figures. †Eight commodities off the market, fruits, vegetables, etc.; one line of spelter was dropped in 1915.

‡One commodity only, strawberries.

per pound. Jute continued to fall and hessians declined 20 per cent.

**HIDES, LEATHER, BOOTS AND SHOES.**—Horsehides were \$1.00 lower at \$4.00-\$5.00 each. Harness leather was lower at 94-95 cents per pound.

**METALS AND IMPLEMENTS.**—Black iron sheets and galvanized sheets advanced. Quicksilver was lower. Silver bar advanced to 99½ cents per ounce. Zinc and tin were firmer. Crowbars advanced 10 per cent.

**FUEL AND LIGHTING.**—Bituminous coal at Montreal rose to \$10.50 per ton. Connellsville furnace coke advanced to \$17.00-\$18.00 at the ovens.

**BUILDING MATERIALS.**—New Bruns-

wick spruce deals fell from \$40.00 per thousand to \$38.00. British Columbia fir at Winnipeg, was down \$3.00 per thousand. Fire bricks and plaster of Paris were higher. Building paper advanced 10 per cent. Coal tar, nails and sash weights advanced. Linseed oil and turpentine were substantially lower. Paris green was higher.

**HOUSE FURNISHINGS.**—No changes were reported.

**DRUGS AND CHEMICALS.**—Bleaching powder, brimstone and caustic soda advanced.

**MISCELLANEOUS.**—Malt declined. In raw furs, raccoon and skunk were firmer. Raw rubber was lower at 34 cents per pound.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

**T**HE accompanying tables and the following notes give the latest statistics available as to prices movements in the United Kingdom and in other countries.

### United Kingdom

In the British *Labour Gazette*, July, 1920, the Ministry of Labour reported as follows:

#### Food.

There was a slight increase in the retail prices of the principal articles of food at 1st of July, as compared with a month earlier, the average increase in the cost of the pre-war working class dietary being 158 per cent at 1st of July, as compared with 155 per cent at 1st of June. The rise was mainly due to the introduction of new potatoes into general use during June, the prices of new potatoes at 1st of July being considerably higher than those of old potatoes a month earlier. There was also a seasonal increase in the prices of eggs. On the other hand butter, tea and margarine were cheaper at 1st of July than at 1st of June.

#### RENT, CLOTHING, FUEL AND LIGHT.

Increases in rents of working-class dwellings are limited by the Increase of Rent Restriction Acts, and, for the same accommodation, rents generally at 1st July were the same

as before the war, except in so far as higher rents had resulted from increased rates. On the basis of the available information it is estimated that the increase up to 1st July averaged between 15 and 20 per cent of the pre-war rents (including rates).

As regards the prices of clothing, the statistics are designed to relate to the same qualities, so far as possible. Owing to the wide range of quotations, both now and before the war, to change in qualities and in stocks held by retailers, and to variations in the extent to which different articles and qualities have been affected by price changes, it is impossible to make an exact calculation of the increase in prices, but from information as to the movements of prices of men's suits and overcoats, underclothing and hosiery, textiles materials and boots received from retailers in the principal towns it is estimated that the level of prices of clothing, quality for quality, taking goods of the kind purchased by the working classes, averaged about 330 per cent higher than in July, 1914.

In the fuel and light group, the average increase in the retail prices of coal since July, 1914, was about 135 per cent at 1st July. For gas the increase was about 85 per cent, for lamp oil about 200 per cent, and for candles (cheap kinds) about 260 per cent, while matches show a still greater increase. The last three items have, however, relatively small influence on the average movement in the fuel and light group, in which, taken as a whole, the average increase is estimated at about 130 per cent.



## ALL ITEMS.

If the average increases in the cost of all the foregoing items are combined in accordance with their relative importance in pre-war working-class family expenditure, allowance being also made for the increase in the prices of soap, soda, domestic ironmongery, brushware and pottery, tobacco, fares and newspapers (estimated at an average of about 120 per cent), the resultant figure for 1st July, 1920, is about 152 per cent.

The result of this calculation (in which the same quantities and, as far as possible the same qualities of each item are taken in 1920 as in 1914) is to show the *increase in the cost of maintaining unchanged the average pre-war standard of living of the working-classes* (i.e., the average standard actually prevailing in working-class families before the war, irrespective of whether such standard was adequate or not). Owing to the shortage in the supplies of certain articles, notably of sugar, it would not, of course, be possible for everyone to obtain every article in the same quantity as before the war. Moreover, re-adjustments in expenditure have no doubt been effected in many cases (e.g., in families whose incomes have not risen so much as prices). No allowance is made in the figures for such economies and re-adjustments of expenditure, as to which trustworthy statistics are not available.

At the beginning of August the Ministry of Labour reported the increase in food prices to have reached 162 per cent.

## France

The General Statistical Office reported the index number of retail prices of food at Paris, in June, 1920, to be 2.4 per cent lower than in May, but 269 per cent higher than in July, 1914. The index number for the retail prices of food in large towns, not including Paris, for the second quarter of 1920 showed an increase of 18.3 per cent over the first quarter and a rise of 279 per cent over the third quarter of 1914.

## Italy

Food prices in Rome in May, 1920, were reported by the Municipal Labour office to be 4.6 per cent higher than in April and 225 per cent higher than in 1914. The general level of prices of household necessities, including food, clothing, fuel, lighting, rent, etc., showed a rise of 218 per cent as compared with 1914. In Milan, the Municipal Office

of Labour reported that the cost of maintaining a family in June, 1920, was 2.3 per cent higher than in the month before and 348 per cent higher than in 1914, food having increased 358 per cent, clothing 492 per cent, heat and light 474 per cent, and rent 8.3 per cent.

## Belgium

Retail prices of food and other necessities in April, were 3.6 per cent higher than in March and 361 per cent higher than in April, 1914, food having risen 377 per cent, clothing, fuel and light 364 per cent.

## United States

In reporting on the index number of wholesale prices for the beginning of August, *Dun's Review*, August 7, 1920, stated:

Expectations of further commodity price deflation during July have proved well founded, as evidenced by the fall in *Dun's* Index number of wholesale quotations to the lowest level since last January. At \$252,288 on August 1, the latest compilation is 3.1 per cent below the \$260,414 of a month earlier, and is 4.2 per cent under the high record of \$263,332 of May 1, this year. Since that date, the price recession has been continuous, and the present downward movement contrasts sharply with the tendency of a year ago, when a sharp rise was witnessed. While the index number is 4.4 per cent above the figure at this period in 1919, yet the yielding of some important markets has become more pronounced since the current month opened, and the trend toward a more natural price basis, which is largely the outcome of diminished consumption of commodities, may conceivably be extended.

While four of the seven divisions into which the index number is separated reached higher levels on August 1 than a month earlier, yet the yielding in the breadstuffs, dairy and garden products, and clothing classes considerably more than offset the advances elsewhere. With a violent break in grain prices during July, notably in wheat and corn, the breadstuffs group fell nearly 13 per cent. . . . while the total of dairy and garden articles declined . . . 5.7 per cent. The change in the clothing class, while less extensive, marked the fourth consecutive monthly recession, the decrease from the high point of the present year, established on April 1, approximates 10 per cent. Of the four groups which advanced last month, metals show the widest alteration, rising to a new high record for the year. . . .

## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States				France	Italy	Sweden	Australia	New Zealand	South Africa	Japan
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bacchi Index No.	Official	Bureau of Census and Statistics	Government Statistician	Census and Statistics Office	Bank of Japan
No. of commodities.	272*	47	44	45	346	25‡	96	200	22‡	45	44*		92		188	50
Date.	1890—1899 = 100	1900 = 100	1901—1905 = 100	1867—1877 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100		1913—1914 = 100	1911 1900	1909 1913	Jan. 1914 1910	
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$.....	\$90.876	43.4	.....	.....	.....	1,053	.....	.....	.....
1895.....	95.6	90.7	87.6	62	69.2	9.804	6.4346	81.251	42.0	.....	.....	.....	760	.....	.....	.....
1900.....	108.2	100.0	110.5	75	81.7	9.338	7.8839	93.355	44.2	.....	.....	.....	894	.....	.....	.....
1905.....	113.8	97.8	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3	.....	.....	910	.....	.....	.....
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	.....	.....	948	.....	.....	.....
1907.....	126.2	106.0	118.0	80	95.8	11.940	8.9045	110.462	50.9	109.0	.....	.....	1,021	.....	.....	.....
1908.....	120.8	103.0	109.0	73	90.8	12.756	8.0094	110.728	54.2	100.9	.....	.....	1,115	.....	.....	.....
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	.....	.....	993	949	.....	.....
1910.....	127.4	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1	.....	.....	1,003	984	.....	.....
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	.....	.....	1,000	994	.....	.....
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	.....	.....	1,172	1,041	.....	.....
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	126.0	100	1,088	1,051	132.2	.....
1914.....	136.1	117.2	120.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	119.8	116	1,149	1,077	126.3	.....
1915.....	148.0	143.9	150.6	108	100.0	145.050	9.8530	124.563	64.0	161.6	167.2	145	1,604	1,269	127.8	.....
1916.....	182.0	186.5	196.4	136	123.0	173.720	11.8251	149.808	74.9	217.6	251.6	185	1,504	1,380	154.9	.....
1917.....	237.0	243.0	250.0	175	175.0	261.796	15.6385	204.121	110.8	302.4	385.9	244	1,662	1,555	196.4	.....
1918.....	278.3	269.8	275.3	193	198.0	287.080	18.7117	229.220	122.8	392.1	515.5	339	1,934	1,809	1,870	259.0
1919.....	293.2	296.3	287.9	205.6	214.0	295.607	18.6642	230.846	121.4	412.0	.....	330	2,055	.....	.....	.....
1914																
January.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	128.6	.....	a 1,085	a 1,045	1,000	.....
April.....	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	116.5	.....	a 1,113	a 1,067	.....	.....
July.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	115.6	.....	a 1,185	a 1,073	.....	.....
October.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	123.3	.....	a 1,225	a 1,123	.....	.....
1915																
January.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	132.7	.....	a 1,387	a 1,323	1,109	.....
April.....	146.4	.....	151.2	105.9	100.0	155.21	9.7753	125.090	67.8	156.3	152.3	.....	a 1,660	a 1,344	.....	.....
July.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	164.4	.....	a 1,822	a 1,403	.....	.....
October.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	186.4	.....	a 1,544	a 1,449	.....	.....
1916																
January.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	232.3	.....	a 1,502	a 1,450	1,229	.....
April.....	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.690	71.3	.....	252.7	.....	a 1,493	a 1,510	.....	.....
July.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	242.8	.....	a 1,505	a 1,593	.....	.....
October.....	188.2	.....	208.7	141.5	124.0	190.13	12.0399	152.355	82.2	223.0	260.2	.....	a 1,514	a 1,665	.....	.....
1917																
January.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	290.0	.....	a 1,525	a 1,684	1,470	.....
April.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	236.7	333.7	.....	a 1,587	a 1,759	.....	.....
July.....	248.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	383.3	.....	a 1,715	a 1,849	.....	.....
October.....	244.7	.....	259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	441.8	.....	a 1,804	a 1,944	.....	.....
1918																
January.....	258.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	457.6	.....	a 1,887	1,677	1,663	.....
April.....	269.4	.....	270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	505.6	.....	a 1,940	1,741	.....	.....
July.....	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	540.6	.....	a 1,954	1,808	.....	.....
October.....	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	556.4	370	a 1,965	1,917	285.5	.....
November.....	290.9	286.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7	550.7	367	.....	1,995	283.4	.....
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	467.9	372	.....	1,961	282.6	.....
1919																
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	410.1	369	1,959	1,888	1,799	283.2
February.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	403.9	358	1,914	1,848	.....	281.6
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.1	410.1	354	1,925	1,789	.....	272.7
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.073	120.8	384.0	417.9	339	1,952	1,770	1,758	273.2
May.....	284.1	274.7	272.2	194.6	207.0	313.041	17.2376	222.193	123.0	375.8	426.3	330	1,956	1,760	.....	283.7
June.....	284.1	277.7	281.3	199.4	207.0	301.485	18.0900	227.973	122.9	381.5	451.0	324	1,972	1,762	.....	301.6
July.....	294.0	281.4	293.2	206.4	219.0	313.647	18.8964	233.707	127.9	403.0	456.6	320	2,008	1,788	1,831	326.8
August.....	301.1	299.7	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	465.6	319	2,070	1,828	.....	332.2
September.....	301.5	288.8	299.4	214.8	221.0	280.279	19.4720	238.342	116.0	416.2	468.3	319	2,111	1,868	.....	340.5
October.....	299.6	319.3	308.9	224.3	223.0	277.028	19.5215	235.867	111.2	441.4	492.0	307	2,278	1,886	2,079	352.1
November.....	307.7	336.5	317.5	231.0	230.0	282.486	19.0026	238.573	114.6	468.2	552.8	308	2,267	1,899	.....	370.2
December.....	322.7	345.7	334.7	235.2	238.0	280.876	20.1756	244.639	119.4	488.6	576.2	317	2,250	1,925	.....	381.6
1920																
January.....	338.4	356.3	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	634.7	319	2,211	1,999	2,360	398.0
February.....	343.5	368.3	370.9	260.4	249.0	296.672	20.8690	253.748	127.3	603.3	701.0	342	2,354	2,039	.....	414.6
March.....	349.0	379.4	379.6	261.8	253.0	298.909	20.7950	253.016	133.8	641.0	780.0	354	.....	2,123	.....	425.2
April.....	353.1	374.3	374.2	266.1	265.0	321.000	20.7124	257.901	147.4	674.5	855.7	354	.....	.....	.....	.....
May.....	356.6	.....	372.7	260.0	.....	321.898	20.7341	263.332	155.4	.....	.....	.....	.....	.....	.....	.....
June.....	349.3	.....	356.7	.....	.....	281.758	19.8752	262.149	154.7	.....	.....	.....	.....	.....	.....	.....
July.....	346.8	.....	358.0	.....	.....	307.680	19.3528	260.414	141.9	.....	.....	.....	.....	.....	.....	.....
August.....	.....	.....	.....	.....	.....	18.8273	252.288	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*230 Commodities 1890—1909: 272, 1910—1914: 271, 1915—1920.

†Food only. a Quarter beginning in month specified.

‡Continuing Sauerbeck's index number.



THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES.

Date	Canada 29 Foods 60 cities	United Kingdom 21 Foods 600 towns	Austra- lia 46 Foods and groceries 30 towns	New- Zealand 59 Foods 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 22 Foods 50 cities
1900	\$ 5.48	88.5a		906b									
1905	5.95	91.0a		900b									93
1910	6.95	96.3a		991b			98.4c	1000					92
1911	7.14	96.3a		935b			101.7c						98
1912	7.33	101.3a	1.140	1,017b			101.3c	1020	100				100
1913	7.33	101.6a	1.106	1,037b			102.0c			100.0			102
1914	7.73	103.4a	1.155	1,093b						103.0			101
1915	7.86	131.5a	1.428	1,201b						117.2			114
1916	8.79	106.0	1.506	1,268b						120.9			146
1917	11.42	199.0	1.481	1,360b						150.4			168
1918	13.02	214.7	1.523	1,487b						180.6			186
1919	13.87			1,555b						201.9			
1914													104
January	7.73		1.099										97
April	7.50		1.161				107.1d						102
July	7.42	100	1.164	1.070				1004e	92		100		105
October	7.99	112	1.156	1.096			106.9c						
1915													103
January	7.97	118	1.240	1.190				1105e	98				99
April	7.79	124	1.318	1,212			107.7d						100
July	7.80	132.5	1.522	1,200	116.3			1235e	102				103
October	7.82	140	1.551	1,202	120.0	120.3	113.8c						
1916													107
January	8.28	145	1.504	1,236		126.0*		1136e	118		143		109
April	8.34	149	1.520	1,258		129.4*	117.6d	1379e			155		111
July	8.46	161	1.516	1,276	135.9	139.5*	1420e	1420e	126		176		121
October	9.30	168	1.454	1,289		143.8*	120.3c	1466e			182		
1917													128
January	10.27	187	1.453	1,359		147.9*		1547e	142			160	145
April	10.77	194	1.473	1,357		157.9*	123.6d	1717e	160		212	175	146
July	11.62	204	1.470	1,367	154.7	178.8*		1845e	183		261	177	157
October	11.81	202	1.506	1,392		192.0*	136.1c	2008e	198		273	192	
1918													160
January	12.42	206	1.505	1,427		197.4*		2120e	211	179.6		221	161
February	12.54	208	1.510	1,430	166.1				215	191.2		227	154
March	12.66	207	1.519	1,434		203.7	145.4d		225	174.9		235	154
April	12.57	206	1.528	1,464				2331e	233	176.1	239	247	158
May	12.66	207	1.539	1,484					256	175.9		258	162
June	12.79	208	1.541	1,485		229.7			258	175.7		261	167
July	13.00	210	1.523	1,491	181.8			2446e	270	175.6	279	268	171
August	13.41	218	1.491	1,507					272	171.3		284	178
September	13.21	216	1.489	1,509		251.0	161.8c		278	197.8	270	310	181
October	13.54	229	1.521	1,515				2608e	280	201.6		320	183
November	13.65	233	1.547	1,535					278	203.1		330	187
December	13.65	229	1.565	1,603		252.0			289	203.1	275	330	
1919													185
January	13.78	230		1,553	189.9			2780e	290	194.9	279	369	172
February	13.41	230	1.645	1,522					291	212.4	278	334	175
March	13.05	220	1.661	1,505		257.4	167.7d		291	205.1	278	331	182
April	13.35	213	1.636	1,516				2942e		195.8	276	336	185
May	13.53	207	1.696	1,524						185.9	271	328	184
June	13.72	204	1.706	1,528		261.4				204.3	290	319	190
July	13.77	209	1.714	1,539	211.1			2893e	374	210.4	289	310	192
August	14.45	217	1.723	1,565					283	206.7	291	313	188
September	14.31	216	1.718	1,585			138.6c		304	203.2	298	309	188
October	14.21	222	1.814	1,605				3019e	358	203.7	300	307	192
November	14.23	233	1.839	1,635					371	202.4	297	309	197
December	14.70	234	1.834	1,662		244.6				199.0	299	307	
1920													201
January	15.30	236		1,688	241.9			3210e		203.3	299	298	200
February	15.70	235	1.892	1,708						205.1	297	290	200
March	15.98	233	1.903	1,730		244.4				204.9	298	291	200
April	15.99	235		1,733						205.6	305	297	
May	16.65	246								208.5	311		
June	16.92	255							445			294	
July	16.84	258											
August		262											

aCalculated from annual index number prior to war and price level Aug.-Dec. 1914. bFour chief centres only. c6 months.  
ending September. d6 months ending March. eQuarter beginning in specified month. \*Previous month.



## FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE SECOND QUARTER OF 1920

**T**HE Department has received reports of 237 fatal industrial accidents that occurred during the second quarter of 1920, as compared with 277 in the previous quarter (including 14 subsequently reported), and 276 in the corresponding quarter of 1919. Of these 223 accidents, 66 occurred in April, 76 in May, and 81 in June. The lumbering

industry showed the greatest number of fatalities, there being 45 in this industry, while the steam railway group showed 26 fewer accidents than in the first quarter. The following statement, while not necessarily including all the fatal accidents that may have occurred, has been prepared from all sources available.

### FATAL INDUSTRIAL ACCIDENTS DURING THE SECOND QUARTER OF 1920.

Trade or Industry	Locality	Date	Age	Cause of fatality.
<b>METALS, MACHINERY AND CONVEYANCES:—</b>				
Machinist at foundry.....	Midland, Ont.....	April 6	43	Scratched finger; infection.
Ladleman.....	Sydney, N.S.....	" 7	20	Crushed between ladle and mould.
Shipfitter.....	Vancouver, B.C.....	" 27	53	Struck by falling bulkhead.
Shipbuilder.....	Toronto, Ont.....	May 4	28	Fell from gang plank; drowned.
Blacksmith at textile factory.....	Kingston, Ont.....	" 12	63	Cut arm; infection.
Electrician at shipyards.....	Halifax, N.S.....	" 14	38	Electrocuted.
Repairman at car works.....	Fort William, Ont.....	" 19	44	Crushed between cars.
Millwright at auto plant.....	Ford, Ont.....	" 20	38	Struck by falling crane.
Fitter with contractor.....	Toronto, Ont.....	" 26	28	Fall of loaded shelf.
Employee at bridge works.....	Montreal, Que.....	June 5	..	Breaking and fall of derrick arm.
Steel worker.....	Caughnawaga, Que.....	" 9	28	Breaking of boom on derrick.
Foundryman.....	Chatham, Ont.....	" 14	..	Heart failure when working overtime.
Workman at steel plant.....	Toronto, Ont.....	" 18	50	Strained by lifting.
Helper at forging plant.....	Walkerville, Ont.....	" 24	21	Scalded.
<b>FOOD, TOBACCO AND LIQUOR:—</b>				
Labourer at brewery.....	Hamilton, Ont.....	April 22	35	Smothered by fumes in vat.
Employee at dairy.....	Montreal, Que.....	" 26	28	Crushed between elevator and floor.
Fireman at brewery.....	Winnipeg, Man.....	" 29	..	Fell from ladder.
Miller.....	Portage la Prairie, Man.....	June 29	52	Tetanus; died July 8, 1920.
<b>TEXTILES, CARPETS AND CORDAGE</b>				
Employee at cotton mill.....	Milltown, N.B. ....	May 26	14	Caught between elevator and floor.
<b>PULP, PAPER AND FIBRE:—</b>				
Employee at pulp mill.....	La Tuque, Que.....	April 22	36	Explosion in a compressed air reservoir.
Employee at pulp mill.....	Donnacona, Que.....	May 19	20	Clothing caught in machinery.
Electrician at pulp mill.....	East Angus, Que.....	" 27	..	Electrocuted.
Workman at paper mill.....	Thorold, Ont.....	" 31	..	Crushed by car.
Labourer at paper mill.....	Iroquois Falls, Ont.....	June 4	40	Fractured leg; infection.
Employee at pulp mill.....	St. Raymond, Que.....	" 14	17	Caught in conveyor chain.
Woodman with paper company	Millwood, Ont.....	" 17	..	Axe wound.
Labourer at paper factory....	Espanola, Ont.....	" 23	41	Crushed by switch engine between car and wall.
Labourer with paper company..	Larchwood, Ont.....	" 26	18	Drowned.
Employee of paper mill.....	St. Catharines, Ont.....	" 30	47	Fell from a box car.
<b>PRINTING AND PUBLISHING:—</b>				
Stereotyper with newspaper company.....	Toronto, Ontario.....	June 8	55	Steam table burst.

## FATAL INDUSTRIAL ACCIDENTS DURING THE SECOND QUARTER OF 1920.—Continued.

Trade or Industry	Locality	Date	Age	Cause of fatality.
<b>WOODWORKING AND FURNITURE:</b>				
Packer at spool factory.....	Walkerton, Ont. ....	April 10	46	Fall. —
Helper at planing mill.....	Brampton, Ont. ....	" 15	62	Struck by belt.
Workman at furniture factory..	Hepworth, Ont. ....	" 20	17	Crushed by elevator. —
Labourer at planing mill.....	Kemptville, Ont. ....	May 5	..	Struck by board.
Workman at chair factory.....	Stratford, Ont. ....	" 10	32	Struck by machine guide bar. —
Labourer at furniture factory..	Napanee, Ont. ....	" 20	62	Crushed foot; infection.
Pipefitter at shingle mill.....	Swanson Bay, B.C. ....	" 24	22	Fell from conveyor.
Millwright at sawmill.....	Tenecape, N. S. ....	" 29	27	Struck head against saw. —
Employee at lath mill.....	Winnipeg, Man. ....	June 7	24	Struck by wood from saw. —
<b>LEATHER, BOOTS, SHOES AND RUBBERS:—</b>				
Rubber plant employee.....	Montreal, Que. ....	April 2	41	Fall of elevator, March 27, 1920.
Tanner.....	Quebec, Que. ....	May 4	67	Caught in machine.
Elevator operator at shoe factory.....	Perth, Ont. ....	June 1	..	Crushed by elevator.
<b>CLAY, GLASS AND STONE:—</b>				
Lime kiln worker.....	Montreal, Que. ....	April 27	49	Burned while sleeping near oven.
Employee at cement works....	Longue Pointe, Que. ....	June 2	15	Fell into hot chute.
<b>PAINTS, OILS, CHEMICALS AND EXPLOSIVES:—</b>				
Sweeper at cartridge plant....	Beloeil, Que. ....	" 27	47	Explosion.
Labourers (2).....	Beloeil, Que. ....	May 3	33-39	Explosion in neutralizer.
Labourer at starch works.....	Fort William, Ont. ....	" 5	65	Scalded hand; infection.
Fireman at sulphite mill.....	Hull, Que. ....	June 14	40	Struck by cap from boiler valve.
<b>STEAM RAILWAYS:—</b>				
Sectionman.....	Sault Ste. Marie, Ont. ...	April 3	50	Struck by engine.
Section foreman.....	Battleford, Sask. ....	" 12	..	Fell from car.
Foreman shunter.....	Truro, N. S. ....	" 10	65	Fell in front of engine.
Employee.....	Harling, Alta. ....	" 25	..	Derailment.
Bridgeman.....	Wetaskiwin, Alta. ....	" 28	53	Struck by engine.
Engineer.....	Sydney, N. S. ....	" 30	38	Collision.
Engineer.....	Toronto, Ont. ....	May 11	59	Struck by train while remedying injector.
Engineer.....	Grand Lake, N. S. ....	" 19	..	Collision.
Roundhouse employee.....	Brantford, Ont. ....	" 11	25	Crushed under engine.
Brakeman and driver (2).....	Nashwaak River, N. B. ...	" 17	..	Derailment.
Switchman.....	Edmonton, Alta. ....	" 21	..	Crushed between cars.
Employee.....	Dauphin, Man. ....	" 25	..	Fell between cars; died June 10, 1920.
Employee.....	Trancona, Man. ....	" 26	39	Struck by falling magnet.
Employee.....	Portage la Prairie, Man. ...	" 28	..	Cars jumped track.
Section foreman.....	Duff, Sask. ....	" 24	33	Derailment.
Section foreman.....	Memramcook Station, N. S. ....	" 24	..	Struck by train.
Watchman.....	Pickering Landing, Ont. ...	" 28	58	Struck by train.
Brakeman.....	Cobalt, Ont. ....	June 5	35	Run over by car.
Brakeman.....	Stellarton, N. S. ....	" 12	24	Fell from car.
Brakeman.....	Moncton, N. B. ....	" 16	32	Fell from train.
Brakeman.....	Depot Harbour, Ont. ....	" 29	..	Fell under car.
Employee.....	Graham, Man. ....	" 11	48	Derailment; died July 3, 1920.
Labourer.....	Hawthorne, Ont. ....	" 14	19	Fell from train.
Labourer.....	Cloister, B. C. ....	" 18	35	Struck by train.
Engineer.....	Port Arthur, Ont. ....	" 12	54	Derailment.
Engineer.....	McAdam, N. B. ....	" 28	32	Fell between cars.
<b>ELECTRIC RAILWAYS:—</b>				
Motorman.....	Lethbridge, Alta. ....	April 14	35	Fractured skull.
<b>MISCELLANEOUS TRANSPORT:—</b>				
Carter.....	Roberval, Que. ....	April 12	26	Horse ran away.
Drayman.....	Vancouver, B. C. ....	May 10	36	Kicked by horse.
Stevadore.....	Montreal, Que. ....	June 19	28	Cable broke and steel fell upending gangway.

## FATAL INDUSTRIAL ACCIDENTS DURING THE SECOND QUARTER OF 1920.—Continued.

Trade or Industry	Locality	Date	Age	Cause of fatality.
<b>NAVIGATION:—</b>				
Seaman.....	On Marila Maru, out from Victoria, B.C....	May 25	..	Struck by an iron bar.
Cook on steamship.....	Duluth, Minn.....	June 22	..	Drowned.
Seaman with oil transport.....	Broomfield, Ont.....	" 24	25	Drowned.
<b>MINING AND QUARRYING:—</b>				
Driller.....	Thetford Mines, Que....	April 3	33	Premature explosion of detonator.
Shotfirer.....	Caledonia, N. S.....	" 7	60	Bleeding; struck on leg by splinter of coal
Miner.....	Michel, B. C.....	" 10	over	Cave-in.
			21	
Miner.....	Bankhead, Alta.....	" 22	34	Suffocation.
Miner.....	South Wellington, B.C....	" 23	37	Fall of top coal.
Pusher.....	Nanaimo, B. C.....	" 10	over	Crushed between trip and prop.
			21	
Millman.....	Thetford Mines, Que....	" 17	30	Caught in belt.
Cage tender.....	Kirkland Lake, Ont.....	" 22	24	Fell from hoist down shaft.
Blasters (3).....	Timmins, Ont.....	" 28	22	Premature blast.
			23-39	
Traffic man.....	Thorburn, N.S.....	" 29	24	Struck by runaway rake.
Crusherman.....	Kimberley, B. C.....	" 23	21	Caught between belt and pulley.
Miner.....	Nickleton, Ont.....	May 2	29	Crushed by hoist.
Miner.....	Bell Island, Wabana.....	" 8	..	Struck by car.
Miner.....	No. 6, Galt Mine, Alta....	" 13	15	Run over by car.
Gold miner.....	Montague, N. S.....	" 11	24	Fell down mine shaft.
Brakeman.....	Copper Cliff, Ont.....	" 12	28	Fell under train.
			over	
Timber helper.....	Comox, B. C.....	" 20	21	Fall of rock.
Tableman.....	Cobalt, Ont.....	" 24	42	Struck by mill feeder.
Skiptender.....	Hedley, B. C.....	" 31	31	Struck by descending skip.
Car shop employee.....	Dominion, C.B.....	June 1	65	Struck by train.
Pumpman.....	Trail, B. C.....	" 6	over	Thrown from cage into shaft.
			21	
Repairman.....	Timmins, Ont.....	" 14	43	Fell from platform on top of waste bin.
Miner.....	Saunders, Alta.....	" 10	36	Falling timber and rock.
Miner.....	Coleman, Alta.....	" 10	49	Fall of rock.
Driver at coal mine.....	Taber, Alta.....	" 11	28	Fall of rock.
Drillers at mica mine (2).....	North Templeton, Que....	" 9	40-25	Asphyxiated by powder fumes.
Electrician.....	Glace Bay, N. S.....	" 14	29	Electrocuted.
Miner.....	Thetford Mines, Que....	" 16	..	Fall of rock.
<b>BUILDING AND CONSTRUCTION:—</b>				
Labourer.....	Toronto, Ont.....	April 14	42	Earth caved in.
Labourer with power commission.....	Stamford, Ont.....	" 25	40	Crushed by car.
Builder.....	Winnipeg, Man.....	" 22	40	Electrocuted when removing a detachable light.
Foreman.....	Guelph, Ont.....	" 23	45	Struck on head by timber.
Masons (2).....	Preston, Ont.....	" 30	27-46	Collapse of derrick caused fall.
Carpenter.....	Guelph, Ont.....	May 5	..	Struck by falling plank.
Carpenter.....	Oakville, Ont.....	" 19	22	Head crushed by beam.
Labourer.....	Cobourg, Ont.....	" 18	..	Fell off scaffold.
Superintendent.....	Quesnel, B. C.....	" 19	..	Crossing river on raft; drowned.
Framer.....	Pitt River Bridge, B.C....	" 22	45	Struck by train.
Watchman at dredging company.....	Ojibway, Ont.....	June 22	58	Struck by derrick.
Carpenter.....	Ganges, B. C.....	" 15	59	Thrown from bicycle.
Carpenter.....	Montreal, Que.....	" 23	58	Fall of elevator.
Painter.....	Halifax, N. S.....	" 17	22	Fell from ladder.
Scowman.....	Allanburg, Ont.....	" 22	26	Drowned.
Tinsmith.....	Napanee, Ont.....	" 24	55	Burned.
Labourer.....	Toronto, Ont.....	" 26	..	Earth caved in.
<b>LUMBERING:—</b>				
Chaser.....	Clover Lake, B. C.....	April 5	..	Struck by log.
Loader.....	Shawinigan Lake, B. C....	" 13	30	Drowned.
Sawyer.....	Kolapore, Ont.....	" 17	58	Carried with board on to saw.
River driver.....	Edmundston, N. B.....	" 16	22	Drowned.
Signalman.....	Port Moody, B. C.....	" 20	45	Struck by wood attached to pulley.
Signalman.....	Port Coquitlam, B. C....	" 20	50	Struck by falling tree.
Sniper.....	Mile 24, P. G. E., B.C....	" 23	50	Struck by falling tree.
Logger.....	Port Alberni, B. C.....	" 20	30	Struck by log.



FATAL INDUSTRIAL ACCIDENTS DURING THE SECOND QUARTER OF 1920.—*Continued.*

Trade or Industry	Locality	Date	Age	Cause of fatality.
<b>LUMBERING—Continued.</b>				
Logger	Cowichan Station, Ont.	April 26	..	Struck by log.
Logger	Knox Bay, B. C.	" 29	45	Struck by tree.
Logger	Fernridge Spur, B. C.	" 30	58	Struck by tree.
Labourer	Benny, Ont.	" 29	35	Crushed by tree.
Labourer	Topaz Harbour, B. C.	May 17	..	Struck by log while clearing chute.
Labourer	French River, Ont.	" 20	..	Burned foot; infection.
Labourer	Sperling, B. C.	" 26	35	Falling slab; infection.
Logger	Murrayville, B. C.	" 1	50	Struck by log.
Logger	Capilano, B. C.	" 4	47	Struck by falling tree.
River driver	Massey, Ont.	" 3	..	Drowned.
River driver	Etchemin, Que.	" 4	21	Dynamite explosion.
River driver	Goulais River, Ont.	" 11	..	Drowned.
River driver	Tewkesbury, Que.	" 12	28	Drowned.
River driver	Quebec, Que.	" 14	22	Drowned.
River driver	Burwash, Ont.	" 21	20	Drowned.
Employee	Dungarvon River, N.B.	" 1	22	Crushed by rolling logs.
Planeman	Terrace, B. C.	" 7	30	Struck by broken planer knife.
Feller	Cumberland, B. C.	May 23	25	Struck by limb of tree.
Feller	Stave Falls, B. C.	" 31	42	Struck by falling snag.
Logger	Port Alberni, B. C.	June 2	21	Struck by falling branch.
Logger	DeBeck Creek, B. C.	" 9	..	Struck by falling tree.
Logger	Pitt Lake, B. C.	" 9	..	Struck by falling tree.
Logger	Wycliffe, B. C.	" 22	45	Struck by tree.
Logger	Hawkesbury, Ont.	" 24	..	Leg crushed.
River driver	McDougall's Mills, Ont.	" 5	..	Drowned.
River driver	Enderby, B. C.	" 8	30	Drowned.
River driver	Connaught, Ont.	" 20	22	Drowned.
Chokerman	Deep Cove, B. C.	" 11	35	Struck by tree.
Oiler	Hawkesbury, Ont.	" 11	78	Caught in shafting.
Foreman at camp	Trout Lake, B. C.	" 15	46	Struck by falling tree.
Employee	Lake Cowichan, B. C.	" 10	..	Struck by falling tree.
Employee	Ravensworth, Ont.	" 14	40	Struck by tree.
Employee	Vancouver, B. C.	" 16	34	Drowned.
Employee	Poplar Rapids, Ont.	" 19	..	Drowned.
Woodman with pulp company.	Michipicoten, Ont.	" 19	..	Drowned.
Employee	St. George, N. B.	" 25	16	Pike slipped; drowned.
Employee	Otter, B. C.	" 27	..	Injuries at camp.
<b>PUBLIC AND MUNICIPAL EMPLOYMENT:—</b>				
Policeman	Montreal, Que.	April 24	33	Electrocuted while removing a broken wire.
Fireman	Quebec, Que.	May 15	34	Crushed between wagon and pole.
Labourer	Brantford, Ont.	June 24	72	Struck by car.
<b>PUBLIC UTILITIES:—</b>				
Power company employee	Ardley, B. C.	April 13	29	Electrocuted; ladder reinforced with wire touched high tension wire.
Tester at gas works	Vancouver, B. C.	" 24	35	Explosion of a cylinder.
Fireman with power commission	Cameron Falls, Ont.	" 27	..	Struck by train.
Electrician with power commission	Niagara Falls, Ont.	May 4	28	Burned by strongly charged wire.
Electrician with power commission	Pembroke, Ont.	" 13	25	Electrocuted.
Lineman	Midland, Ont.	" 26	21	Electrocuted.
Power company employee	Pinawa, Man.	June 6	24	Drowned.
Lineman	Peterboro, Ont.	" 4	39	Fall from pole.
Lineman	Medicine Hat, Alta.	" 5	37	Struck by falling gin pole.
Lineman	Thorndale, Ont.	" 12	..	Fall from pole.
Lineman	Peterboro, Ont.	" 14	28	Pole broke causing fall.
Lineman	Penetang, Ont.	" 15	20	Electrocuted.
<b>AGRICULTURE:—</b>				
Farmer	Grey Township, Ont.	June 22	42	Shot by bullet meant for horse.

FATAL INDUSTRIAL ACCIDENTS DURING THE SECOND QUARTER OF 1920.—*Continued.*

Trade or Industry	Locality	Date	Age	Cause of fatality.
<b>FISHING AND HUNTING:—</b>				
Fisherman.....	East Bideford, P.E.I....	About May 13	63	Drowned.
Fisherman.....	Lake Ontario.....	June 12	27	Struck by lightning.
<b>MISCELLANEOUS:—</b>				
Labourer.....	Montreal, Que.....	April 2	41	Internal injuries.
Labourer.....	Montreal, Que.....	" 8	32	Fell from scaffold.
Labourers (4).....	Armstrong, B. C.....	" 16	..	Hurled into river by blast.
Elevator man.....	Windsor Mills, N. S.....	April 6	18	Caught between elevator and floor.
Cutter with manufacturer.....	Toronto, Ont.....	" 24	39	Cut thumb; infection.
Labourer.....	Near Romeo, B. C.....	" 24	45	Thrown from gasoline speeder.
Blacksmith.....	Montreal, Que.....	" 24	53	Premature explosion.
Labourer.....	Swanson, B. C.....	" 8	38	Caught in machinery.
Caretaker.....	Victoria, B. C.....	" 11	50	Fell down elevator shaft.
Contractor.....	Winnipeg, Man.....	" 4	..	Fall.
Watchman.....	Victoria, B. C.....	" 13	42	Fell down elevator shaft.
Electrician.....	Halifax, N. S.....	" 13	38	Electrocuted.
Riverman.....	Belmont River, N. S.....	" 13	43	Drowned while tending gates.
Machine tender.....	Ocean Falls, B. C.....	" 30	..	Fall on oil can caused cerebral abscess.
Window cleaner.....	Toronto, Ont.....	" 14	35	Fall.
Workman at salt works.....	Exeter, Ont.....	" 21	..	Fell off building.
Labourer.....	Skeena River, B. C.....	" 30	18	Struck by boom; drowned.
• Coke plant employee.....	Anyox, B. C.....	June 2	21	Explosion; burned with acid.
Labourer.....	Moose Jaw, Sask.....	" 4	38	Struck by falling door.
Shipper.....	Glace Bay, N. S.....	" 4	68	Struck by engine.
Labourer.....	Montreal, Que.....	" 9	54	Breaking of a pulley.
Millwright.....	East Angus, Que.....	" 8	..	Slipped; caught in belt.
Foreman moving building.....	Gerrard, B. C.....	" 8	46	Struck by falling tree to which line was attached.
Stationman.....	Quesnel, B.C.....	" 9	..	Sand caved in.
Window cleaner.....	Montreal, Que.....	" 9	..	Fall.

## SUPPLEMENTARY STATEMENT OF ACCIDENTS THAT OCCURRED IN FIRST QUARTER OF 1920

Trade or Industry	Locality	Date	Age	Cause of fatality.
Mine foreman.....	Cariboo Mine, B. C.....	Jan. ..	..	Snowslide.
Workman with power commission.....	Niagara Falls, Ont.....	" 4	25	Struck by derrick.
Carpenter.....	Kenora, Ont.....	Feb. 2	59	Fall.
Millwright with lumber company.....	Sault Ste Marie, Ont.....	" 13	44	Caught in machinery.
Employee at lumber company.....	Edmundston, N. B.....	" 27	25	Crushed by logs.
Employee of feather company.....	Montreal, Que.....	" 26	..	Caught in belt; died April 7, 1920.
Railway porter.....	Toronto, Ont.....	Mar. 7	30	Leg crushed by gangway.
Employee.....	Green River, N. B.....	" 9	..	Caught in revolving shaft.
Labourer.....	Victoria, B. C.....	" 19	35	Fell from bridge.
Labourer at pulp mill.....	Espanola, Ont.....	" 27	21	Crushed by electric truck.
Loader.....	Lombard, B. C.....	" 29	31	Struck by falling log.
Employee.....	Upsalquith, N. B.....	" 30	30	Crushed between car and deal.
Fishermen (2).....	Deep Cove Island.....	" 31	..	Drowned.

## WORKMEN'S COMPENSATION IN ALBERTA

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**T**HE second annual report of the Workmen's Compensation Board of Alberta gives particulars of the administration of the Act during 1919, the first complete year of its operation. The Workmen's Compensation Act became effective on August 1, 1918, in so far as it applies to the mining industries; on January 1, 1919, in so far as it applies to the other industries provided for (except railways), and on May 18, 1919, to railways (excepting those specifically excluded by the Act). As the report states, practically all persons engaged in industries where manual labour is employed are now within the scope of the Act, with the exception of persons engaged in retail stores, farming, and the employees of the railways excluded by section 69 of the Act.

The total amount of the pay-rolls on which assessments were made during 1919 was \$26,363,546, the number of employers assessed being 2,153; the assessments made amounted to \$356,174 and the assessments collected totalled \$314,688, which, together with interest, and the balance of \$70,904 carried forward from 1918 amounted in all to \$392,612. Of this amount \$94,216 was expended in payment of claims, distributed as follows: fatal accidents (compensation paid \$3,477, and funeral expenses \$619), \$4,096; non-fatal accident, \$90,119; in administration of mine rescue work, \$13,558 and \$38,181 in payment of expenses and equipment, leaving a balance of \$246,656. Besides assessments on employers, the Board, in virtue

of an amendment to the Act in 1919, collected contributions from all employees who were not protected by a medical aid contract. These contributions were originally at the rate of 2 and 3 cents per day, according to the hazard of the worker's employment, but on August 1, the amounts were reduced to 1 and 2 cents per day respectively. The total thus contributed was \$33,847.

During the year ending December 31, 3,466 accidents, including 43 fatalities, were reported to the Board; compensation was paid in 2,804 cases, of which 1,594 claims were finally disposed of, and 708 claims were disposed of without compensation, while 192 accidents were reported and disposed of for which no applications for compensation were received; 73 accident applications were disposed of by payment of medical aid only; on 237 claims further payments still remain to be made, while 959 accidents, on which no payments had been made, were still under consideration at the close of the year. Accidents in and about mines were nearly half the total accidents, being 1,605 (including 22 deaths) compared with 1,861 (including 21 deaths) in other industries provided for. The time loss due to accidents was as follows: Due to permanent partial disability, 1,926 total days, or an average per worker injured of 60.19 days; due to temporary total disability, 33,835 total days, or an average per worker injured of 13.39 days. The average age of all workers injured was 32.09 years.



The Board acknowledges the cordial co-operation generally given by all parties concerned, but on several occasions it was compelled to take action against certain employers and others for failure to comply with the provisions of the Act. Information was sworn out against 202 employers; the charges against 77 were withdrawn; 123 were convicted, and in two cases convictions were not ob-

tained. One doctor was convicted for failure to comply with the provisions of the Act regarding reports.

Mine rescue work, by an act of the Legislature last year, is now administered by the Workmen's Compensation Board. At the same session the Electrical Workers' Protection Act of 1917 was repealed, and a new Electrical Protection Act was passed, its administration being placed under control of the Board.

### HAZARDS OF THE LUMBER INDUSTRY IN BRITISH COLUMBIA

THE lumber industry in British Columbia is not only the most important from the point of view of the aggregate of wages paid, it is also the most hazardous from an accident standpoint, according to a statement recently issued by the Workmen's Compensation Board of that province. During the first six months of the present year there were 39 fatalities in the lumber industry, or 44 per cent of the total number of all fatalities in all industries in the province. There were, in addition, 1996 non-fatal accidents resulting in temporary or permanent total disability.

From the beginning of 1917, when the British Columbia Workmen's Compensation Act came into force, until the end of June last, there have been 9,040 compensable accidents in the lumbering industry in its various branches. Of this number 152 proved fatal, and in seventy-three of the fatal cases pension awards were made to dependants of the deceased workmen. Accidents to workmen engaged in the lumbering industry during the three and a half years period have cost the industry \$974,723. Logging was responsible for the greater portion of this expenditure. The 4,301 accidents in logging cost the sum of \$495,820. In saw-milling there were 3,324 accidents, causing a total expenditure of \$308,870. Shingle mills caused 1,153

accidents and cost the funds \$106,829. Logging railways gave rise to 263 accidents, with an expenditure of \$63,203.

The average duration of incapacity due to accident was thirty-four days. Of the total 2,024 cases reported, 1,199 of the workmen were sufficiently recovered to return to work within a month of the accident; 284 more recovered before the end of the second month, while 188 took a longer period. Injuries to fingers and hands were the most common forms of accident coming under this heading. There were fifty-five accidents which resulted in loss of fingers. Injuries to the hand, other than fingers, number seven. The arm figured in eleven cases. The foot and ankle came in for fifteen of the accidents, and the leg and knee for eight more, the eye twelve, the back two. Another common accident was the breaking or injuring of ribs.

The lumbering industry, it is shown, uses men of a wide range of ages. The oldest man injured claimed to have passed his eighty-ninth birthday, while the youngest injured workman was but fifteen. There were fifty-six accidents to workmen over sixty and twenty-five accidents to boys under seventeen. The average age of the injured workman was thirty-seven years.

## MIGRATION AND SETTLEMENT DURING THE SECOND QUARTER OF 1920

**IMMIGRATION.**—The following statements compiled from information furnished by the Department of Immigration and Colonization give details as to the total immigration into Canada during the second quarter of 1920. For purposes of comparison the figures for the previous quarter and for the corresponding quarter in 1919 are also given:

STATEMENT OF IMMIGRATION TO CANADA DURING THE SECOND QUARTER OF 1920.

	British	From the U.S.A.	Other countries	Totals
1920				
April.....	6,229	6,324	734	13,287
May.....	12,414	5,353	1,844	19,611
June.....	9,844	4,720	1,780	16,344
	28,487	16,397	4,358	49,242
first quarter, 1920.....	8,774	8,786	2,055	19,615
second quarter, 1919.....	10,379	17,429	1,470	29,278

The table on page 1102 gives the nationality, sex and destination of all immigrants entering Canada during the second quarter of 1920.

**HOMESTEAD ENTRIES.**—During the second quarter of 1920 there were 1,612 homestead entries recorded in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, as compared with 815 for the first quarter of 1920, and 2,253 for the corresponding quarter of 1919. The following opposite statement shows the number and nationality of those who took up homesteads in the various provinces during the second quarter of 1920.

HOMESTEAD ENTRIES BY PROVINCE AND NATIONALITY OF HOMESTEADERS DURING SECOND QUARTER OF 1920.

Nationality.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Total 3 months
Canadians from Ontario.....	23	83	97	3	206
“ “ Quebec.....	9	34	54	.....	97
“ “ Nova Scotia.....	2	8	8	.....	18
“ “ New Brunswick.....	.....	1	10	.....	11
“ “ Prince Edward Island.....	.....	1	6	.....	7
“ “ Manitoba.....	47	11	12	.....	70
“ “ Saskatchewan.....	5	23	4	.....	32
“ “ Alberta.....	.....	2	42	2	46
“ “ British Columbia.....	.....	.....	4	3	7
Persons who had previous entry.....	28	62	125	1	216
Newfoundlanders.....	.....	.....	1	.....	1
Canadians returned from United States.....	.....	.....	3	.....	3
Americans.....	20	100	194	4	318
English.....	47	72	145	9	273
Scotch.....	10	22	42	5	79
Irish.....	4	11	18	2	35
French.....	2	2	7	.....	11
Belgians.....	6	3	2	.....	11
Swiss.....	.....	1	1	.....	2
Italians.....	.....	1	6	1	8
Roumanians.....	.....	.....	2	.....	2
Germans.....	.....	3	2	.....	5
Austro-Hungarians.....	13	14	21	.....	48
Hollanders.....	1	.....	4	.....	5
Danes (other than Icelanders).....	2	2	11	.....	15
Icelanders.....	5	1	.....	.....	6
Swedes.....	2	4	13	2	21
Norwegians.....	2	10	17	.....	29
Russians.....	6	12	10	.....	28
Australians.....	.....	.....	2	.....	2
Poles.....	1	.....	.....	.....	1
Brazilians.....	.....	.....	1	.....	1
	235	481	864	32	1612

Total homestead entries, second quarter, 1920:—

April.....	423
May.....	530
June.....	659
	1612

Total homestead entries, first quarter, 1920..... 815  
Total homestead entries, second quarter, 1919 2253

**LANDS PATENTED.**—According to information supplied by the Department of the Interior with respect to letters patent covering Dominion lands in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, the number of patents issued during the second quarter of 1920 was 4,574 and the number of acres was 700,789, as compared with 5,326 patents and 817,542 in the first quarter of 1920, and 4,493 patents and 707,318 acres in the corresponding quarter of 1919.





## RECENT LEGAL DECISIONS AFFECTING LABOUR

OF the four recent legal decisions summarized below, two refer to compensation for industrial accidents in the province of Quebec, one refers to the right of labour unions in Great Britain to expel its members and to

penalize other members who might thereafter work with such expelled members; and one is a decision of the Supreme Court of the State of New York with respect to picketing.

**Employer is responsible for inexcusable fault of his employees, and under Quebec law is liable to additional payment beyond what is required by law of Industrial Accidents**

The driver of an emergency wagon of the Montreal Tramways Company drove at full speed through the streets of Montreal on the way to repair a broken cable, when he collided with a street car at a crossing. The rear of the wagon was struck and an employee of the company was thrown off and was run over by the car. Both his legs were crushed and had to be amputated. He brought an action against the company claiming (1) an annual pension of \$345 equal to half his yearly wages up to \$600 plus one-quarter of his wages above \$600; (2) an additional sum on the ground that the accident was due to the inexcusable fault of the company, or the capital of this additional sum placed at \$15,000. The company admitted the first claim but disputed the second claim for an additional sum. Judgment in favour of the plaintiff was given in the Superior Court. The company appealed to the Court of King's Bench claiming that in the case of inexcusable fault the employer is responsible only for his personal fault or for the fault of those entrusted with the management of the business, not for the fault of his agents or ordinary employees. The court, however, held that since there was no clause in the Quebec law of industrial

accidents expressly abrogating the Common Law with regard to inexcusable fault, it must be guided by the Common Law which holds an employer responsible not only for the inexcusable fault of the persons placed in charge of the direction of the enterprise but of all employees acting within the scope of their employment. The court, therefore, declared the company guilty of inexcusable fault entitling the plaintiff to an increased indemnity. The claim of the plaintiff was, however, regarded as excessive inasmuch as it would produce a perpetual yearly return equal to the annual amount to which the workman was entitled during his lifetime, and in its judgment the company was condemned to pay the injured employee \$9,000 with interest and costs.

The company appealed to the Privy Council, which held that there was inexcusable fault on the part of the driver of the emergency wagon; that this inexcusable fault was imputable to the company, and under Article 7325 of the Quebec Civil Code an increase of the compensation payable under the Quebec Act relating to industrial accidents was justified.

The appeal was, therefore, dismissed with costs. (*Quebec—Montreal Tramways Company v. Savignac.*)

**Action in Court lapsed after discontinuance of suit for two years. Monthly payments under order from Court did not prevent lapsing of case**

In January, 1917, an employee of the Canadian Northern Railway Company, brought action for \$2,000 against the Company under the Quebec law of industrial accidents. After giving notice of the action he obtained an order from the Court for \$1 a day payable every fortnight while the case was pending. Before entering its plea the Company admitted judgment to the amount of \$500, with interest and costs, but this was rejected by the plaintiff. The Company then entered its plea, to which the plaintiff replied on April 26, 1917. Since then no further action had been taken in the Court. The Company continued to make the fortnightly payments to the defendant, at the rate of \$1 a day until May, 1919. The plaintiff sought to continue the suit in June, 1919, but a motion was made on behalf of the defendant company for a declaration that the case had lapsed owing to the discontinuance of the suit for two years. The plaintiff claimed that the judgment providing for a daily rate of pay and the fact that the payments had since been regularly made by virtue of this order, constituted a procedure that prevented the lapsing of the case.

It was held by the Superior Court that this judgment, and the payments made by virtue of the judgment, were indeed legal processes and acts made on occasion of the action and dependant on this action, but that the judgment and payments had no connection with the action itself, were independent of it, and did not and could not serve to promote and retard or hinder the progress of the case. They did not constitute in a legal sense a procedure useful to the litigation and process of law. It would appear at first sight abnormal to declare lapsed an action in which the defendant had admitted a liability of \$500, but if an action should be declared lapsed where the plaintiff has neglected to proceed with it, no matter how well founded it may be, the same rule ought to apply where liability has been admitted, when the plaintiff has not wished to avail himself of it and has taken no steps for the conservation of the rights which would accrue to him from this admission. In view of these facts the motion was therefore granted and the action was declared to have lapsed, each party paying their own cost. (*Quebec—Barry vs. Canadian Northern Railway Company.*)

**Local union upheld in expelling a member and in notifying employer that every member working with him would be treated as a non-member**

A musician in Cardiff, Wales, was expelled from the Amalgamated Musicians' Union for alleged violation of its rules. He brought an action against the Union for a declaration that the resolution purporting to expel him from membership was *ultra vires* and void, and for an injunction to restrain the Union from acting upon it. He brought a second action against the officials of the Cardiff branch for unlawfully procuring his employer to break the contract with him. According to the summing up of the Judge, the trouble arose from a letter written by the plaintiff to the

general secretary of the Union alleging the prevalence of a number of irregularities in the Cardiff branch. It was held by the Court that this letter contained serious personal charges against members of the Committee of the local branch and that it reflected on the good name of the branch. The court upheld the claim of the defendants that they were justified in expelling the plaintiff under Rule XVI (3) of their Constitution which provides that "It shall be competent for any branch at a special or quarterly meeting to fine... suspend or expel any member from the union,

upon satisfactory proof being given that such member has by his conduct brought the union into discredit... etc."

With regard to the second action, it was argued on behalf of the plaintiff that the passing of the resolution expelling him was an agreement or combination by the members who passed it to do an illegal act in that they thereby resolved that any member playing with the plaintiff after the date mentioned therein should be treated as a non-member. The court held, however, that in so resolving the members were again acting within their rights since it was at most but the expression of an intention on the part of its supporters so to treat members who disregarded the earlier part of the resolution expelling the plaintiff. The defendants, therefore, having resolved to adopt a line of con-

duct which they were lawfully entitled to adopt, the plaintiff to succeed would have to prove that to procure their object they had resorted to threats, coercion, or other illegal means. The only means the plaintiff alleged the defendants had employed was the communication to his employer and another person of the terms of the above-mentioned resolution. The court was of the opinion that a simple notification to an employer of an intention to do a lawful act could not properly be described as the use of illegal means. It was therefore declared that the plaintiff had failed to establish any cause of action against the defendants and the action was dismissed with costs. (*United Kingdom—Wolstenholme vs. Amalgamated Musicians' Union: Wolstenholme vs. Ariss et al.*)

**Injunction against picketing by unions in New York State made permanent and damages awarded employers**

An important legal decision with regard to picketing was recently delivered by Justice A. J. Rodenbeck in the Supreme Court of the State of New York. This case arose from a strike of the Amalgamated Clothing Workers of America against the Michaels-Stern Company of Buffalo which took place last year on account of the refusal of the company to recognize this organization as representative of their employees. When the company sought to fill the places of the strikers, having entered into an agreement with the United Garment Workers, a rival organization, the union picketed their factory. The company then brought action against the Amalgamated Clothing Workers and a temporary injunction was issued restraining their officers and members from intimidation and other illegal methods. Subsequently the company brought suit to have this injunction made permanent and claimed \$100,000 damages. According to the company's counsel, the sole issue raised was whether the law would protect the company and its employees from verbal

abuse, actual assaults and threats, and unlawful interference with its business. According to counsel for the union, the legal questions raised were whether the enforcement of collective bargaining was a legal object and whether the means to enforce it were lawful. The union contended that it sought to better the condition of its members by the enforcement of collective bargaining, and that "the strikes, incitement of strikes, picketing, and appeals to the public (insofar as they did not involve violence, fraud or defamation and similar tactics, which the defendants emphatically disavowed) were tactical means reasonably adopted to the achievement of the strategic objective of collective bargaining," and strictly within the law. In summing up the case, the Judge said in part "If the members in plaintiff's employ had quit and struck, and stopped there, no cause would have been presented for legal intervention, as the plaintiffs had the option of supplying the vacant places with other help, or if they could not do so of discontinuing business. But the... defendants...



set out to prevent plaintiffs from filling with others the places of those who left and to cause those who remained at work to leave plaintiffs' employ. The case turns upon the question as to whether or not force, or what is equivalent to force, was employed by the defendants to secure this recognition. If no threats, intimidation, force, violence or other coercive measures were employed, the defendants are not liable, for they were within their rights in seeking to compel recognition by calling a strike. The methods of picketing involved threats and intimidation. Picketing may be lawful or unlawful. The legitimate purpose of it is to inform the strikers and their union as to what is going on at the plants. When it unnecessarily goes beyond this, and is conducted with the design, and has the effect of, intimidating those who may desire to remain at work or seek employment, it infringes upon human freedom and liberty of action . . . Whatever number of pickets was necessary to secure the reasonable and lawful purpose of the union is sanctioned by law, but where the number is swelled to five or six hundred, and at times to a thousand, made up in part

of workers from other factories, the unnecessary and unlawful purpose to awe and intimidate by numbers is apparent. Intimidation may consist in numbers alone without any actual violence. The picketing was not 'peaceful'. Names were called. . . . There were actual assaults upon employees and interferences with and even attacks on the police. . . The use of force or its equivalent goes back to the beginning of the strike, and under the history and circumstances of the case, justifies a conclusion that such means were contemplated and intended when the strike was called. This purpose makes the strike illegal in its inception. A strike may be lawful or unlawful according to the motives or intention of the strikers. It may be an illegal conspiracy in its inception if it is a 'combination to do an illegal act by legal means, or any act by illegal means.'

The decision of the Court was in favour of the Company, the injunction was made permanent, and damages awarded the amount of which was to be determined later. (*United States—Michaels-Stern Company v. Amalgamated Clothing Workers of America.*)

# THE LABOUR GAZETTE

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

This issue of the LABOUR GAZETTE contains an informative article in which a comparison is made of the various provincial Minimum Wage laws in Canada.

The cost of the weekly family budget of staple foods showed a decline averaging \$16.42 at the middle of August as compared with \$16.84 in July, \$14.43 in August, 1919, and \$7.68 in August, 1914.

At the beginning of August, the percentage of unemployment among trade unions was 2.64 as compared with 2.48 at the beginning of July and 2.40 at the beginning of August, 1919. According to returns from over 5,000 firms, the volume of employment in Canada showed a slight average decline, due in part to employees being released for harvesting.

The time loss due to industrial disputes during August was less than during either June, 1920, or August, 1919. There were in existence during the month 23 strikes, involving about 4,812 workpeople, and resulting in a time loss of 79,482 working days. At the end of

the month there were on record 15 strikes involving about 744 workpeople.

### Proceedings under the Industrial Disputes Investigation Act

During August the Department received reports from six Boards of Conciliation and Investigation established to deal with disputes between (1) Various Manufacturers of Woodwork in general in Ottawa and certain of their employees, members of Local No. 646, United Brotherhood of Carpenters and Joiners of America; (2) Montreal Tramways Company and certain of its employees, being members of Division No. 790, Amalgamated Association of Street and Electric Railway Employees of America; (3) the following companies: (a) Toronto and Niagara Power Company; (b) Toronto Power Company, Toronto, (c) Toronto Power Company, Niagara Falls, Ontario, and (d) Toronto Street Railway Company, and certain of their employees, being members of the following trade unions, namely: (a) blacksmiths and helpers, members of Local 318. International Brotherhood of Blacksmiths and Helpers; (b) electrical workers and helpers, members of Local

353, Toronto, and Local 897, Niagara Falls, International Brotherhood of Electrical Workers; (c) woodworkers, members of Toronto District Council of Carpenters, and (d) machinists and helpers, members of District Lodge No. 46, International Association of Machinists, and Lodge No. 1296, Niagara Falls, Ontario, International Association of Machinists: (4) Grand Trunk Pacific Railway Company and certain of its employees, being 'longshoremen' at Prince Rupert, B.C.; (5) Hull Electric Company and certain of its employees, being members of Division No. 591, Amalgamated Association of Street and Electric Railway Employees of America, and (6) Vancouver and Victoria Gas Companies and certain of the employees of the said companies, being gas workers.

Three applications were received for the establishment of Boards and a Board was established in connection with an application which had been received during a previous month.

**First-aid for  
workers com-  
pulsory in  
Alberta and  
B.C.**

The Workmen's Compensation Board of Alberta has issued an order requiring all employers of labour within the province to main-

tain first-aid equipment at their working places after September 17. The nature and amount of equipment and supplies are regulated according to the number of employees in each establishment, and when the number exceeds fifty workers at least one man must hold a certificate of competency to render first-aid to the injured. Similar regulations issued by the Workmen's Compensation Board of British Columbia went into effect in that province on September 1. By these regulations every employer of over ten workmen must keep on hand a first-aid kit, and every employer of one hundred or more workpeople must have a first-aid room with prescribed equipment and supplies. Every employer of fifteen or more workmen employed more than five miles from a medical practitioner must have at the place of employment one person holding a certificate of first-aid.

**Meeting of  
Joint Confer-  
ence Board of  
Building In-  
dustries and  
Trades**

The National Joint Conference Board of the Canadian Building and Construction Industries and representatives of the building trades unions have decided to hold regular quarterly meetings. The first of these meetings was held at Ottawa on August 18, with Mr. J. Clark Reilly, secretary of the Association, as chairman. A committee which had been appointed to investigate the cement shortage reported that the Board of Railway Commissioners had promised that the construction industry should have full consideration with a view toward procuring an adequate supply of coal for the manufacture of cement. The committee stated that in Eastern Canada a good deal of work had been refused because of the uncertainty of the cement supply. A proposed standard apprenticeship agreement was submitted, but this was left over until further data had been procured. As a means of relieving the acute housing shortage, it was suggested that action might be taken to secure further loans from the government to be made to borrowers through the loan companies, supplementing the present housing plan.

**Statistics of  
Canadian Co-  
operative  
Societies for  
1919**

A recent issue of *The Canadian Co-operator* contains statistics of Canadian Co-operative Societies for the year 1919. Sixteen societies are given of which fifteen are distributive, and one, the United Grain Growers, Limited, Winnipeg, is both a marketing and distributive society.

Excluding the United Grain Growers, the remaining societies had a membership of 6,306, with two not given, a share capital of \$212,059, and a loan capital of \$148,773. The value of the stock in trade was \$370,676, while other assets amounted to \$205,221, with reserve funds of \$47,463. The year's sales were to the value of \$2,132,725, an increase of \$390,279 over the previous year. The rate of interest paid on



capital ranged from 5 to 8 per cent, and the dividends on purchases from 2 to 12½ per cent.

The United Grain Growers, Limited, of Winnipeg had a membership of 34,503, with a share capital of \$2,415,185. Its stock in trade amounted to \$1,589,502 and its other assets to \$6,330,766 with a reserve fund of \$1,756,429. Its 739 employees received in salaries and wages \$930,730. The sales for the year amounted to \$6,180,359, an increase of \$252,970 over the previous year, the net profits being \$148,549. The United Grain Growers, Limited, also handled 5,257 cars of live stock, an increase of 1,717 cars, and 22,203,007 bushels of grain, a decrease of 7,676,665 bushels compared with the previous year.

**Returned  
Soldiers' Insur-  
ance Act**

The Returned Soldiers' Insurance Act passed at the last session of parliament came into effect on September 1. The act provides that life insurance may be obtained by any returned soldier or sailor who served in the great war or who was domiciled and resident in Canada on August 4, 1914, and has served in any of His Majesty's forces, or in the forces of any of the allied or associated powers. The applicant must, at the time insurance is issued, be domiciled and resident in Canada. Widows of returned soldiers who have died after retirement or honourable discharge from the service and before the expiration of twelve months from the coming into force of the act, are also eligible for insurance under the scheme. Policies will be issued for a minimum of \$500 and in multiples of \$500 up to \$5,000. The act was framed primarily with the object of giving to the returned man whose physical condition, by reason of war service, prevents him from obtaining ordinary life insurance at normal rates, an opportunity to protect his dependents. It is open, however, to all returned men, whether of impaired physical condition or otherwise.

The government insurance policy is different in some respect from those issued by regular insurance companies as the object of the scheme is protection of the dependents of the insured. Only immediate dependents may be named as beneficiaries and no provision is made for policy loans. The insurance money is not subject to the claims of creditors of either the insured or the beneficiaries and cannot be assigned. Only one-fifth of the amount of the policy is payable at death in a lump sum, the balance to be applied as an annuity under various plans to be selected by the insured. An exceptional advantage of the scheme is the provision made for a disability benefit, not given elsewhere at such advantageous rates. Under this clause, should the policy holder become totally and permanently disabled, he is at once relieved from paying further premiums and the insurance is paid to him direct as an annuity of one-twentieth of the amount of his policy for a period of not exceeding twenty years. Should he not survive this period, the balance due is paid to his beneficiary. Policies may be taken out on several limited payment plans or for whole life, and premiums may be paid monthly, quarterly, half-yearly, or annually, according to the convenience of the insured.

**The Manchester  
Building Guild**

An article, in the April issue of the LABOUR GAZETTE, on the Building Trades Guild in Manchester, stated that the building materials for the houses that the Guild was to construct for the city of Manchester were to be purchased by the City Council and supplied to the Guild, as it was considered that during the present experimental stage the unavoidable difficulties and risks in getting materials could be better dealt with by a public body. The Co-operative Wholesale Society, however, have since agreed to give all the Guilds the assistance of their extensive organization, and it is thought that a satisfactory arrangement will be

reached. Since the Co-operative Wholesale Society is, next to the Government, the largest manufacturer and marketer of building materials in the United Kingdom, this move is expected to be of primary assistance to the Guilds. It will enable them to supply the materials as well as the labour and transfer the savings effected from buying from a non-profit making source to the wages of the workers.

#### Labour Co-operative Banks

As noted in a previous issue, a "labour bank," known as the Brotherhood of Locomotive Engineers' Co-operative Bank, will soon begin operations at Cleveland, Ohio, with a capital of one million dollars. A similar labour co-operative bank was opened in Rome, Italy, in April 1919, on the initiative of the Catholic credit institutions belonging to the Italian Banking Federation. The bank opened with a capital of three million lire, its object being to place credit at the service of the workers, with special regard to agricultural production and small industries, and particularly to finance co-operative societies of workers or consumers, to promote technical instruction, and to encourage thrift.

#### Child Labour in United States

According to a report of the director of the Vocational Guidance Bureau of Chicago, there has been a general increase in child labour in the Middle Western states of the Union. The Texas State Labour Commission reports an increase of 10 per cent over last year. Massachusetts, Wisconsin and New York City also report increases. Minnesota officials reported that child labour had nearly doubled in that State, the greatest increase being among the children of clerical workers. Specific reasons given for this increase are, economic pressure in the home, due to the high cost of living, a reason that in former times, it is stated, was less potent than has been supposed; and the discovery by em-

ployers that women and children can often take the place of men. It is also suggested that the laxity with respect to child labour during the war is still showing its effects in indifference and neglect.

#### "Vacation with pay" for factory workers

"Vacation with pay" for factory workers is slowly becoming an established practice in the United States, according to the *Outlook*. Out of 624 plants in various industries, including those in such industrial centres as Bridgeport, Philadelphia, Boston, Troy and Binghamton, about 18 per cent give their employees this privilege, which up to two or three years ago, with a very few isolated exceptions, was limited to office staffs working on monthly salary, without any overtime privileges. Recent figures show that the "shut-down" vacation has been adopted in four foundries, two clothing, two public utilities, two food products and five other establishments. In most factories the vacation is of one week's duration, sometimes continuous, and sometimes in single days determined by operation. But the length of the holiday is generally based on length and regularity of service, a full week being given where attendance has been regular—a condition particularly applicable, it is said, to women workers. As a sample of the rules governing vacations, the following plan adopted by a heavy machinery factory in the middle west, is quoted:

"(1) All employees continually in the service of this company for one year prior to May 1, 1920, are entitled to one week's vacation with pay. (2) Employees continually in our service for six months prior to May 1, 1920, are entitled to three days. (3) All new arrivals must be a year at work before getting a week's vacation. (4) Absence of more than one day's duration during a month, unless for sickness or death in family, reduces the vacation period for half a day for each extra day absent. (5) Seniority of service gives first choice



of time for vacation. (6) Pay for vacation period will be based on average earnings, minus overtime pay, for the preceding three months."

**Mr. Gompers on suspension of industrial operations**

Referring to the proposed action of the American Woollen Company to suspend operations, Mr. Samuel Gompers, president of the American Federation of Labour, has stated that "the action of corporations which lay off thousands of men is nothing less than a tremendous indictment of management and a heinous offence against a people in need of every ounce of production." "For months," he continued, "we have heard the cry, dinned and dinned into our ears, 'increased production.' How can a policy of increased production be accomplished under a policy of laying off thousands of workers? What is needed above everything else today is continuous operation of industry, fairness and honesty and intelligence upon the part of the employers that will make continuous operation possible." Mr. Gompers alleged that in 1919 the American Woollen Company had increased its net income 316 per cent over 1914, and its common stock earnings 531 per cent.

**"Open Shop" movement in United States**

A campaign for the "open shop" has lately been developed by manufacturers in the United States as a counter-movement to the labour assertion of the right to "collective bargaining," the issue which split the President's First Industrial Conference in October of last year (LABOUR GAZETTE, November, 1919, page 1306). Various open shop movements, principally in western cities, have organized a National Open Shop Association, with headquarters in San Antonio, Texas. The committee on labour of the Associated General Contractors of America, in a declaration of principles lately submitted to the members affirm (1) the right of every person to enter, indi-

dually or collectively, into any lawful contract of employment; (2) the right of employers to make 'open shop' agreements. The Citizen's Transportation Committee of New York City is stated by its chairman to be engaged in a movement for the 'open shop'—"so that you won't be dominated by any group or groups, but can go along consulting the law and the interests of your business for guidance." In a recent address to the Iron and Steel Institute Judge E. H. Gary, who, it is reported, is the leader in the 'open shop' movement, claimed that "it is perfectly clear that the whole argument as to collective bargaining returns to the main proposition of open or closed shop. In the President's conference there was no objection offered by any one to a form of collective bargaining as between employers and employees, provided both were free from outside representation and direction." Again he says: "We stand for the open shop, which permits a man to work when and where he pleases, on terms mutually agreed upon, whether he does or does not belong to a labour union." Commenting on the open shop movement *The Outlook* of New York, after pointing out that it is clear that the employers' chief motive is not an unselfish interest in maintaining a worker's freedom of contract, says that practically "the issue of the open shop resolves itself into the question whether employers will or will not deal with workers collectively through a representative organization of which the workers confidently believe that it is strong enough to bestow upon them an accretion of bargaining power sufficient to enable them to bargain upon equal terms with their employers."

**Labour conditions in Soviet Russia**

A report entitled "Labour Conditions in Soviet Russia" (published by Harrison and Sons, St. Martin's Lane, London, W.C. 2, price 7s. 6d. net) has been issued by the International Labour Office. The Report, according



to the British *Labour Gazette*, was prepared as a guide to the members of the Commission which the International Labour Office proposed to send to Russia. It is a compilation of information from such sources as exist in western Europe, including, however, translations of certain decrees and legislative enactments of the Soviet Government which have appeared in the Russian newspapers, or have been circulated by wireless. The report is arranged under the following headings: Hours of labour; wages; labour of women and children; protection of workers engaged in dangerous and unhealthy industries; unemployment; home work; social insurance (*i. e.* insurance against old age, sickness, disablement, etc.); compulsory labour; strikes; organization of Russian Labour Commissariat (*i. e.* Ministry of Labour); Trade Unions; nationalization of industry; material results of nationalization; workers' control; technical staff; condition of non-nationalized industries; Russian co-operative societies. There is also a detailed bibliography.

#### Jottings

The City of Winnipeg in co-operation with the province of Manitoba has inaugurated a survey to determine the best plan for systematically handling the employment of young workers. After questionnaires have been filled in and returned by employers and their juvenile employees, conferences will be held to formulate plans for aiding juveniles under eighteen years of age to secure the right kind of employment.

Arrangements are being made by the Ontario Safety League to hold a course of lectures on Safety Instruction in Toronto. The course will consist of a series of some twelve fortnightly lectures, on such subjects as "Design and Construction of Safeguards," "What the Foreman can do to Promote Safety," "Electrical Hazards," "First Aid," "Eye Protection," "Plant Sanitation," etc. Similar courses have been offered in other cities, where they are declared

to have been successful in helping to reduce the number of industrial accidents.

The Alberta government has appointed an advisory commission to investigate and report on the workings of the Factories Act in that province, and to determine the amount to be paid as a minimum wage to female employees under eighteen years of age in factories, shops and offices; the hours per week they shall work; and the proportion of employees who may be apprentices. The commission consists of Mr. H. Milton Martin, Edmonton, nominated by the Manufacturers' Association; Mr. J. A. Gaetz, Red Deer, nominated by the Retail Merchants' Association; Messrs. Walter Smitten, Calgary, and Robert McCreath, Edmonton, nominated by the Trades and Labour Council; with Mr. J. N. McLeod, chief factory inspector, as chairman.

In the June, 1920, issue of the LABOUR GAZETTE, mention was made of the American Federation of Teachers affiliated with the American Federation of Labour, a branch which had been formed at Montreal, Que. Since then an association, called the Canadian Teachers' Federation has been formed, comprising teachers in the five provinces west of Quebec, and it is thought that Quebec and the Maritime Provinces also may join the union later. The immediate aim of the federation is to secure salary increases upon such a scale as will raise the 1921 salaries to double the amounts received in 1914. The most far-reaching provision of the constitution of this union is that in matters of dispute all provincial organizations in the federation will act together. The first general meeting of the Canadian Teachers' Federation was held at Calgary last July.

The British Industrial Court has refused the application of the Amalgamated Engineering Union for an advance in wages. Fifty unions including workers in the engineering, shipbuilding, and

metal trades are affected. Union officials have referred the decision to district mass meetings.

A scheme recently drafted by the London Education Authority, England, provides, under the Education Act, 1918, for the establishment of new technical institutes, and the allocation of scholarships for intermediate technical training in engineering, building, chemical trades, printing, furniture trades, etc. Children of poor parents will be admitted free to secondary and junior technical schools on passing examinations, if their parents agree to keep them at school until they have completed their course.

A plan for the safety of workmen in building and construction has been introduced by Dwight P. Robinson and Company, Inc., a large engineering and construction organization at Middletown, Ohio. At a set time each week a committee of foremen, mechanics and labourers, inspects the entire job under construction and reports each inspection to a safety committee which considers and puts into effect its recommendations.

Steps are being taken by the International Ladies' Garment Workers' Union to establish factories in New York, Chicago, and Philadelphia, for the manufacture of garments. The workers will be selected by the Union and it is proposed to pay them higher wages than those paid by the employers in the garment industry and to give them a seven-hour working day, instead of the prevailing eight-hour day with Saturday half-holiday. Retail stores will also be established by the Union in which the product of their factories will be sold.

At the annual convention of the International Typographical Union which

met at Albany, New York, in August, the Secretary's report showed the membership to be 74,719, the total earnings of the members for the year ended May 31, last, \$32,130,091, an increase of 40 per cent over the previous year; and the total assets of the Union on July 31 as \$1,966,903. It was decided to increase the monthly per capita tax for the maintenance of the Union Printers' Home at Colorado Springs from 20 to 30 cents. Quebec was chosen for the 1921 convention.

A new collective agreement between the Fancy Leather Goods Workers' Union and the Associated Leather Goods Manufacturers of the United States provides, among other things, for a scientific study of piece work and time-work by a staff of experts, the relative values of the systems to be decided by the workers and employers in February, 1921; a joint board of sanitary control; plans for an employment bureau jointly supported and operated; and a wage increase of 10 per cent.

A teaching bonus has been established in the Joseph & Feiss Company's clothing shops at Cleveland, Ohio, the total bonus for sponsoring a new worker being \$8, of which \$3 is paid when a worker averages for five consecutive days 80 per cent of the operation; if the average is reached within the required time the regular bonus of \$5 is paid. When the pupil maintains the standard for five consecutive days the teacher receives another \$3.

Coal miners in Germany have agreed to work ten and a half hours a day and two Sundays a month, in consideration of certain concessions including better food, housing and social conditions, and an early report from the Socialization Commission on the nationalization of the coal industry.



## INDUSTRIAL CONDITIONS DURING AUGUST, 1920

### I.—General Review

Industrial employment throughout Canada showed a slightly downward tendency during the month of August as compared with the previous month. This was partly explained by the considerable movement of unskilled labour which was noted from industrial centres to the harvest fields. The metals, machinery and conveyances trades were still hampered to some extent, especially in Ontario, by the shortage of coal and steel; in British Columbia, however, increases were recorded during the first and last weeks of the month. Employment was well maintained in the food group, the flour mills being already active with the new crop. The textile industries continued to feel the effects of the usual seasonal inactivity but a shortage of female help was noted in some departments. The boot and shoe trades were still very slack, while other clothing industries were also quiet. Busy conditions continued to prevail in the pulp and paper manufacturing group. The woodworking, clay, glass and stone, and paint and varnish industries were all busy as the result of general activity in building; construction, however, was retarded in many places by a shortage of cement, and was still far behind housing requirements. The number of workers engaged in railway operation remained practically unchanged, but activity in railway construction was affected by the diversion of workers to harvesting. Mining (other than coal) and quarrying showed some improvement, but coal mining operations were less active, especially in Nova Scotia. The saw-mills were busy on the season's cut, and the logging camps were preparing to resume operations in the bush for the coming season.

The loss of time on account of industrial disputes was less during August than during July, 1920, or August, 1919.

#### Strikes

There were in existence at some time or other during the month 23 strike, involving about 4,812 workpeople, and resulting in a loss of 79,482 working days, as compared with 49 strikes, 6,754 workpeople and 80,221 working days in July, 1920; and 46 strikes, 24,511 workpeople and 365,062 working days in August, 1919. On August 1, there were on record 14 strikes, affecting 1,009 workpeople. Nine strikes were reported as having commenced during August, as compared with 20 in July. Four of the strikes commencing prior to August and four of those commencing during August were reported terminated, leaving 15 strikes involving about 744 workpeople on record at the end of the month.

In prices the movement was again downward, the index number of wholesale prices being lower at 330.2 for August as compared with 346.8 for

#### Prices

July, 349.3 for June, 356.6 for May, 1920, 301.1 for August, 1919, and 136.3 for August, 1914. The decrease for the month, approximately 5 per cent, was due chiefly to lower levels in the fruits and vegetables group, but also to decreases in grains, cattle, sheep, textiles, hides and leather, in some metals, and in raw furs, but there were slight decreases in some of the other groups. Increases occurred in the dairy group, in iron products, in coal, coke, and in petroleum products. In building materials some lines were up and some down, but there were considerable decreases in linseed oil, shellac,



and turpentine. In retail prices the average cost of a weekly family budget of staple foods in some sixty cities was \$16.42 at the middle of August as compared with \$16.84 in July, \$14.43 in August, 1919, and \$7.68 in August, 1914.

The decrease for the month was due chiefly to a drop in potatoes, but there were also slight decreases in meats, with increases in eggs, butter and sugar. In coal, wood and coal oil there were increases.

## II.—Industries and Trades.

SYDNEY reported increased production in the iron and steel industry during the month of August, the output of three blast furnaces being as follows: pig iron, 22,800 tons; ingots, 24,500 tons; blooms and billets, 15,500 tons; plates 4,300 tons; light rails, 750 tons; rods, 8,900 tons; wire, 1,075 tons; nails and staples, 1,300 tons; the metal roofing trade continued active. The output of four blast furnaces at SYDNEY MINES was 7,500 tons of iron, and 12,000 tons of steel. At HALIFAX the nut, bar, iron and skate industries continued steady, with good prospects for the future; stationary engine and boiler works showed increased activity both in construction and repairs. At WESTVILLE the structural steel industry was steady; engine and boiler, farm implement and tractor plants were busy; sheet metal and electrical workers were normally active. Steady conditions prevailed in the foundries and machine shops at AMHERST, but some scarcity was noted of materials and fuel. At CHARLOTTETOWN employment was good among iron moulders, iron workers, and helpers, machinists, electrical workers and blacksmiths. Foundries and machine shops at FREDERICTON had a busy month. At MONTREAL the strike of about thirty-four riveters resulted in the lock-out of about 3,000 men at the car foundry; the structural steel, farm implement, sheet metal and electrical industries were all fairly active. At QUEBEC employment was active in the architectural and structural steel, stove and furnace and metal roofing industries. THREE RIVERS reported the foundries regularly busy; farm implement makers were well employed. At

SHERBROOKE activity prevailed in the architectural and structural iron and steel factories and stationary and portable engine and boiler shops. St. HYACINTHE reported somewhat quieter conditions in the metal trades and machine shops than in the previous month, but repair work was active; new orders were plentiful, but owing to the shortage of certain kinds of iron and steel it was impossible to complete the engines, farm implements and threshing machines on hand. The metal trades at SOREL had an active month. OTTAWA and HULL reported a continued decline of activity at the foundries. At TORONTO the metal and machinery trades generally continued quiet on account of the shortage of coal and steel; a new sheet steel mill was practically completed at the close of the month and was ready to begin producing tinplate early in September, giving employment to about 800 men; electrical workers engaged on construction work were busy, but other branches of the trade were quiet; agricultural implement factories were active. HAMILTON reported fair activity throughout the metal group with some demand for help, but some iron industries closed down for two weeks. A shortage of labour was noted in the metal industries at NIAGARA FALLS, including machinists, brass polishers, press hands, wrappers (female) and factory labourers. Men were also in demand for the structural steel works at BRIDGEBURG. At St. CATHARINES the metal trades were well employed, and boiler makers and electrical workers were busy. At BROCKVILLE the stove and furnace, tin and sheet metal trades were fairly busy and tool and hardware plants were active. At BELLE-

VILLE steel workers were well employed; day and night shifts were worked at the rolling mills; hardware and lock factories had a busy month. The foundries at PETERBOROUGH worked to full capacity, with moulders and coremakers in demand; machine and electrical shops showed increased activity, the electric works employing about 1,200 hands and increasing their staffs. GALT reported very busy conditions in the pig iron and rolling mills and in the architectural and structural iron and steel plants, engine and boiler and electrical apparatus shops; help was required in the stove and furnace factories; activity was also reported at the convertors, and in the sheet metal plants, and all machine shops were busy. The machinery and farm implement shops at BRANTFORD were very busy, and the malleable iron factory worked night shifts in some departments; the stove and furnace, electrical fixture and motor factories and sheet metal works were also active. At KITCHENER, tinsmiths were in demand; machine shops and foundries were not rushed but worked full time; farm implement plants were still busy; and electrical fixture and fibre workers were steadily employed. Some time was lost by moulders at GUELPH on account of a strike in four of the foundries and at one foundry the workers were out until the end of the month; the stove factory was rather slack. STRATFORD reported good employment in all metal trades, and electrical workers fairly active. At OSHAWA moulders were in demand and metal workers were generally active. Help was required for the foundry at WOODSTOCK, moulders being especially in demand. At LONDON the stove and furnace foundries were active; engine and separator factories were busy on orders from the west; tin and enamelware workers were well employed. The structural steel industry at CHATHAM showed steady improvement, working day and night at full capacity. The bridge works at WINDSOR ran double shifts to keep up with orders; extra help was taken on at the steel plant; foundry workers were busy on stove parts and automobile

castings; machine shops had a busy month, but a shortage of tool and die makers resulted from the habit of Canadian workers leaving for Detroit to take advantage of the exchange rate in favour of the American money; the injector industry showed expansion during the month, moulders and bench hands being in demand. At OWEN SOUND machine shops and stove works were busy; the malleable iron plant discontinued the night shift, but increased the day staff. The steel mills at SAULT STE. MARIE took on additional men daily, running day and night shifts. Machinists were in demand at PORT ARTHUR and FORT WILLIAM. WINNIPEG reported metal and machinery workers continuing well employed during the month. The machine, engine and windmill factories at BRANDON had a busy month. At REGINA some demand was noted for blacksmiths and for telephone linemen and polemen. The rolling mill at MEDICINE HAT remained closed; skilled labour was in demand at the foundry and machine shops. At EDMONTON the moulders had not returned to work at the close of the month, though the strike was called off; machinists, blacksmiths and sheet metal workers were active. At NEW WESTMINSTER the engineering, sheet metal and electrical plants were steadily active. The structural steel and stove and furnace industries at VANCOUVER were fairly busy; electrical apparatus workers were also fairly well employed; sheet metal workers were busy. At VICTORIA iron foundries were fairly active.

Boat and ship-building and repairing continued to show activity at SYDNEY during the month. HALIFAX reported

<b>Vehicles (land and water)</b>	increased activity in the engine and boiler shops; the shipyards resumed work on the conclusion
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of the marine strike, about 1,400 men being steadily employed. At WESTVILLE the shipyards and engine shops were busy; automobile workers were well employed. The car factory and shipyards at TRENTON had a busy month. The car shops at AMHERST were busy in every de-



partment with a payroll of nearly 600 men exclusive of 150 at the malleable iron works, but there was an occasional shortage of material. At MONTREAL the shipbuilding yards were slack owing to lack of materials; automobile and tractor workers were fairly well employed. At QUEBEC a great falling off in activity was reported in boat and shipbuilding, about 1,700 men being laid off with no apparent likelihood of re-employment, this industry returning to its pre-war scale. At THREE RIVERS the shipbuilding yards had a busy month. Repair work was active in the shipyards at SOREL. OTTAWA and HULL reported a resumption of full activity at the car shops. At TORONTO the Dominion Shipbuilding plant closed down during the month, the company making an assignment in the first week, throwing several hundred men out of work; many skilled machinists and other metal workers left for the United States; the automobile and other vehicle industries were quiet, with many out of employment. HAMILTON reported activity in the locomotive and car shops and in the carriage, cycle and motor factories. The automobile accessory factory at NIAGARA FALLS required additional workers. Shipbuilding was active at WELLAND and BRIDGEBURG, with mechanics in demand. At BROCKVILLE, the motor boat, automobile and engine shops had a busy month. The locomotive works at KINGSTON were busy, with the average number of men employed; shipbuilding was normal with no shortage of labour. Engine and automobile part shops at BELLEVILLE were active. Motor and cycle workers at KITCHENER were busy throughout the month. Motor factories at OSHAWA were rather slack. WOODSTOCK reported activity in the wagon factories, with some demand for skilled help, including woodworkers and painters, but raw materials were scarce. At LONDON the automobile works were very busy assembling cars and tractors; steam engine and boiler shops were also active. The automobile industry at Chatham was very slack, about 200 men being laid off. All automobile plants at WINDSOR ran to full capacity and more wheelwrights and

lathe men were required at the accessory plants. Reduced activity in the automobile industry affected the carriage factory at ORILLIA, a number of men being laid off. At VANCOUVER the boat and shipbuilding yards, and automobile, cycle and motor engine repair shops were all busy. VICTORIA reported activity in the iron and wooden shipyards, about 300 men being employed at the latter.

Continued activity was noted throughout the food group at SYDNEY and HALIFAX, but a slight falling off occurred in the confectionery trade.

**Foods, liquors and tobacco**

CHARLOTTETOWN reported exceptional activity among bakers, butchers, and soft drink workers, but dairies and condensed milk factories were hampered by a scarcity of milk. WESTVILLE reported active conditions throughout the food group. The packing houses at FREDERICTON were rather slack, but other food industries were steadily active. MONTREAL reported activity in the flour and feed plants, abattoirs and meat packing houses; bakers and confectioners were busy; soft drink and brewery workers were well employed, but cigar makers were slack. At QUEBEC all branches of the food group were busy except tobacco products. General activity was also noted at SHERBROOKE, ST. HYACINTHE, THREE RIVERS, ST. JOHN'S, IBERVILLE, and SOREL. Employment continued good at OTTAWA and HULL in the abattoirs, bakeries, confectioneries and dairies. TORONTO reported activity in the flour, feed and cereal plants; abattoirs and packing houses were only fairly busy; bakers were active but confectioners were rather quiet; cannery workers were busy; soft drink and brewery employees were active; cigar workers were fairly well employed. HAMILTON reported activity general throughout the group. The canneries at NIAGARA FALLS worked to capacity. Employment was steady at ST. CATHARINES, BROCKVILLE, KINGSTON and BELLEVILLE. At PETERBOROUGH conditions were fairly steady, though the flour, feed and cereal mills worked short handed, and cigar makers were slack.



GALT reported good conditions during the month, especially among creamery and dairy workers. Activity was reported at BRANTFORD, especially in the canning industry. Help was in demand at KITCHENER for the candy factories, and butchers and meat cutters were required at the meat plant and sausage factories; the flour mills were increasingly active, the new wheat coming in; soft drink workers were rather slack. Brewery workers at WATERLOO were very busy, working overtime in some departments. STRATFORD, GUELPH and WOODSTOCK reported an active month throughout the food group. At CHATHAM the flour and feed, abattoirs, bakeries, confectionery and soft drink industries were all busy. LONDON reported the cereal plants working day and night shifts; confectionery plants were very busy, employing additional female help; soft drink workers had a record month's activity; cigar factories cut down their staffs, the men securing work at other trades, and the output of cigars decreased one-third owing, it was stated, to increased prices. The flour mills and packing house at ST. THOMAS were fairly busy. Cereal plants at WINDSOR increased their staffs; bakeries and breweries were extra busy; soft drink factories experienced a shortage of help and materials. OWEN SOUND reported a falling-off in supplies of milk at the creameries, due to the fall in price. At WINNIPEG conditions remained about normal throughout the food group without material change in staff; abattoirs and packing houses employed about the same number of workers; bakeries and confectioneries had a fair month, with some demand for bakers and chocolate dippers; vegetable canners had steady work; soft drink plants employed approximately the same staffs. BRANDON reported the flour mills busy, extending their plant; other departments of the food group were busy, excepting cigar-makers. The flour mills at MEDICINE HAT closed pending the arrival of new crop. Brewery workers at LETHBRIDGE worked continuous overtime. At CALGARY flour and feed plants, abattoirs and

packing houses were slack; bakers and confectioners were fairly active, and brewery and soft drink workers were busy. Biscuit bakers at EDMONTON continued active. At FERNIE confectionery workers were exceptionally busy; dairies were also busy and breweries worked an average of 18 hours a day. The fruit canning industry at NELSON and BRIL- LIANT was very busy. NEW WESTMINSTER reported activity throughout the food group. VANCOUVER reported activity in the flour and feed mills; the sugar refinery was more active than in the previous month; abattoirs were rather less active, but confectionery, canning, creamery and dairy, soft drink and brewery workers were all busy. At VICTORIA feed and cereal workers were fairly active; canneries, soft drink plants and breweries were busy, but cigar makers were quiet.

The rope and twine factory at HALIFAX continued steadily active. A strong demand for more help was reported for the woollen mills at

**Textiles,  
cordage and  
carpets**

TRURO. The cotton factory at MARYSVILLE, near FREDERICTON, ran steadily, with help in some demand. MONTREAL reported activity in the woollen and knitting mills, but tent and sail makers were quiet. The cotton mills and sail factories at QUEBEC had a busy month. At ST. HYCINTHE the woollen and knitting mills were rather less active. The cotton factory at THREE RIVERS gave steady work to more than 1,400 employees. SHERBROOKE reported busy conditions in the cotton and woollen mills, in the hosiery, underwear and knitted goods factories, and in the bleaching, dyeing, finishing and textile printing plants. At TORONTO the woollen, hosiery, underwear and knitted goods trades were busy especially on medium grade goods, with large export as well as domestic demand; carpet and rug workers were also busy, but tent and awning plants were less active. Textile workers at HAMILTON had an active month. At ST. CATHARINES a shortage

of help was noted in the woollen, knitting and silk mills. Tent and awning workers at BROCKVILLE were fairly active. The textile mills at KINGSTON were busier than for several years. At PETERBOROUGH the woollen mills were rather quiet, employing fewer hands than during the past few years; one factory, however, enlarged its plant. The cotton, woollen and silk mills at GALT were all very busy. At BRANTFORD the woollen mills were busy; female help was in demand for the hosiery and underwear factory, and more unskilled labour was required for the cordage plant; the silk factory was also busy. The felt factories at KITCHENER had an active month; and female help was in demand at the twine factory. GUELPH reported activity in the cotton and woollen spinning mills and hosiery and knitted goods factories; the linen mills were very busy, and carpet and rug workers were well employed. The hosiery, woollen and knitting mills at STRATFORD were active. At WOODSTOCK some slackness was noted in the textile industries, with prospects, however, of improvement; the knitting factories were busy, with female help in demand. A shortage of female help was also noted at LONDON for the hosiery factories, which all worked overtime; underwear makers were also very busy. The woollen and textile factories at CHATHAM ran full time with some overtime. The knitting factory at St. THOMAS had an active month. The woollen mills at OWEN SOUND were busy in spinning operations; knitting workers were well employed, but the tent and awning trade was quiet. The woollen mill at ORILLIA was busy, enlarging its capacity. Bag workers at WINNIPEG had a quiet month, but staffs were not reduced; the knitting factory slightly increased its staff; tent

and sail makers were active, but with no increase in employment. At VANCOUVER knitting mills and tent, sail and awning factories were busy.

SYDNEY reported increased activity in steam laundries. At HALIFAX improved conditions were noted in the ready-made clothing trade, though stocks were somewhat difficult to secure; laundries and dyeing plants had a busy month. At

**Clothing,  
boots, shoes  
and laundering**

WESTVILLE tailors and garment, boot and shoe workers had a good month. Boot and shoe workers at AMHERST were very slack owing to lack of orders. The hat and cap factories at TRURO worked full time, but without demand for more help. Tailors and garment workers at CHARLOTTETOWN were much busier than in the previous month; laundries and dyeing plants, and boot and shoe workers were actively engaged. Female help was in demand for the tailor shops at FREDERICTON; shoe and larrigan factories were busy. At MONTREAL the ready-made clothing, hat, cap and whitewear, and boot and shoe factories were quiet; laundries were fairly active. QUEBEC also reported quiet conditions in the ready-made clothing, shirt, glove and fur goods trades, and the boot and shoe industry was dull. SHERBROOKE reported activity in the ready-made clothing trade and in laundries and cleaning establishments. At St. HYACINTHE the woollen underwear plants were rather less active; sewing machine operators were in some demand for the ready-made clothing trade; laundry workers were very busy both there and at THREE RIVERS. Tailors at St. JOHN'S and IBERVILLE were less active. The shirt factory at SOREL had a very active month, employment showing an increase. OTTAWA and HULL reported a considerable falling-off in production of clothing on account of hot weather and holidays during the month. At TORONTO some shortage of female help was reported in the ready-made clothing, and hat and cap industries, but women's whitewear and fur factories were rather less active; steam laundries



had a busy month but cleaning plants were quiet; the boot and shoe industry was quiet, with many out of work. At HAMILTON the clothing trades were fairly well employed. The shoe-parts factory at NIAGARA FALLS required additional female labour. Rubber footwear workers at ST. CATHARINES were well employed. Hat, glove, fur and laundry workers were well employed at BROCKVILLE. KINGSTON reported the laundries very busy. The shirt factory at BELLEVILLE worked with the normal staff; laundries and cleaning workers were active. The women's whitewear factories and laundries at PETERBOROUGH were busy during the month. A shortage of help was reported at GALT for the shirt and collar factories; steam laundries were also very busy. BRANTFORD reported the underwear factory short of female help; garment makers were very busy and laundry workers fairly active. Sewing machine operators were in demand in the shirt and collar and button factories at KITCHENER; robe, clothing, glove and laundry workers were busy. GALT reported activity in the ready-made clothing trade, but hat makers were only fairly active; rubber factories were busy. At STRATFORD tailors, boot and shoe repairers and laundry workers had a busy month. LONDON reported activity in the clothing factories; shoe workers were slack, the factories running only part time. The shoe factories at ST. THOMAS also laid off men during the month. Help was in demand at the over-all factories at WINDSOR; laundries and cleaning plants were very busy. The whitewear factory at OWEN SOUND was quiet, raw material being scarce and high. The ready-made clothing factory at ORILLIA ran steadily with full staff. At WINNIPEG whitewear employees worked steadily; ready-to-wear clothing workers were quiet, but no employees were laid off; experienced operators were required at the shirt and glove factories; some workers were laid off at the cap factory; experienced pressers were required at the cleaning plants. Laundry work continued active at BRANDON, MEDICINE HAT and CALGARY. At ED-

MONTON garment workers had increased employment. VANCOUVER reported the ready-made clothing factories rather slack, but shirt, overall, and women's white-wear factories and steam laundries were busy; boot and shoe workers were quiet. At VICTORIA laundries and cleaning plants were busy, but shirt and over-all workers were only moderately active.

The pulp and paper mills in the Maritime provinces continued to operate steadily during the month, including the plants at CHATHAM, ST. JOHN, LIVERPOOL and

**Pulp, paper  
and fibre**

MURRAY. The pulp mill at BATHURST had another stop of three days during August owing to shortage of coal. In the province of Quebec increased employment was noted in the pulp mills at THREE RIVERS, SHAWINIGAN FALLS, and CHANDLER, and activity was well maintained at HULL, WINDSOR MILLS, DONNACONA, CAP MAGDELAINE, CHICOUTIMI, EAST ANGUS, KENOGAMI, LA TUQUE, and BAGOTVILLE. In Ontario increases were recorded in the pulp and paper mills at CORNWALL, ESPANOLA, HAWKESBURY, and SMOOTH ROCK FALLS; employment was steady at OTTAWA, IROQUOIS FALLS, STURGEON FALLS, and THOROLD, but a slight decline was noted at TORONTO. The felt and tarred paper industry at HAMILTON was active. ST. CATHARINES reported activity in the pulp and paper, beaver board and other pulp product factories. The pulp mill at SAULT STE MARIE ran day and night, employing about 800 men. The pulp mills at PORT ARTHUR and FORT WILLIAM had a busy month. VANCOUVER reported the pulp mills at OCEAN FALLS and POWELL RIVER as busy.

Active conditions continued during the month in the printing trades at SYDNEY and HALIFAX. At WESTVILLE and CHARLOTTETOWN some slackness was noted. Printers and bookbinders continued active at FREDERICTON. At MONTREAL printers,

**Printing,  
publishing  
and paper  
goods**



bookbinders, lithographers and box makers were well employed. Printers and bookbinders had a busy month at SHERBROOKE, ST. HYACINTHE, THREE RIVERS and SOREL. At OTTAWA and HULL newspaper and job printers were fairly active; lithographers were also well employed, but one firm closed its photo-engraving department through lack of orders. At TORONTO printing, book-binding and allied trades were normally active; paper box and bag factories were in steady operation, though prospects were not bright owing to the decline in the confectionery trade. At HAMILTON printers and binders were fairly busy, and engravers, lithographers and paper box makers were active. ST CATHARINES, BROCKVILLE, KINGSTON, BELLEVILLE, and PETERBOROUGH reported activity among newspaper and job printers and bookbinders. Printers and paper box makers at BRANTFORD, KITCHENER, GUELPH, and STRATFORD had a busy month. Steady conditions prevailed among printers at WOODSTOCK. At LONDON newspaper and job printers were slack during the month, but none were laid off; paper box makers were also quieter than in the previous month. Printers had a busy month at ST. THOMAS, and at CHATHAM and WOODSTOCK staffs were slightly increased, plants being enlarged at the latter point; paper box makers were normally active. Printers, bookbinders and box makers were busy at OWEN SOUND. At WINNIPEG newspaper and job shops continued well employed during the month without change in the number employed; bindery workers had a very quiet month with less employment; box makers were fairly active. Printers were fairly busy at BRANDON, but were reported rather slack at MEDICINE HAT. At CALGARY printers and bookbinders were very busy, and at EDMONTON they were fairly active. At VANCOUVER and VICTORIA printers, publishers and binders had a quiet month, lithographers were active and paper box makers fairly well employed.

Activity continued during the month in the sash and door factories and planing mills at SYDNEY, but at HALIFAX the mills were not so busy owing, it was stated, to the decline in private building caused by the difficulty of obtaining money loans. WESTVILLE reported fair activity in the planing mills and furniture factories. The mattress factory at TRURO ran full time, but without demand for more help. At CHARLOTTETOWN the planing mills and broom factories had a very busy month; upholsterers, varnishers and polishers were well employed. The sash, door and planing mills at FREDERICTON were rushed with work. At MONTREAL wooden box, furniture and piano workers had a fair month. QUEBEC reported very busy conditions in the sash and door factories and planing mills, but box and broom workers were slack. At SHERBROOKE and ST. HYACINTHE the planing mill and chair factory employees had an active month. THREE RIVERS also reported great activity in the sash, door and planing mills and wooden toy factory. The woodworking and furniture trades at SOREL had a quiet month. At OTTAWA and HULL the sash, door and planing mills and wooden box factories were busier than at any time this year. At TORONTO all branches of the woodworking, furniture and musical instrument trades were in full activity. Woodworkers were active at HAMILTON, and brush and broom makers were fairly well employed. Help was in demand at a sporting goods factory at NIAGARA FALLS and woodworking plants were busy there and at ST. CATHARINES and BROCKVILLE. Cooperage workers at SMITH'S FALLS were busy. At KINGSTON the woodworking industry was brisk and piano makers were normally active. Piano workers at OSHAWA were less busy. The woodworking trades were busy at BELLEVILLE, and PETERBOROUGH. At GALT and BRANTFORD the planing mills and furniture and chair factories had a very busy month, but cooperages were less

active. Sawyers and cabinet makers were in demand for the furniture factories at KITCHENER; sash and door and wooden box factories were very busy; toy, ladder, woodenware and cooperage workers were well employed, and the piano and brush and broom trades were fairly active. STRATFORD reported brisk conditions in the woodworking industries. Increased employment was reported in the furniture factory at WOODSTOCK, but the organ industry was quiet, the home demand for organs having fallen off. At LONDON the planing, wooden box and cooperage plants were rushed with work, and piano workers were also well employed. Cabinet makers at ST. THOMAS had an active month. Additional help was employed in the woodworking factories at CHATHAM. Mortise and sticker hands were in demand at the sash and door factories at WINDSOR; piano workers were active only on repair work. OWEN SOUND reported activity in the various woodworking industries, including the chair, basket, broom, cooperage and mattress factories. At ORILLIA the furniture industry was quiet. The sash and door factories and planing mills at WINNIPEG and BRANDON ran steadily throughout the month. Conditions were reported fair in the mills at MEDICINE HAT, CALGARY and FERNIE, though slackness in the building operations halted work to some extent. At VANCOUVER the sash, door and planing mills were not very busy, but were improving. Wooden box and furniture makers at NEW WESTMINSTER were active. VICTORIA reported moderate activity in the planing mills, but wooden box factories and cooperages were quiet.

Experienced help was much in demand for the trunk, bag and harness industry at HALIFAX. Harness makers and other leather workers at FREDERICTON were active. At MONTREAL the tanneries and trunk, bag and harness factories were fairly busy and rubber workers were

well employed. Tanneries at QUEBEC were very quiet, but at SOREL conditions were good. TORONTO reported trunk, leather bag and harness makers fairly well employed, but the rubber industry was quiet, with some establishments closed down. Tannery workers at KINGSTON were still very slack, about quarter of their number being unemployed. Leather workers and saddlers at PETERBOROUGH had a quiet month. The tanneries at KITCHENER were both busy; the rubber industry was less active, but female help was in demand at one or two plants. Tannery, harness and other leather workers at STRATFORD were fairly well employed. Employment conditions were slack in the tannery at LONDON. OWEN SOUND reported normal employment in the tannery and among harness and other leather workers. The tannery at ORILLIA ran to capacity. The tannery workers at BRANDON were busy and trunk makers were fairly active. The trunk, bag, harness and horse goods trades at CALGARY were normally active.

Stone and granite cutters at WESTVILLE were active, and brickyard and pottery workers were busy above normal. The Clay, glass, stone, cement, etc. glass factories at MONTREAL continued in steady operation. Stonecutters at QUEBEC had a very dull month, but brickmakers were busy. SHERBROOKE reported activity among granite and stone cutters and brickmakers. The artificial stone industry at THREE RIVERS was active, though hampered by lack of cement. At TORONTO brick, tile and sewer pipe production was active and glass workers had plenty of employment. Active conditions continued at HAMILTON in the stone, brick, cement and pottery works. Stone and granite cutters at BROCKVILLE were reported active; the corporation steadily operated the city brickyard. The BELLEVILLE pottery was steadily active in producing flower pots and tiles. The POINT ANN cement plant worked day



and night shifts. At KITCHENER stone and marble cutters worked full time, and brick, tile, sewer pipe and cement workers were busy. Brickyards workers at STRATFORD had a very good month. The stone works at LONDON were busy to capacity, and the brick and tile yards showed more activity than for several years. The brick and tile yards near CHATHAM were normally active. The cement block industry at WINDSOR was rushed with work. OWEN SOUND reported the local cement industry as dead, and the brick, tile and lime yards as very quiet. A new sewer pipe factory was under construction at ORILLIA, but will not be in operation before December. Help was in demand at MEDICINE HAT for the brick and tile yards; stoneware workers were rather slack. The REDCLIFF glass factory worked day and night shifts. At VICTORIA the brickyards were active, chiefly on orders for outside points, and cement workers were fairly active.

SYDNEY noted continued activity in the various oil, tar and chemical industries.

**Paints, oils,  
chemicals,  
explosives**

The oil factory at HALIFAX was rather quiet in its petroleum department, but the paint and varnish industry was active. At MONTREAL the paint and varnish and the chemical, drug and medicine factories were fairly busy. The cartridge factory at QUEBEC shut down during the month. SHERBROOKE reported activity in the manufacture of lubricating oils and greases, gunpowder, acids, extracts, drugs and medicines. The paint mills near THREE RIVERS were fairly active. At TORONTO employment was steady in the paint, varnish, chemical and medicine factories. Electro-chemical workers at NIAGARA FALLS were well employed throughout the month. The varnish and paint factory at BRANTFORD was busy. Oil and grease workers at KITCHENER had an active month. The paint works at WINDSOR were hampered by the difficulty of securing oil; the salt factory

was enlarged, but the acid and drug plants were quieter than usual. The varnish industry at OWEN SOUND was increasingly active. Day and night shifts were worked at MEDICINE HAT in the linseed oil mill. The acid plant at TRAIL was less active owing to structural alterations. VANCOUVER reported activity in the oil refinery at Ioco. The Paint and soap factories at VICTORIA were active. The powder and explosive factories on VANCOUVER ISLAND were moderately active.

The earnings of the Canadian Pacific Railway in July were \$17,375,760, as compared with \$14,720,362 in July, 1919. During August

**Railways,  
shipping and  
longshore work**

the number of persons employed by the Canadian Pacific, the Grand Trunk Railway and the Canadian National Railways on railway operation, including general offices, trainmen and engine crews, station employees, sleeping, parlour, and dining car employees showed a nominal change only at the end of August in comparison with the total at the end of July, the number of persons on pay-roll at both these dates being between 68,100 and 68,200. There was, however, a reduction of over 500 persons during the first week of the month but compensating additions were reported during each of the three following weeks. SYDNEY reported slightly less activity among longshoremen, but other transport workers were steadily engaged. At WESTVILLE satisfactory conditions continued. HALIFAX reported employment good among railway and other transport workers. Freight handlers at FREDERICTON were busy with both rail and water traffic. At MONTREAL railway men had an active month, and at QUEBEC freight and passenger traffic was very heavy; coastwise shipping, however, was not so brisk, though ship labourers and longshoremen were well employed; transfers and garages were very busy throughout the month. The same conditions prevailed in the transfer and railway services at



SHERBROOKE, THREE RIVERS and SOREL, the river traffic at the latter point being exceptionally heavy. TORONTO reported the railways busy with heavy freight and an unusual amount of passenger traffic; lake shipping was also active and all transportation workers were well employed. At HAMILTON the steamship lines were active and longshoremen were busy; carters, teamsters and motor transport workers being also active. Passenger traffic at NIAGARA FALLS by all rail and lake routes was very heavy; freight traffic was also steady, freight handlers and teamsters being in demand. Employment was reported good at St. CATHARINES. Railway traffic at BROCKVILLE was unusually heavy, 40 trains being despatched in 24 hours, and passenger traffic by train and boat being the best in years; longshoremen were busy unloading coal; transfers were unusually active on tourist traffic. Passenger and freight traffic was heavy at BELLEVILLE on all three lines. GALT and BRANTFORD reported continued activity on steam and electric railways and in transfers, liveries and garages. KITCHENER reported steam railways active, especially in the freight department; other transport workers were well employed. Railway and garage workers at STRATFORD had an active month. At LONDON both the Grand Trunk and Canadian Pacific railways were very busy, with train crews working considerable overtime, and extra men being employed to handle freight. Railway employees at St. THOMAS had a fairly busy month, with a demand for experienced brakemen and switchmen. Freight traffic was rather quiet at OWEN SOUND but passenger traffic was heavy. A demand was reported at FORT WILLIAM for deck hands, coal handlers, ship porters, firemen, etc. WINNIPEG reported activity on railways, without much change in operating staffs. Fair conditions prevailed at BRANDON, MEDICINE HAT, CALGARY and EDMONTON among transport workers, transfers and street railway workers being busy. VANCOUVER reported busy conditions on steam and electric railways, and in

transfers and garages; longshoremen were fairly busy. Longshore work was about normal at NEW WESTMINSTER. At VICTORIA transportation of all kinds was the heaviest on record during August; longshore work was fairly brisk.

Quarrying continued active at QUEBEC. SHERBROOKE reported chrome iron mining busy, but copper mining was quiet; in the non-metallic group asbestos production was good, and in quarrying the gravel pits were very busy and granite workers were well employed. The mica factory at SOREL had a satisfactory month. THETFORD MINES reported much activity in the asbestos mines, one mine exporting 75 carloads, but a shortage of cars hampered production to some extent. Unskilled and experienced labour was required for the nickel works at SUDBURY. At TIMMINS miners, muckers and timber men were in demand. COBALT reported labour steady and plentiful; ore shipments from the mines amounted to 37 cars, containing approximately 2,916,668 pounds of ore, as compared with 24 cars or 1,803,174 pounds of ore in July; bullion shipments amounted to 604 bars, containing 760,445 fine ounces of silver, as compared with 376,439 fine ounces in the previous month. Several silver properties recently resumed operations in the ELK LAKE district. Despite handicaps in recent years the gold fields at PORCUPINE and KIRKLAND LAKE have been well developed, production increasing since 1910 from \$35,539 to about a million dollars every month; new ore is said to be in sight to a value estimated at from 70 to 100 million dollars. SAULT-STE-MARIE reported men in demand for the Bruce nickel mines. About 300 tons of ore were sent daily from the Rossland mines to the smelter at TRAIL, and the amount would have been greater but for a shortage of machine operators; one copper and one lead furnace were working, the products going to the lead and copper electrolyte refinery which is only

partly in operation. CRANBROOK reported a demand for miners at the Sullivan mines, and a similar shortage was noted at GRAND FORKS.

The output of the Dominion Collieries at SYDNEY showed some reduction in the month of August on account of industrial disputes, 254,000 tons of coal being produced as compared with 269,000 tons (revised figure) in the previous month; the production of coke from 120 ovens was 35,400 tons. In the Nova Scotia Company's collieries at SYDNEY MINES 48,500 tons of coke were raised against 52,000 tons in July; 7,800 tons of coke was produced, 150 ovens being in operation, with 40 out of action for repairs. WESTVILLE reported all the mines in the district as busy throughout the month. Production of coal at the MINTO mines in New Brunswick was about normal. A demand for miners and labourers was reported at ESTEVAN and in other mine fields in the Prairie provinces. LETHBRIDGE reported steady activity in the mines, full time being worked all month in the Galt collieries with good prospects of continuance; the smaller mines were also active; work was hampered, however, at the lignite mines at Coalhurst by an industrial dispute about the middle of the month. CALGARY and EDMONTON reported a demand for skilled miners in Alberta. At FERNIE a shortage of mine labour was noted as limiting production, but activities were said to be increased by the inauguration of the closed shop agreement in favour of the United Mine Workers. NANAIMO reported a steady demand for certificated miners in Vancouver Island, the mines all working full time with good prospects of continuance.

The value of building permits issued in 56 cities during July amounted to \$13,125,560 as compared with \$13,316,041 in June. During the month of

**Building and construction**

August activity was reported at SYDNEY and HALIFAX in construction work, including buildings, streets and roads. Bricklayers and masons at CHARLOTTETOWN had a very quiet month, but carpenters, lathers and plasterers were active, while painters, plumbers and decorators were very busy. The building trades at FREDERICTON were reported well employed. At BATHURST the lumber company were carrying out their scheme for erecting a hundred houses. At MONTREAL increasing activity was noted in the building trades. QUEBEC reported the busiest month of the season for the building trades. Continued activity was reported at SHERBROOKE and THREE RIVERS in all classes of building, but some slackness was noted at SOREL. Labourers were in demand at St. JOHN'S and IBERVILLE. Building was more active at OTTAWA and HULL than in the previous month. THETFORD MINES reported a serious shortage of workmen's houses, to meet which the Provincial Government granted \$100,000 for building purposes. At TORONTO building was active on dwellings, commercial and industrial structures, with the prospect of continuance until the close of the season; a floating dry-dock 300 feet in length, large enough to accommodate the largest lake freighters, and costing over \$70,000 was being assembled in Asbridges Bay; construction was beginning at Sunnyside of a concrete bathing pavilion to cost \$200,000. HAMILTON reported the building trades all well employed, a greater number of houses being under construction than a year ago, while civic construction was also active. Employment conditions were good at NIAGARA FALLS but municipal work was retarded by scarcity of materials and labour. Construction was fairly active at St. CATHARINES, BELLEVILLE and KINGSTON and showed a gain at BROCKVILLE. At PETERBOROUGH and GALT few



dwellings were under construction, but several public and industrial buildings were in progress, unskilled labour being in demand; construction work continued on the Grand River line to Hespeler. At BRANTFORD there was little building going on, and work on the provincial highway to Hamilton was held up by want of cement. KITCHENER and GUELPH reported the building trades very busy, with help in demand. Employment was also good at BRANTFORD and WOODSTOCK. Extensive operations were in progress at LONDON, the Housing Commission expending \$200,000 on dwellings, while several large public, industrial and commercial buildings were in process of construction. Little building was going on at St. THOMAS, though houses were very scarce, but considerable street work was carried out. WINDSOR reported a continued rush of building activity in the border cities, about 200 houses being on the way to completion, besides public, business and manufacturing structures. OWEN SOUND reported only a small number of buildings in progress. Work on the Trent Canal near ORILLIA was slackening off, the appropriation being almost exhausted. At WINNIPEG all sections of the building industry continued to be well employed, practically every skilled mechanic being engaged. Conditions were fair at BRANDON, and an improvement was noted at LETHBRIDGE. CALGARY reported slackness in the building trades during the month, but activity was reported from EDMONTON. An increase in the building of dwellings and commercial houses occurred at VANCOUVER, with a fair amount of industrial construction. At NEW WESTMINSTER also considerable activity was noted. NANAIMO reported little building in progress, but contracts were let for twenty dwellings at the Lantzville colliery.

The number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and the Canadian National Railways, including maintenance of way, showed a decrease of about 2,600 persons during the month of Aug-

ust, the total at the end of the month being 43,000 as compared with 45,600 at the end of July. These reductions were for the most part made during the first two weeks of the month. The Canadian Pacific Railway reduced their staffs by about 1,500 persons and the Canadian National Railways by 1,000 persons.

Lumbering continued quiet during the month at CHARLOTTETOWN. The sawmills and lumber booms round FREDERICTON gave employment to large staffs. A shortage of

**Lumbering** men was reported at BATHURST in every department of the lumbering industry. The sawmills in QUEBEC district were busy to capacity, with little prospect of finishing this season's cut unless the weather holds out late. SHERBROOKE also reported activity in the lumber, tie and telegraph pole camps and in the saw and shingle mills. At OTTAWA and HULL the sawmills were fully busy, and bushmen were in demand for the camps. PETERBOROUGH reported the completion of a big drive and another starting; saw, shingle and lath mills were busy. At TIMMINS a demand was reported for pulpwood cutters and at PEMBROKE for lumber mill workers and bushmen. OWEN SOUND reported activity in the sawmills, and camps busy on the north shore of Georgian Bay. The annual demand for bushmen started in COBALT district, the season opening early, and for the pulp woods at ELK LAKE; help was also called for at the sawmills. NORTH BAY reported slack conditions in the labour market, but the opening of the lumber camps was expected soon to give relief. At SAULT-STE-MARIE lumbering operations, including pulpwood, ties, posts, saw-logs and hardwood, were very active, camps filling up as fast as men could be secured; the sawmills were busy, having some difficulty in securing enough labour in the yards as many men were away in the harvest fields. PORT ARTHUR and FORT WILLIAM reported a demand for men to stow pulpwood. PRINCE ALBERT and



EDMONTON reported a demand for bushmen and sawmill workers. FERNIE reported some curtailment in the expansion of lumbering operations due to unfavourable market conditions, but the local mills operated to the capacity of a one shift day; in the south district some mills were obliged to close temporarily and sent out fire fighting crews. At

CRANBROOK, NELSON, KAMLOOPS and VERNON fire-fighting crews caused some scarcity of labour at the mills. VANCOUVER reported a demand for men for the camps and sawmills. At NEW WESTMINSTER the saw and shingle mills had a very busy month. Loggers were in demand at PRINCE RUPERT. VICTORIA reported all branches of the lumber industry active at Vancouver Island.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF AUGUST, 1920, WITH TEXTS OF BOARDS' REPORTS

**D**URING the month of August the Department received reports from six Boards of Conciliation and Investigation established to deal with disputes between (1) Various manufacturers of woodwork in general in Ottawa and certain of their employees, members of Local No. 646, United Brotherhood of Carpenters and Joiners of America, and Local No. 566 of the International Hod Carriers, Builders, and Common Labourers; (2) Montreal Tramways Company and certain of its employees, being members of Division No. 790, Amalgamated Association of Street and Electric Railway Employees of America; (3) the following companies: (a) Toronto and Niagara Power Company; (b) Toronto Power Company, Toronto; (c) Toronto Power Company, Niagara Falls, Ontario; and (d) Toronto Street Railway Company, and certain of their employees, being members of the following trade unions, namely: (a) blacksmiths and helpers, members of Local 318, International Brotherhood of Blacksmiths and Helpers; (b) electrical workers and helpers, members of Local 353, Toronto, and Local 897, Niagara Falls, International Brotherhood of Electrical Workers; (c) woodworkers, members of Toronto District Council of Carpenters, and (d) machinists and helpers, members of District Lodge No. 46, International Association of Machinists, and

Lodge No. 1296, Niagara Falls, Ontario, International Association of Machinists; (4) Grand Trunk Pacific Railway Company and certain of its employees, being longshoremen at Prince Rupert B.C.; (5) Hull Electric Company and certain of its employees, being members of Division No. 591, Amalgamated Association of Street and Electric Railway Employees of America, and (6) Vancouver and Victoria Gas Companies and certain of the employees of the said companies, being gas workers.

Three applications were received for the establishment of Boards, and a Board was established in connection with an application which had been received during a previous month.

#### Applications Received.

During the month of August applications for Boards were received as follows:

(1) From certain of the employees of the Algoma Steel Corporation, Sault Ste Marie, Ont., being members of Local No. 697, International Union of Steel and Operating Engineers. This industry did not fall within the direct scope of the Act and a Board could be established only upon the joint consent of both parties. The company granted their consent to Board procedure but

at the close of the month negotiations were in progress looking towards a settlement of the dispute without Board reference.

(2) From certain of the employees of the Corporation of the City of Fort William, being fire fighters, members of Local Union No. 193, International Association of Fire Fighters. The employer in this case being a municipality a Board could be established only upon the joint consent of the disputants. The city granted its consent and a Board was established composed as follows: Mr. N. M. Patterson, Fort William, chairman, appointed on the joint recommendation of the other two members, Messrs. W. A. Dowler, K. C., and J. R. Pattison, Fort William, nominees of the city and employees respectively.

(3) From the Canadian Press, Limited, concerning a dispute with their press telegraph operators, members of the Canadian Press System Division No. 52, Commercial Telegraphers Union of America. A Board was estab-

lished composed as follows: His Honour Judge R. D. Gunn, Ottawa, chairman, appointed on the joint recommendation of the other two members, Messrs. E. Norman Smith, Ottawa, and David Campbell, Winnipeg, nominees of the employer and employees respectively.

#### Other Proceedings under the Act.

During the month of August a Board was established in connection with the dispute between the Canadian Pacific Railway Company (Western Lines) and certain of its employees, being conductors, etc., members of the Order of Railway Conductors and the Brotherhood of Railway Trainmen, for which application had been received during the month of June. The Board was composed as follows: The Honourable Mr. Chief Justice T. G. Mathers, Winnipeg, appointed on the joint recommendation of the other two members, Messrs. Isaac Pitblado, K.C., and David Campbell, Winnipeg, nominees of the company and employees respectively.

#### Report of Board in dispute between various manufacturers of woodwork in general in Ottawa and certain of their employees

**A** REPORT was received from the

Board established to deal with the dispute between various manufacturers of woodwork in general in Ottawa and certain of their employees, members of Local No. 646, United Brotherhood of Carpenters and Joiners of America. The application for this Board had been received in April last, and the dispute was given attention at that time by officers of the Department. However, on June 12 a strike occurred, causing a great deal of inconvenience throughout the City, and in view of this the City made an application for a Board under Section 63A of the I.D.I. Act. A Board

was established composed as follows: His Honour Judge R. D. Gunn, Ottawa, chairman, appointed on the joint recommendation of the other two members, Messrs. Stewart McClenaghan and M. M. Maclean, Ottawa. Mr. Maclean was nominated by the City as representing the employees and Mr. McClenaghan was appointed by the Minister in the absence of a nomination from the companies. The report was signed by the chairman and Mr. McClenaghan and was accompanied by proposed schedules covering rates, rules, etc. Mr. Maclean did not concur in these findings and presented a minority report.



### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and amendments, and of a dispute between the manufacturers of sash, door, interior finishing, cabinet and woodwork in general, in Ottawa, employers, and members of Local Union No. 646 of United Brotherhood of Carpenters and Joiners of America, and Local Union No. 566 of the International Hod Carriers, Builders, and Common Labourers, employees.

To the Honourable G. D. Robertson,  
Minister of Labour, Ottawa.

The Board of Conciliation and Investigation appointed to investigate and report upon the dispute outlined and defined in the application of His Worship Harold Fisher, Mayor of the City of Ottawa, founded upon a resolution of the municipal council of the same city, bearing date the 6th day of July, A.D., 1920, opened its proceedings at the Court House in the City of Ottawa on Tuesday, the 13th day of July, 1920, and were attended by Mr. Patrick Green, who represented the carpenters, and Mr. M. Ryan, who represented the labourers, members of Local Union 566 of the International, and their respective committees, who are included in the application and employed by same employers or some of them, but no one attended on behalf of the employers who refused or neglected to nominate a member of the Board, and had, after he was appointed, failed or refused to give him any instructions or information, making it apparent that each of them considered he had no direct interest in the proceedings.

From the statements and representations made at the first meeting before the Board it appeared that there were in or about 400 carpenters, employees, members of Local Union 646 of the United Brotherhood of Carpenters and Joiners of America, and 150 labourers, who laid down thier tools or abandoned their employment on or about the 12th

day of June 1920, and who were, or many of whom were out of employment at the opening of these proceedings on account of, principally, differences as to rates of wages and schedule of working rules.

The employers and the number of their employees covered by and included in the application, or intended to be, are as follows:

The W. C. Edwards Company.....	employing 150 men
The James Davidson & Sons.....	" 100 "
George M. Mason.....	" 32 "
McAuliffe Davis Company..	" 25 "
J. Oliver & Sons.....	" 25 "
M. C. Neate.....	" 15 "
Ottawa Stairs Company.....	" 12 "
James Hill.....	" 12 "
R. A. Sproule.....	" 12 "
Ottawa Car Company.....	" 12 "
Martin Orme Company.....	" 6 "
William Fraser, Barrett Brothers, M. C. Cummings....	Employing men of the unskilled class, only.

It was further stated at same meeting to the Board that the Local Unions embracing those employees had been established less than two years and no schedule covering rates and working rules had been agreed upon between the parties or any of them, though efforts had been made by the officers of the Local Unions interested to come to agreement with the employers, but the employers refused to discuss these matters with any one not in their employ. Many of the carpenters and labourers had been in the employ of the employers they served for many years and always arranged matters of wages and rules of service through the foreman over them or by direct application, and the originating difficulty breeding the dispute seemed to point to the employers' refusal to recognize or trust the Union, or grant conferences with the officers of the Union becoming active in the cause of the employees.

During the winter months last past, articles of agreement were prepared and submitted to the above named employers, setting out the rates, terms and conditions the employees proposed to the



employers, and in April last, the officers of the Local Unions sought strenuously to discuss the proposed agreement with the employers but met with no encouragement. Advances in rates were voluntarily made by the employers to their employees effective from May last.

The employees, through their officers, pressed for consultation and conference with the employers unsuccessfully until the 12th of June last, when the employees abandoned their work, went on strike and stayed out until these proceedings were instituted, though the best efforts known to the parties making same were made to reach settlement.

The action of so many employees going out on strike in the city formed the ground to base an application for this Board, which otherwise could not be legally constituted, and again emphasizes the wisdom of the amendment to the law providing for investigation in such circumstances.

The Board announced that its duty of investigation could not be satisfactorily performed if the employers maintained their attitude of indifference towards the investigation, and that it would be only respectful of constituted authority if the employers gave their assistance to the work of the Board, and that the member representing them on the Board should convey these instructions to the employers, which was done, and at the meeting held next day the employers named were in attendance and were represented until the Board concluded the hearing of the parties, lending all friendly assistance. After some explanation and negotiation the Board were enabled to have the employees return to their several employments on the terms existing prior to the trouble pending the Report of the Board on the matters in dispute.

The Board heard exhaustively the employees and had the benefit of the evidence of Mr. Thomas Moore, President of the Trades and Labour Congress, and also heard each of the employers who desired to make any representations or submit any information on the questions involved in the whole dispute.

It should be here stated that the employers have for many years pursued the course of fixing wages, rates of pay, and hours of service on their own individual plan, and have granted increases almost annually to those employees, and each employer maintained that he was paying as high and fair rates as paid by any class of employers engaged in the same trade in this or any locality bearing any reasonable comparison, and any further increase meant in some cases that the employees would be laid off and the business discontinued, and in others large reduction in staff.

There were also many objections to the other terms of the agreement submitted by the employees to regulate hours and service, some of which follow. The proposed agreement, amongst other things, covers rates of pay, requires the employers to hire only members of the Union, fixes an eight-hour day and forty-four hour week, with a minimum rate of 65 cents per hour for mechanics, and also overtime and holiday work by permit of the business agent of the Union, and use of Union Label on wares made in shop, and some other conditions not usually found in established working schedules. These conditions never prevailed in any of the factories named, which are all "open shops."

The employers stated their objections were not directed against any Union or effort to organize labour, but the prohibition proposed against all but Union members. It is the contention of the employers that they cannot possibly in all seasons establish an eight-hour day, and that the conditions compel a nine-hour day in many of the factories, and this has long been established without any organized or collective objection heretofore by the employees, though in some factories only eight hours are worked.

The question of overtime, according to the information and representations, is not serious, and created no outstanding abuse or grievance, and affects a very small number of the employees. There were some of the clauses in the

proposed agreement that the representatives did not seriously press, and were, on investigation, not material to either party.

The supreme difficulty facing the present demand is the long delay in reaching the present board. For many weeks negotiations were going on, and for over a month, during which all the increased rates of pay granted were paid and accepted by the employees, the business season passing and the future business of the parties having been based on these increased rates, and each employee making no protest or application to the employers for better terms except through the Union officers who were repeatedly denied conference, created conditions which do not lessen the difficulties.

The burden of proving a fair claim to the demand made for increased rates of pay, and a shorter or eight-hour day, lies upon the parties making it, and it is the opinion of the undersigned that, upon the representations and contentions forwarded, the rates paid and accepted after the first of May down to the strike were not lower than those paid in the locality of the dispute for similar services, though the increase over last year's rates did not entirely meet the increased cost of living, and in the best interests of all parties at this time we would recommend that they go into further negotiations with respect to rates, with a view to relieving any hardships or injustices where it can be done by either bonus or increase.

The inside woodworkers, while performing many classes of work, fall into three distinct groups, namely, skilled, semi-skilled and unskilled. The skilled mechanics are those who work at the bench, called bench hands or cabinet-makers, and those who operate and set up automatic machines. The semi-skilled are those who tail woodworking machines and help in the shop and mill. It was shown that employees in these two groups were not paid a uniform scale. The Board considers it desirable and would recommend that a minimum rate be set for each group to avoid griev-

ances that may arise from the present method of establishing the compensation of these classes, thereby securing better relations between the employer and employees.

The unskilled group is composed of those who haul wood and pile and handle lumber in the various yards. The employees in this group went on strike on the 19th June last on a dispute as to the rates of pay, and are members of Local No. 566, of the International Hod-Carriers, Builders and Common Labourers' Organization. They received an increase in pay on or about May 1st last, and are now receiving from 28c to 40c per hour generally. It is our opinion for the same reasons it would be desirable that a minimum rate should be established for this class of worker.

The undersigned would also recommend that as soon as practicable an eight-hour day and forty-four hour week should be put in force by the employer, as the day is past when any longer working hours can prevail for this class of employee if he objects thereto, and also that in view of the increased cost of living increased rates should be provided.

There are, in the opinion of the undersigned, some well-founded reasons for providing a working schedule in the interests of the employers and employees and after having given due consideration to all the representations made by both parties to the dispute, we recommend that Schedules A and B annexed hereto should be adopted by the parties, who may make such additions as to them seem advisable.

Dated this 10th day of August, 1920.

(Sgd.) R. D. GUNN,  
Chairman.

(Sgd.) S. McCLENAGHAN.

#### SCHEDULE A.

##### Clause 1.

The employers agree and declare that they shall not refuse to employ any member of the Brotherhood of Carpenters and Joiners of America, or discriminate against him at any time because of his membership therein.



## Clause 2.

In case of any dispute between any employee and employer or in the event of the dismissal of any employee for any cause, the employee may appeal to the employers for redress and may be accompanied by another employee selected by him or any officer of the Local Union at the hearing of such appeal if he desires.

## Clause 3.

The employers shall receive a committee of three or less employees at any conference between the employees and employers and in case such conference does not result in agreement the committee may call in an officer of the Local Union to any further conference with the employers.

## Clause 4.

Eight hours during the twenty-four shall constitute a day's work, between the hours of seven a.m. and six p.m. (allowing one hour for lunch) for the first five working days of the week and four hours on Saturday between seven a.m. and twelve noon.

All time worked in excess of eight hours per day shall be overtime and paid for at the rate of time and one-half, and all work performed on New Year's Day, Good Friday, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day, shall be paid for at the same rate, but no employee shall be required to work on Labour Day except for the saving of life or property, or disciplined if he refuses.

## Clause 5.

Any employee required to work at outside work shall be paid the rates existing for such work then paid therefor.

## Clause 6.

For this clause the Board recommends the adoption of the apprentice system with fixed ratings for the first, second and third years, with the minimum rate to apply for the fourth year's service, also that provision should be made that no apprentice shall be engaged who has reached his 23rd year before entering or applying.

## Clause 7.

Any employee who is selected by the Local Union to attend to or discharge duties pertaining to the business of the Union shall on application be granted leave of absence from time to time for such purpose.

## Clause 8.

In case of reductions of staff, junior and unmarried employees shall be released in preference to senior and married employees.

## Clause 9.

Rates of Pay.

## Clause 10.

This Agreement shall remain in force and effect, subject to sixty days notice by either party.

## SCHEDULE B.

## Clause 1.

Same as Schedule A—changing the name of the Union.

## Clause 2.

Same as Schedule A.

## Clause 3. do.

## Clause 4. do.

## Clause 5.

Same as Clause 7, Schedule A.

## Clause 6.

Any employee under this Agreement who is incapacitated by old age, accident or other causes, may work for such rate as is mutually agreed upon between himself and his employer.

## Clause 7.

Same as Clause 10 of Schedule A.

## Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and Amendments, and of a dispute between the Manufacturers of Sash, Door, Interior Finishing, Cabinet and Woodwork in General, in Ottawa, employers, and Members of Local Union No. 646 of United Brotherhood of Carpenters and Joiners of America, and Local Union No. 566 of the International Hod Carriers, Builders, and Common Labourers, employees.

To the Honourable

Senator G. D. Robertson,

Minister of Labour, Ottawa.

Sir,—

I concur in the report and recommendations made by His Honour Judge R. D. Gunn, Chairman, and Mr. Stewart W. McClenaghan, representing the employers, my colleagues on the Board of Conciliation and Investigation established in the above matter, except in one particular, namely:

In paragraph three, page five of such report it is stated: "..... The rates paid and accepted after the First of



May down to the strike were not lower than those paid in the locality of the dispute for similar services, though the increase over last year's rates did not entirely meet the increased cost of living, etc."

I cannot agree that the rates paid after the First of May were not lower than those paid to similar workers in the locality. So far as the skilled workers are concerned the only other workers with whom fair comparison could be made are the carpenters employed on construction work.

The evidence showed that by signed agreement their wages were eighty-five cents per hour.

Even after making allowance for this rate being possibly fixed somewhat higher on account of loss of time for reasons which do not to the same extent apply to carpenters employed in the factories, there is still a marked difference between the rates paid these two classes of similarly skilled workers.

Adding to this the further facts that the increases to the inside woodworkers

at May First did not entirely meet the increased cost of living as stated by my colleagues in their report, with whose statement in that respect I agree, I am justified in stating that the rates requested by such employees in their proposed agreement were fair and reasonable, and accordingly recommend that the minimum rate of the skilled group as defined in the majority report be set at sixty-five cents per hour.

With respect to the semi-skilled and unskilled workers involved in the dispute their present average rate is considerably lower than that of similar classes in other industries in the locality, permanency of employment being taken into consideration. I would recommend that the minimum rate of these classes be: Semi-skilled, as defined in the majority report, fifty-five cents per hour. Unskilled, as defined in the majority report, fifty-two and one-half cents per hour.

Respectfully submitted,

(Sgd.) M. M. MACLEAN.

### Report of Board in dispute between the Montreal Tramways Company and certain of its employees

**A** REPORT was received from the Board established to deal with the dispute between the Montreal Tramways Company and certain of its employees, being members of Division No. 790, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: His Honour Judge J. B. Archambault, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. E. W. Villeneuve and J. A. Woodward, Montreal, nominees of the company and employees respectively. The report was unanimous and contained proposed schedules and re-

commendations as to the settlement of the dispute.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Montreal Tramways Company, employer, and Division 790 of the Amalgamated Association of Electric Tramways' Employees of America, employees.

Montreal, August 3rd, 1920

To the Honourable G. D. Robertson,  
Minister of Labour, Ottawa.

The undersigned, J. B. Archambault,  
president of the Board, E. W. Ville-

neuve, representing the Company, and J. A. Woodward, representing the employees, have the honour to report as follows:

PREAMBLE:—The problem we are herein called upon to solve is rendered infinitely more difficult by the unprecedented social and economic conditions with which we have had to contend for a number of years.

On one side, the employees of the Tramways Company submit that their wages ought to be proportionate to the cost of living, to the difficulties and hard and trying nature of their work, to the experience, skill and knowledge demanded by that work, without taking into account either the resources of the company or the revenue produced by its enterprise. On the other hand, the company pretends that the wages actually paid have reached the limit that the enterprise will sustain in the conditions in which it is actually operated, and that an increase of wages would inevitably bring about an increase in the cost of transportation.

There is also a third party interested in this matter, equally as much as the other two, and whose interests must likewise be taken into account; we refer to the public.

It is a very delicate and difficult mission to hold the balance between these three contending parties and to assign to each its proper share of the burden and advantages. We cannot hope to find a solution which can be accepted by all as satisfactory, but we shall be happy if we are able to offer a "modus vivendi" sufficiently tolerable to enable the tramways enterprise in Montreal to pass through the present crisis in peace and harmony.

Before entering into an analysis of the facts which have been established before us, we consider that it is necessary to lay down the general principles which we intend shall guide us.

In the first place, we do not hesitate to recognize that the workman, the employee, the labourer, each has a right to be paid a wage sufficient to enable himself and his family to live. And live

how? For there are many ways of living, many degrees in the scale, from the extravagant luxury of the millionaire to the condition of extreme misery suffered by the poor. The workman has a right to receive in return for a fair day's work wages which will enable him to preserve his health, assure for his children the natural development of their physical forces, their intellectual faculties and their moral sense, and procure for all a degree of comfort and sane recreation that will put a little joy into their lives and make a man who is wise and reasonable appreciate existence as a benefit and not consider it a burden.

That is the abstract right of every workman, a right which every sociologist acknowledges belongs to him; he has a right to aspire and lay claim to it; it is what an ideal society should procure for him. That right belongs to all workers as well as to tramway employees. But, we must not forget we are not here to find a solution for the great social question which at the present time agitates and stirs the world, we are called upon to arbitrate a difference between a public utility company and its employees, within the limits of the powers that have been conferred upon us. We are dealing with a concrete, specific, local case, surrounded with its own circumstances and contingencies. We are bound to take into account those circumstances. If ideal solutions should be aimed at, never should we lose contact with the practical and real.

It is impossible to consider only the rights of the employees. We must also consider the rights of the company and, above all, those of the public; and if the enterprise, in the present state of things, cannot give to each of the three parties interested everything that they could legitimately expect from it, namely, to the public a service within range of its means, to the employees wages sufficient to give them a full measure of comfort, and to the company, a revenue which will maintain the enterprise on a paying basis; it seems to us that each should sacrifice something in order to prevent strike, failure and disorder, which would



be the worst for all. It is the eternal law of compromise which enjoins.

The Tramways undertaking has got to be maintained, and each of the interested parties ought to contribute its proportionate and equitable share of sacrifice towards that end.

It is with that object in view that we will now proceed to study the facts and arguments which have been submitted to us.

We will first consider the argument based on the trying nature of the work and the skill and knowledge it required.

#### NATURE OF THE WORK.

It has not been shown, and it cannot be conceived that the work of the conductors and motormen is more trying than that of other workmen engaged in outside occupations; on the contrary, it may be said that they are better protected against the rigors of the weather. However, we have to admit that they suffer to a certain degree from the inclemency of our climate, especially in winter time.

#### SKILL AND KNOWLEDGE.

While their work does not call for a long apprenticeship, and the knowledge required is not very extensive, that occupation requires intelligence, education, tact, a knowledge of the French and English languages, and good judgment. Nobody will deny that that should be taken into account, as well as the relative hardship of their work.

#### COST OF LIVING AND SUFFICIENCY OF WAGE.

These two questions are closely connected and must be examined together. Who can tell us just what it costs to live? We have studied what was submitted to us by the employees as a family budget; we have examined numerous statistics, and we confess that we have not been able to set down a figure about which we would be satisfied to say: "Here is what represents the cost of living." It seems to us that no speculative budget can cover all the contingencies of existence, and on the other hand, domestic economy

finds means to practice in all speculative budgets substantial retrenchments.

The cost of living that we have in view seems to us to be more approximately represented by the sum which people of the middle class living economically manage to live with. In our opinion, that ought to exclude luxury of every kind, but include comfort not far from the minimum, and provide for sane recreation. Of course, the worker legitimately aspires to greater comfort; at the same time he ought to make some sacrifice in the exceptional conditions under which we all, with few exceptions, are living at the present time.

Conductors' and motormen's present wages compare favourably with those of salaried people of the same social rank in Montreal, and who accomplish a task at least as trying and requiring equal skill and knowledge. In particular, they are better paid than policemen and firemen, and a large number of civic and civil employees. The graphic table which accompanies this report as Appendix "A" makes this very plain.

The evidence has shown that conductors and motormen have benefitted by the following increases in salary since 1918:

Classes	Cents per hour in May, 1918	Cents per hour since June 30 1918	Cents per hour since July, 1919	In- crease
First year...	25	31	37	48%
Second year...	25	31	40	60%
Third year...	26	33	44	70%
Fourth year...	26	33	48	85%
Fifth year...	26	35	48	85%
After 5 years.	29	37	48	65%

This increase covers the advance in the cost of living during the same period.

It is only fair to the public that due account should be taken of the fact that that increase in salaries has carried with it an advance in the car fares of which it feels the heavy burden.



Under present working conditions, the conductors and motormen earn a monthly wage which varies from \$90 to \$200, averaging \$128.74 per month. To this must be added the value of the uniform and the right of travelling on the tramways free. However, it must not be forgotten that since the last increase in salaries, namely, on June 1, 1919, the cost of living has considerably increased, and as a consequence they have had to submit to a diminution of comfort. For that reason, we consider that their demand to-day ought to be granted in the measure at least as the company's receipts will permit.

The operation of the system of the company has, by a long-term contract, under the authority of the Legislature of Quebec, been placed under the control of the Tramways Commission of Montreal. This commission is vested with power to determine the cost of transportation of passengers and freight, which are the sole revenues of the company. It is obliged to provide out of the receipts for the payment of certain fixed charges necessary to the maintenance of the enterprise, amongst others six per cent on the value of the material required for the operation of the system. The payment of these charges is an obligation which cannot be escaped. These charges naturally vary very little. It is different with the cost of operation, which is composed of salaries and cost of material, and which necessitates an increase in the cost of transportation in proportion as these costs advance.

After a study of the budget and the information obtained from the Tramways Commissioners, after discussing with the commissioners the financial situation, we have come to the conclusion that an increase in wages exceeding that which is found in our conclusions, would result in a substantial increase in the cost of transportation. To such an increase there is the very serious obstacle, already indicated, that the burden would fall on workers of all classes.

There is still more. We are of opinion that all substantial increase in street car

fares would be inefficacious in producing any increase in the total receipt. It appears to us that the Tramways Company has with its present rate of fares attained, pretty near, the maximum of its possible revenue. The Company makes a profit on short hauls, but loses money on long journeys. This is due to the fact that the tariff is uniform within a very extended area; but that uniformity is a condition of operation that cannot be changed.

Now, a new substantial increase in the tariff would surely produce a decrease in the number of trips; and, naturally, this decrease would be in the short trips, out of which the Company makes its profits. That is what happened at the last increase in fares. The diminution in the number of trips then brought about still persists.

We ask the conductors and motormen to bear well in mind that this decrease would be all to their disadvantage, because it would result in a corresponding decrease in the number of cars necessary to carry on the service and would deprive of their employment, totally or partially, a certain number of them.

#### CONDITIONS OF WORK.

In addition to an increase of wages, the employees demand an eight-hour working day, with fifty per cent additional pay for overtime.

Whatever we may think of the legitimacy of that demand, the principle of which has been recognized by certain tramways companies, the difficult period which we are passing does not make it opportune to make this change. It has been shown that it would bring about all kinds of inconveniences. We can say, to the credit of the employees, that they did not appear disposed to insist upon an immediate reduction in the number of working hours. In fact, the majority of them voluntarily work ten, eleven and twelve hours a day, and often seven days per week.

It should be observed, however, that they are paid for more hours than they actually work. This results from a tacit

understanding—fully appreciated by them—which applies in two cases:

1. The interval between the time the employee leaves one car and takes over another is credited to the employee, such credit not to exceed forty minutes.

2. To those serving on supplementary cars, called "extras" and "trippers," every fraction of an hour is counted as a full hour.

In this way it is seen that some men's names appear on the list of pay for 12, 13 and 14 hours, when in fact they have worked 10, 11 and 12 hours. So that their real pay is not 46 cents, but 50, 52 and up to 55 cents per hour. One will be able to appreciate to what extent they benefit by that way of counting the hours of work, tacitly accepted, by the following compilation made for four days, March 29, 30 and 31 and April 1, which were days of normal operation:

#### MONTREAL TRAMWAYS COMPANY

"Statement showing the actual time worked and supplementary time allowed to conductors and motormen for March 29, 30 and 31 and April 1, 1920:

Total number of men at work	1,907
Number of men receiving additional allowance . . . . .	1,134
Proportion . . . . .	59%

The total time paid for during the four days was 69,127 hours.

The total time paid to the 1,134 men receiving an additional allowance was 39,045 hours, being 56 per cent of 69,127 hours.

The 39,045 hours represent 34,036 hours of actual work, and 5,009 additional hours, or 13 per cent.

Time of 1,134 conductors and motormen receiving an additional allowance:

Tariff	Hours of actual work	Additional hours allowed	Time paid	Average tariff paid per hour for actual work
37.....	686	100	786	.424
40.....	3,090	369	3,459	.448
44.....	1,628	222	1,850	.500
48.....	28,632	4,318	32,950	.552
Totals..	34,036	5,009	39,045	.538

Additional time allowed:	
March 29, 30, 31, April 1, (4 days)	
5,009 hours . . . . .	\$ 2,354.92
For one day, April 1, 1,252 hours . . . . .	588.73
For 365 days, or one year, 457,071 hours . . . . .	214,886.45

#### CONDITIONS OF WORK.

The employees do not only ask for an increase in their salaries, but also for changes in their conditions of work. In the course of the discussion an understanding was reached between the company and the employees relative to a certain number of these changes. As to the others, the employees simply submitted them to us, without giving any reasons why they should be made. In favour of the existing conditions there is the test they have gone through, and nothing would justify us in modifying them beyond the understanding which has intervened between the parties.

#### CONCLUSIONS.

Before setting down the figures which we have decided upon, we wish to state that we have, to the best of our ability, analysed the evidence and weighed with care all the arguments submitted, with a desire to give to the employees the greatest possible measure of advantage compatible with the intangible rights of the public and the resources of the tramways enterprise.

For the above stated reasons, we recommend that the following scale of wages shall be adopted, with retroactive effect to the First of July last:

## FOR CONDUCTORS AND MOTORMEN

First year, 45 cents per hour instead of 37 cents.

Second year, 50 cents per hour instead of 40 cents.

After the second year, 55 cents per hour instead of 44 and 48 cents.

Under the existing scale of pay and conditions of work:

- 3½ per cent of the conductors and motormen earn 37 cents per hour;
- 11 2-5 per cent earn 40 cents;
- 7 4-5 per cent earn 44 cents.
- 77 3-10 per cent earn 4 cents.

Under the proposed scale:

- 3 5-10 per cent will earn 45 cents.
- 11 4-10 per cent will earn 50 cents;
- 85 1-10 per cent will earn 55 cents.

With regard to the other employees we recommend the following wages, which will represent a substantial increase for all of them.

## CAR SERVICE DEPARTMENT

## Inspectors and Instructors—

Per month.

Pass. Inspectors or Instructors, 1st year.....	\$160.00
Pass. Inspectors or Instructors, 2nd year.....	175.00
Freight Inspectors (2).....	175.00
Travelling Freight Inspectors.....	150.00

All other conditions to remain as under Agreement.

## Depot Clerks—

Per month.

Day Clerks.....	\$ 175.00
Night Clerks, 1st year.....	160.00
Night Clerks, 2nd year.....	170.00
Freight Clerk.....	145.00
Janitors—Depots.....	55.00

All other conditions to remain as under 1919 Agreements.

Signalmen, same as conductors and motormen.

Stable Foremen.....\$125.00 per month.

Stable Grooms.....30-35c per hr.

Chauffeur.....\$120.00 per month.

Hillmen.....35c per hour.

## POWER DEPARTMENT

Proposed rate.  
per hour.

Steam Engineer in charge.....	.65c.
Assistant engineer.....	.52c.
Boiler Room Foreman.....	.52c.
Boiler Room Helpers.....	.40c.
Coal Weigher.....	.40c.
Mechanics.....	.55c.
Boiler Repair Men.....	.50c.
Oilers.....	.47½c.
Firemen.....	.50c.
Sweepers.....	.35c.
Chief Operator, Hochelaga.....	.65c.

Proposed rate.  
per hour.

Switchboard Operator, 1st class.....	.61c.
Switchboard Operator, 2nd class.....	.59c.
Switchboard Operator, Sub. Stations.....	.55c.
Dynamo Tenders.....	.50c.
Foremen Electricians.....	.60c.
Electricians.....	.55c.
Electricians' Helpers.....	.50c.
Sweepers.....	.35c.

## OVERHEAD LINE

Sub-Foremen.....	.60c.
Linemen.....	.55c.
Groundmen.....	.52c.
Chauffeurs.....	.50c.
Motormen.....	Motormen's rate.

REMARKS.—Hours of duty and allowance for overtime to remain as under Agreement of May 28th, 1919.

## CONSTRUCTION DEPARTMENT

Proposed rate.

General Roadmaster.....	\$225.00
Roadmaster.....	195.00
Permanent Gang Foreman.....	.60c.
Assistant Foreman.....	.54c.
Permanent Suburban Track Foreman.....	.52c.
Permanent Checkers.....	.50c.
Temporary Checkers.....	.44c.
Trackmen (1st and 2nd class).....	.42c.-.47c.
Construction Watchman.....	.23½c.

(12 hrs.)

Carters.....	Prevailing rate
Messengers.....	.16c.
Permanent Clerks.....	.50c.
Emergency Men (12 hrs. Cote St.).....	.35c.
Inspector, Pavement.....	.50c.
Inspector, Excavations.....	.47c.
Inspector, Switches.....	.47c.
Switchmen.....	.35c.
Electric Welders.....	Motormen's rate.
Grinders.....	.42c.
Assistant Foreman Bonder.....	.55c.
Blacksmiths.....	.60c.
Machinists.....	.60c.
Helpers.....	.42c.
Bonders.....	.50c.
Carpenters.....	.60c.
Bricklayers.....	.60c.
Plumbers.....	.60c.
Painters.....	.55c.
Helpers.....	.42c.
Foreman Construction Shops.....	175.00
Checker in charge.....	135.00
Chauffeurs.....	120.00
Inspectors, Int. Plants, Day.....	125.00
Inspectors, Int. Plants, Nights.....	95.00
Foreman Electric Welder.....	165.00
Foreman Bonders.....	165.00
Foreman Carpenter.....	180.00

REMARKS.—Hours of duty and allowance for overtime to remain as under Agreement of May 28th, 1919.



Proposed Rate.  
Per month.

Foreman Bricklayer.....	\$175.00
Foreman Painter.....	140.00
Foreman Plumber.....	160.00
Foreman Watchman.....	31c per hr.
Labourers.....	Prevailing rate.

REMARKS.—Hours of duty and allowance for overtime to remain as under Agreement of May 28th, 1919.

## STORES DEPARTMENT CONSTRUCTIONS

## Proposed rate

Foreman in the yard.....	\$115.00 per month
Assistant Foreman in Yard . . .	.52 c. per hour
Freight handlers.....	Labourers' rate

REMARKS.—Hours of duty and allowance for overtime to remain as per Agreement dated May 28th, 1919.

## ROLLING STOCK DEPARTMENT.

## YOUVILLE SHOPS—

## CARPENTERS, PAINTERS AND MISCELLANEOUS—

Proposed Rate.  
Per hour.

Carpenter—1st Class.....	.54- .60
Carpenter—2nd Class.....	.46- .52
Machine men.....	.50- .60
Upholsterers.....	.50- .60
Pattern makers.....	.55- .65
Letterers.....	.55- .65
Painters—1st Class.....	.54- .60
Painters—2nd Class.....	.46- .52
Car Wash. Inspectors.....	.45
Car scrubbers.....	.40
Paint burners.....	.45
Painter apprentice.....	.40- .44
Shop cleaners.....	.35
Firemen.....	.42- .46

## MACHINE SHOP—

Machinist—1st Class.....	.60- .70
Machinist—2nd Class.....	.50- .58
Machine Operators.....	.42- .48
Fitters.....	.50- .55
Benchmen.....	.42- .48
Labourers (over 20 years).....	.40
Labourers (under 20 years).....	.34
Millwright.....	.50- .60
Tinsmith.....	.50- .60
Welders.....	.50- .60
Welders' apprentice.....	.40- .48
Tool maker.....	.60- .70
Brass finishers.....	.50- .60
Blacksmith.....	.50- .60
Blacksmiths' helpers.....	.42- .46

REMARKS. — Conditions regarding hours of work, allowance for overtime and allowance for Sundays and Holidays to remain as under Agreement of May 28th, 1919.

Proposed Rate.  
Per hour.

Armature winders.....	.50- .65
Field makers.....	.40- .55
Commutation builders.....	.50- .60
Heater repairers.....	.42- .45
Electricians.....	.50- .60
Electrical and mech. repair men..	.42- .48
Apprentice (over 20 years).....	.34- .40
Apprentice (under 20 years).....	.20- .32
Equipment repairer.....	.50- .60
Air brake men.....	.42- .55
Steam fitters.....	.50- .55
Pipe fitters.....	.42- .48
Plumbers.....	.55- .60
Toolsmiths.....	.50- .60
Assistant foreman overhauling department.....	.60

REMARKS. — Conditions regarding hours of work allowance for overtime and allowance for Sundays and Holidays to remain as under May 28th, 1919, Agreement.

## CAR BARN—

Proposed Rate.  
Per hour.

Chief inspector.....	.50-55½
Truck inspector.....	.42- .52
Brake inspector.....	.42- .52
Motor inspector.....	.42- .52
Electrical inspector.....	.42- .52
Fender and sand boxes.....	.42- .52
Emergency men.....	.42- .52
Pitmen.....	.42- .52
Carpenters.....	.42- .52
Helpers.....	.35- .40
Labourers.....	.35
Benchmen.....	.40- .50
Car starters.....	Motormen's Rate
Car cleaners.....	.35
Shop cleaners.....	.35
Car cleaners' inspectors.....	.40
Firemen.....	.40
Car starter helpers.....	.45

REMARKS.—Hours of duty and allowance for overtime and Sunday work to remain as per Agreement of May 28th, 1919.

## CASHIER'S DEPARTMENT.

## Proposed Rate.

Night cashiers depot..	\$115.00
Day cashiers.....	85.00-\$90.00-\$ 95.00
Emergency clerks.....	90.00- 95.00- 100.00
Fare box day clerks...	75.00- 80.00- 85.00
Fare box night clerks..	85.00- 75.00- 80.00

## FARE BOX REPAIR DEPARTMENT.

Men in charge.....	\$185.00
Assistant.....	110.00

REMARKS.—Hours of duty and other conditions to remain as at present.

We recommend further that the scale suggested above should be made to apply for the period of one year dating from July 1, 1920, to be renewed automatically for a period of another year by default of one or the other parties inter-

ested giving notice of its intention to put an end to it thirty days at least before the expiration.

(Sgd.) J. B. ARCHAMBAULT.

(Sgd.) J. A. WOODWARD.

(Sgd.) E. W. VILLENEUVE.

**Report of Board in Dispute between Toronto and Niagara Power Company;  
Toronto Power Company, Toronto; Toronto Power Company, Niagara Falls;  
and Toronto Street Railway Company and certain of their employees**

**A** REPORT was received from the Board established to deal with the dispute between the following companies: (1) The Toronto and Niagara Power Company; (2) Toronto Power Company, Toronto; (3) Toronto Power Company, Niagara Falls, Ontario; and (4) Toronto Street Railway Company, and certain of their employees, being members of the following trade unions, namely: (1) blacksmiths and helpers, members of Local 318, International Brotherhood of Blacksmiths and Helpers; (2) electrical workers and helpers, members of Local 353, Toronto, and Local 897, Niagara Falls, International Brotherhood of Electrical Workers; (3) woodworkers, members of Toronto District Council of Carpenters, and (4) machinists and helpers, members of District Lodge No. 46, International Association of Machinists, and Lodge 1296, Niagara Falls, Ontario, International Association of Machinists. The Board was composed as follows: Mr. U. E. Gillen, Toronto, chairman, appointed by the Minister in the absence of a recommendation from the other two members, Messrs. W. H. Moore and Fred. Bancroft, Toronto, nominees of the companies and employees respectively. The report was signed by the chairman and Mr. Bancroft, and was accompanied by proposed schedules and recommendations as to settlement of the dispute. These findings, the Department was advised, were acceptable to the employees. It was understood that Mr. Moore intended to present a minority report,

but this had not been received at the close of the month.

**Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between (1) Toronto and Niagara Power Company, (2) Toronto Power Company, Toronto, (3) Toronto Power Company, Niagara Falls, Ontario, and (4) Toronto Street Railway Company, employers, and certain of their employees being members of the following trades unions, namely: (1) Blacksmiths and Helpers, members of Local 318, International Brotherhood of Blacksmiths and Helpers, (2) Electrical Workers and Helpers, members of Local 353, Toronto, and Local 897, Niagara Falls, International Brotherhood of Electrical Workers, (3) Woodworkers, members of Toronto District Council of Carpenters, and (4) Machinists and Helpers, members District Lodge No. 46, International Association of Machinists, and Lodge 1296, Niagara Falls, Ontario, International Association of Machinists, employees.

Hon. Senator G. D. Robertson,  
Minister of Labour, Ottawa.

Sir,—

The Board of Conciliation and Investigation appointed by you to enquire into the differences between the parties

mentioned above, and composed of Messrs. U. E. Gillen, Chairman, Fred. Bancroft and W. H. Moore, all of the City of Toronto, met on July 19, were duly sworn, discussed documents referred to Board, and made arrangements for public sittings. All the parties were notified by the Chairman, and on July 20, the public sittings commenced and were continued until all the evidence the parties desired to submit was completed.

The representatives who appeared before the Board at the public sittings were:

For the Employer: Mr. F. G. Clark, Chief Engineer of the Toronto and Niagara Power Company, The Toronto Power Company, and The Toronto Railway Company; Mr. F. L. Hubbard, Assistant Manager, The Toronto Railway Company; Mr. W. R. McRae, Master Mechanic, The Toronto Railway Company; Mr. D. C. Deacon, Foreman Machinist, The Toronto Railway Company; Mr. J. F. Neild, Superintendent of Operation, The Toronto Railway Company; Mr. O. V. Anderson, Superintendent of Distribution, The Toronto and Niagara Power Company; Mr. N. B. Ambler, Superintendent of the Toronto Power Company, Ltd., at Niagara Falls, Ontario.

For the Employees the representatives were: Mr. J. T. Gunn, Business Manager of the International Brotherhood of Electrical Workers, Local 353, Toronto; Mr. Phil. C. Thomas, Business Manager of the International Brotherhood of Electrical Workers, Local 897, Niagara Falls, Ontario; Mr. John Munro, Business Manager of the International Association of Machinists, District No. 46, Toronto; Mr. R. J. Nicholls, Business Manager of the District Council of Carpenters, Toronto; and Messrs. J. Black and W. Neelands, representatives of the International Brotherhood of Electrical Workers, and employees of the employer, and Mr. J. T. Gunn authorized to represent the International Brotherhood of Blacksmiths and Helpers, and Mr. A. Sanderson, Secretary of Local 318 of the Interna-

tional Brotherhood of Blacksmiths, Toronto.

Due to the extensive scope of the reference to the Board, involving three companies and four International Trades Unions, numerous witnesses were heard, some of whom were called by both parties, and a total of fifty-six separate exhibits filed with the Board, covering names of employees, hours worked and wages paid in various recent years, arguments on the cost of living, and practically a review in detail of all the employees involved; these exhibits of a voluminous character were filed by the various parties to the dispute.

The members of the Board found early in the proceedings that very little headway had been made by the parties toward a mutual adjustment of the differences before the Board was established, and it does seem to the members of the Board, from the evidence submitted, that previous to the establishment of the Board, a greater effort should have been made to reach an agreement. With this in mind, and with a view to affecting a harmonious settlement of the differences, the members of the Board urged the parties throughout the proceedings to hold conferences between themselves and try and reach an agreement. Many conferences were held between the various representatives and at times, while conferences were proceeding, the members of the Board continued with other phases of the dispute. The conferences were productive of agreements on classification for some men, and other minor conditions, but no agreement between the parties seemed possible on the major question of wages, main classification, and other important differences. The members of the Board, despite the continuous disagreement, endeavoured to bring the parties together, pointing out that the differences were so important as to have within them the elements of industrial dispute. Inasmuch as the nature of the service involved was of great public interest, the members of the Board tried every means to bring the parties together, feeling that a



mutual agreement would make for harmony in the service, and would be a protection to the public interests involved, and that a mutual agreement would be better than an award which may be accepted or rejected as the parties decide.

The members of the Board in fairness ought to point out that the men's representatives were at all times willing to negotiate with the Company, and did take out a number of clauses in the schedules as originally presented.

The machinists in their original presentation asked for ninety cents (90c) per hour, and the representatives of the machinists offered to accept eighty-five cents (85c), and it was rejected and no counter proposition made by the company, which meant any increase in wages.

The representatives of the Electrical Workers stated to the Company representatives before the Board that the men involved would accept the conditions and wages now in force for the electrical employees in the Bell Telephone Company, and a copy of that agreement was submitted to the Board. This was not accepted by the Employer, and the representatives of the Company did not suggest any increase in wages before the Board.

During the morning sitting on July 20, Assistant Manager, Mr. F. L. Hubbard of the Toronto Railway Company, read a letter from Mr. F. A. Acland, Deputy Minister of Labour, and Registrar, Ottawa, which was dated July 2, and addressed to Mr. R. J. Fleming, General Manager. The letter states:

I beg to acknowledge yours of the 30th ultimo, re this matter, and note that Mr. W. H. Moore has been nominated to represent the various companies on the Board or Boards which may be constituted. In reply I would state the Minister has thought it would be for the convenience and advantage of all parties and an economy in time and expenditure to have the several sections of the dispute referred to one Board, but there should be no difficulty in having the separate sections of the dispute dealt with separately, with separate reports and findings and a suggestion on

this point will be made to the Board when the same is constituted.

Immediately this letter was read the representatives of the employees objected to proceed with the hearing and asked the Board to adjourn for the balance of the day to enable them to communicate with the Minister, and consider the question of the letter further. The Board granted the adjournment asked for.

The next morning when the Board convened, Mr. Gunn advised that the representatives had been in touch with the Minister of Labour, and informed the Board that the Minister of Labour had stated he would communicate with the Chairman on this point.

The Chairman of the Board stated he had received a message from the Minister on the subject and read the telegram, which stated:

Mr. Gunn, on behalf of the Electrical Workers, affected by the dispute, which you are now investigating, represents that all four of the employing companies are virtually one and that the various disputes should be dealt with accordingly. I have advised him that it is quite within the discretion of the Board to exercise its own judgment in dealing with this question. It is obviously preferable that one Board should deal with several similar disputes rather than to have several Boards, who would, in all probability, differ in conclusions and fail to bring about any uniformity of results. Whatever the Board decides to be the most desirable procedure to follow will be satisfactory so far as the department is concerned.

The members of the Board had a private conference on the matter, and could not reach a unanimous decision on this point. The Chairman therefore announced that a final decision on this question would be left until all the evidence was submitted by the parties to the dispute; the representatives of the men stated that under these conditions they would proceed under protest; the enquiry was then resumed.

At the close of the public sittings, and when the members were analyzing the many exhibits and carefully reviewing the evidence as presented, the point as to what form the report or reports should take again came up. A majority of the

members of the Board, taking into consideration every viewpoint expressed on the matter, decided that the report should follow the form which is herein set out, namely:

Part (a) Schedule for Machinists, Helpers, etc.

(b) Schedule for Carpenters, Woodworkers, etc.

(c) Schedule for Blacksmiths, Helpers, etc.

(d) Schedule for Electrical Workers, Helpers, etc., at Niagara Falls.

(e) Schedule for Electrical Workers, Helpers, etc., at Toronto.

When the Board arrived at the consideration of the differences between the Blacksmiths, Helpers, etc., as outlined in the original presentation, Mr. Hubbard, Assistant Manager of the Toronto Railway Company, stated that the company had adjusted the differences and the matter was settled. This was contested by Mr. Gunn, who was authorized to represent the employees in the absence of Mr. Powesland, the International Officer whose name was on the application. Mr. Gunn promised to have the local Secretary of the Union, Mr. Sanderson, attend the proceedings. Mr. Hubbard then presented a letter signed by three men and a cross for another employee, indicating that they had agreed to accept an increase of five cents (5c) per hour. Representatives of the employees contended that the wording of the letter indicated that the men signing it were not the men referred to in the application. It was then agreed that both sides would, at next sitting, present further evidence and witnesses to support the various contentions.

On July 28, Mr. A. Sanderson, Secretary of Local 318, International Brotherhood of Blacksmiths and Helpers, appeared and gave evidence to the effect that Mr. Powesland had been called to Vancouver, and that he could not say when Mr. Powesland would be

able to attend, and that he, with Mr. Gunn, would attend for Local 318. Mr. Sanderson stated that the Schedule before the Board was presented to the employees by Mr. Powesland, and that the employees involved had agreed to the Schedule, and that no one was authorized, as far as the applicants for the Board were concerned, to sign the letter.

The letter filed by Mr. Hubbard, states as follows:

Toronto, Ont., July 13, 1920.

R. J. Fleming, Esq.,  
General Manager,  
Toronto Railway Co.,

DEPARTMENT "N" BLACKSMITHS AND HELPERS.  
TORONTO RAILWAY SHOPS.

This is to certify that the employees, Blacksmiths and Helpers, employed in the shops of the Toronto Railway Company, are satisfied to accept an increase of five cents per hour on our existing rates of pay. This and all other conditions of employment to remain as at present, and to continue until the end of the Toronto Railway Company's present franchise in Toronto; and further, we agree to dispense with the services of any Board of Conciliation or Arbitration, during the above mentioned period.

Signed on behalf of the employees.

Witnesses:

Wm. Smallwood.  
W. R. McRae.

HENRY HALLETT.  
JOS. STARK.  
WM. SHARP.

(His "X") WM. MCGILL.

After hearing witnesses who were employees involved, it would appear that after the Board was applied for, the foreman of the shop was asked by the Master Mechanic to feel the men out, and see if they would accept a five cent (5c) an hour increase. Apparently the men agreed to do so. The representatives of the Blacksmiths and Helpers before the Board claimed most strongly that this was a violation of the Industrial Disputes Act, and in any case it should not prejudice the applicants before the Board. One of the employees stated that the foreman asked him to get Mr. Powesland to call off the Board

after the men had accepted the five cent an hour increase.

It may be noticed that the Board of Conciliation was established before the letter was signed, which is dated July 13. After hearing all the witnesses and the evidence as to whether or not the case of the Blacksmiths and Helpers should be dealt with, the members of the Board could not reach a unanimous decision on the point and the Chairman decided to hear all the evidence in the case and decide that point after both sides had made their arguments on wages and conditions. The majority members of the Board have decided to deal with the Blacksmiths and Helpers Schedule, as referred to them by the Minister of Labour and as provided for in the Industrial Disputes Investigation Act.

As a result of the many conferences between the parties, and the evidence submitted to the Board, and the statements made before the Board, it appears that as far as the Blacksmiths and Helpers, Machinists and Helpers, and Carpenters or Woodworkers are concerned, there is not much difference of opinion as to rules and classification. This however is not the case as far as the electrical workers at Toronto are concerned, there being divergent views on classification and rules between employees and employer. As regards rates of pay there was no agreement at all between the parties.

Regarding classification of Electrical Workers. The company representatives claim that the present classification of the employees by the company is the proper one, and by that classification they are able to decide on what an employee's pay shall be. The representatives of the Electrical Workers argue that classification is a most important part of the Schedule, and say they should be classified as apprentices and journeymen, and that an employee after three years at any branch of the electrical work or at varied branches of the

electrical work, should be called a journeyman, and then have what is set as a journeyman's wage, further that this arrangement is in existence for the Bell Telephone employees, and that it was an award accepted by another power company in Toronto in 1914. Exhibits or Schedules of other companies were presented, both for and against the employment of men classified as apprentices and journeymen.

Remembering that Electrical Workers both at Toronto and Niagara Falls are parties to the application and that the men concerned at Niagara Falls are not asking for a classification that designates the employees as apprentices and journeymen, and having due regard to all evidence before the Board on the subject, we have decided not to make any recommendation for a change in present classification, but suggest that the representatives of the Employer and Employees at both Toronto and Niagara Falls confer with a view of reaching a satisfactory agreement on classification.

In Exhibit Twenty-five, filed by a representative of the company, it is stated: "Any increase granted by the Board, based upon the increased cost of living, should be an increase in cents per hour, and not a percentage increase based upon an employee's wage."

The representatives of the employees did not urge that an increase in pay be granted on a percentage basis, but did urge that an increase be granted sufficient to enable the men to live properly, having regard to present standards established in this community, and filed Exhibit No. 7, quoted below, showing the cost of living for a family of five in June, 1920.



## Yearly Cost of Living for Family of Five, compiled June 1, 1920

## EXHIBIT NO. 7.

Coal—			
6 tons at \$14.50.....	87.00		
1 cord light wood, \$14.00.....	14.00		
		\$ 101.00	\$ 101.00
Light and gas for cooking at \$3.00 per month.....			36.00
Clothing for man—			
1 suit per year.....	45.00		
1 hat per year.....	5.00		
4 shirts per year.....	8.00		
4 prs. socks per year.....	4.00		
Collars and ties per year.....	6.00		
Underwear per year.....	10.00		
			78.00
An amount for his wife.....			100.00
3 children's clothing at \$45.00.....			135.00
Boots and shoes—			
3 children 3 prs. each at \$4.50.....	40.50		
2 pr. men's boots at 9.00.....	18.00		
1 pr. men's overshoes, rubbers.....	2.50		
1 pr. lady's rubbers.....	2.00		
2 pr. lady's boots at \$8.00.....	16.00		
Repairs for family.....	6.00		
			85.00
Furniture and utensils—			
3 brooms at \$1.00.....	3.00		
Brushes.....	1.50		
Gas mantels or electric light.....	2.00		
Stove polish.....	0.25		
Shoe polish.....	0.75		
Renewal of furniture.....	65.00		
			72.50
Bread—			
1 large loaf per day at 26c.....	94.90		
Cakes per day 8c.....	29.20		
			124.10
Milk—1 qt. per day at 16 c.....			58.40
Meat—at 60c. per day.....			219.00
Potatoes—8 bags per year at \$2.00.....			16.00
Sugar—4 lbs. per week at 21c.....			43.68
Tea—½ lb. per week at 35c.....			18.20
Coffee—4 lbs. per year at 60c.....			2.40
Breakfast foods and cereals at 25c. per week.....			13.00
Vegetables per year, lettuce, onions, carrots, etc.....			15.00
Fruits, raspberries, strawberries, peaches, plums, apples, etc.....			15.00
Produce—			
Butter, 3 lbs. per week at 65c.....	101.40		
Lard, 1 lb. per week at 18c.....	18.72		
Eggs, 1 doz. per week at 60c.....	31.20		
Cheese, 1 lb. per week at 32c.....	8.32		
			159.64
Flour—25 lbs. bag a month at \$2.50.....			30.00
Canned goods, per year, fish, corn, peas, pickles, etc.....			30.00
Insurance per year—Fire and Life.....			30.00
Union dues, including free doctor and medicine.....			21.00
Street car fare 50c. per week.....			26.00
Sundries, pepper, salt, mustard, matches, vinegar, etc.....			30.00
Extras for Christmas.....			20.00
Evening paper at 50c. per month.....			6.00
Rent for 6 roomed house or flat at \$32.50.....			390.00
Doctor and medicine for family.....			25.00
Donations to church.....			20.00
		\$ 1,919.92	

A representative of certain employees claimed that two employees granted an increase by a former award, did not receive the increase, although the Company accepted the award. It appears the increases referred to a classification and that seven men claimed the increase with the result that no one got it. The representatives of the Company submitted their file on the subject, but this Board declined to consider the matter as it was not enumerated in the application as one of the questions in dispute; reference is made to it here, as it was one of the reasons advanced for identifying the name with the rate of pay recommended by this Board, and is one explanation why names of employees appear in parts "A," "B," "C," "D" and "E" of this report.

Representatives of the Companies stated increases had been granted this year, to some of the employees represented in the application; it is also referred to in some of the exhibits filed with the Board, and without further reference to the evidence or exhibits, but with due regard to both and other matters pertaining to rules governing working conditions, and rates of pay and after visiting a number of the plants or places, where the men referred to in the application work, both at Toronto and Niagara Falls, we recommend as fair, equitable and just, and which should be accepted by the parties to the dispute, the rules and rates of pay recommended in parts "A," "B," "C," "D" and "E," annexed hereto.

The rates of pay recommended in Parts "A," "B," "C," "D" and "E" of this report, shall be regarded as the minimum rates for the various positions indicated and no further classes shall be established for the purpose of reducing the hourly, weekly or monthly rates of pay. Mr. Moore will make a separate report.

All of which is respectfully submitted.

(Signed) FRED. BANCROFT,  
Chairman.

(Signed) U. E. GILLEN,  
Toronto, August 18, 1920. Member.

## PART "A."

Rules and Rates of pay governing Machinists, Helpers, etc., employed by The Toronto Railway Company and The Toronto and Niagara Power Company.

Rule 1. Forty-four hours shall constitute a week's work, to be worked as follows: Eight hours per day for the first five days of the week, to be worked between the hours of 8 a.m. and 5 p.m., and four hours on Saturday, to be worked between 8 a.m. and 12 o'clock noon.

Rule 2. All time worked in excess of time specified in Rule One shall be paid at overtime rates as follows: For the first two hours time and one half and double time after two hours, and double time shall be paid for Sundays, all nationally proclaimed holidays and the following Statutory holidays: New Year's Day, Good Friday, Victoria Day, Dominion Day, Civil Holiday, Labour Day, Thanksgiving Day and Christmas Day and in cases when the holiday falls on Sunday, the overtime rates shall be paid for the day on which the holiday is observed.

Rule 3. When employees are called out to work after the close of the regular work day, they shall be paid not less than four hours, unless they be notified to return to work before leaving the plant. In such cases their time shall start not later than one hour after the close of the regular work day.

Rule 4. The men named and designated as Machinists in this report are admitted by the Companies' representatives to be qualified Machinists as generally understood by the trade, also that they are doing Machinists work and by mutual consent, this rule is substituted for Clause 7 in the Machinists' presentation.

Rule 5. No Machinist or Apprentice shall be required to operate more than one machine at any one time.

Rule 6. If any grievance arises between the parties to this schedule the Company agrees to receive a Committee of their employees and, if possible, to adjust such grievance. In case of a disagreement over the interpretation of this schedule, there shall be no cessation of work until the highest local representatives of both parties available at the time have failed to come to an understanding.

Rule 7. No discrimination shall be shown against the Shop Committees elected by the employees to transact their business.

Rule 8. No employee shall suffer a reduction through the adoption of the foregoing rates.

Rule 9. These rules and rates of pay shall apply on and from June 1, 1920, and remain in effect until terminated by either party, giving thirty (30) days notice in writing of a desired change.

Name.	Employer.	Occupation.	Present rate of wages per hour.	Rate per hour re- quested in ap- plication.	Rate per hour recom- mended.
			cents.	cents.	cents.
F. Mulholland.....	The Toronto Rly. Co.....	Machinist.....	71	90	81
J. Brent.....	".....	".....	71	90	81
C. Moyse.....	".....	".....	71	90	81
H. May.....	".....	".....	71	90	81
A. Rowatt.....	".....	".....	71	90	81
W. Jamieson.....	".....	".....	71	90	81
C. Couling.....	".....	".....	71	90	81
A. Cumming.....	".....	".....	71	90	81
S. Pryce.....	".....	".....	71	90	81
J. Brown.....	".....	".....	71	90	81
J. Dillon.....	".....	".....	71	90	81
W. Moore.....	".....	".....	71	90	81
R. Crowe.....	".....	".....	71	90	81
H. Evans.....	".....	".....	71	90	81
A. Burke.....	".....	".....	71	90	81
S. Plummer.....	".....	".....	71	90	81
J. Young.....	".....	".....	71	90	81
A. Morrison.....	".....	".....	71	90	81
E. Smurthwaite.....	".....	".....	71	90	81
J. Hall.....	".....	".....	71	90	81
*A. Page.....	".....	".....	67	90	81
*W. G. Davis.....	".....	".....	63	90	81
C. Spider.....	".....	Brass finisher and handyman.....	61	75	71
G. Brereton.....	".....	Mach. Improver and handyman.....	61	75	71
C. Grant.....	".....	Handyman.....	58	65	65
C. Godwin.....	".....	".....	56	65	63
W. Bunting.....	".....	Drill hand.....	56	65	63
P. Break.....	".....	".....	55	65	62
D. Dickson.....	".....	".....	55	65	62
J. Osborne.....	".....	Drill hand (or bolt machine).....	55	65	62
J. Booth.....	".....	Drill hand (oper- ator).....	55	65	62
A. Young.....	".....	".....	55	65	62
L. Kerr.....	".....	".....	55	65	62
J. Bohn.....	".....	Drill hand and handyman.....	55	65	62
A. McEachren.....	".....	Drill hand.....	55	65	62
J. Allison.....	".....	Helper and la- boured.....	55	65	62
F. Whimset.....	".....	".....	55	65	62
J. Curtis.....	".....	".....	55	65	62
G. Doherty.....	".....	".....	55	65	62
E. Kenton.....	".....	".....	55	65	62
D. Trudell.....	".....	".....	55	65	62
J. Norton.....	".....	".....	50	65	62

\*Regarding increases recommended for Messrs. Page and Davis, these men asked to come before the Board and make a statement. They were given permission to do so, and said they were employed as Machinists, that they were qualified machinists and doing machinists work; their statements were not questioned by representatives of the Company.



Name.	Employer.	Occupation.	Present rate of wages per hour.	Rate per hour requested in application.	Rate per hour recommended.
			cents.	cents.	cents.
D. Moss.....	The Toronto & Niagara Power Company.	Asst. Foreman...	76	90	86
G. Gibbons.....	"	Machinist.....	71	90	81
F. Stroud.....	"	"	71	90	81
J. Cooper.....	"	"	71	90	81
C. Rosevear.....	"	"	71	90	81
H. Phillips.....	"	"	71	90	81
G. Thompson.....	"	"	71	90	81
H. Wright.....	"	Auto mechanic...	66	90	76
H. Armstrong.....	"	Handy man and labourer.....	50	65	62
*W. Chevers.....	The Toronto Power Company Niagara Falls....	Machinist.....	75	87	80
*B. Kennedy.....	"	"	75	87	80
*Charles Smith.....	"	Mechanical fitter.	65	65	65

\*Rule one does not apply to these men.

The names submitted above were agreed upon by the parties to the dispute. Should any employee or employees be inadvertently omitted, who come within the reference to the Board, the employee or employees according to their classification as set out above, shall receive a similar increase in cents per hour as the employee in the classification similar to their own.

#### PART "B".

WOODWORKERS OR CARPENTERS EMPLOYED BY  
THE TORONTO RAILWAY COMPANY AND  
THE TORONTO AND NIAGARA POWER  
COMPANY.

#### Rules and Rates of Pay.

Rule. 1. Forty-four hours shall constitute a

week's work, to be worked as follows: Eight hours per day for the first five days of the week to be worked between the hours of 8 a.m. and 5 p.m. and four hours on Saturday to be worked between 8 a.m. and 12 o'clock noon.

Rule 2. All hours worked in excess of those specified in Rule One, shall be paid at the rate of time and one-half, and double time shall be paid for Sundays, all Nationally proclaimed holidays, and the following statutory holidays: New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day and Christmas Day, and in cases when the holiday falls on Sunday, the overtime rates shall be paid for the day on which the holiday is observed.

Rule 3. The rules and rates of pay to apply as on and from June 16, 1920, and continue in effect until thirty (30) days notice in writing is given by either party desiring a change, to the other party.

Name.	Employer.	Occupation.	Present rate of wages per hour.	Rate per hour re- quested in ap- plication.	Rate per hour recom- mended.
			cents.	cents.	cents.
T. Williams.....	The Toronto Rly. Co.....	Woodworker.....	57	90	67
J. Thompson.....	".....	".....	57	90	67
W. Emerson.....	".....	Carpenter.....	65	90	75
S. Crewe.....	".....	".....	65	90	75
J. McCulloch.....	".....	".....	65	90	75
C. Ward.....	".....	".....	60	90	70
J. Howell.....	The Toronto & Niagara Power Co.....	Carpenter.....	55	90	65
A. Tew.....	".....	".....	55	90	65
C. Duncan.....	The Toronto Rly. Co.....	Woodworker.....	63	90	73
R. Polley.....	".....	".....	61	90	71
H. McKee.....	".....	".....	61	90	71
W. Beckett.....	".....	".....	61	90	71
C. Gennery.....	".....	".....	61	90	71
J. Fox.....	".....	".....	61	90	71
H. Parkinson.....	".....	".....	61	90	71
A. McMillan.....	".....	".....	61	90	71
F. Mossman.....	".....	".....	61	90	71
R. White.....	".....	".....	61	90	71
A. Strachan.....	".....	".....	61	90	71
W. Heys.....	".....	".....	61	90	71
J. Barrett.....	".....	".....	61	90	71
C. Cairns.....	".....	".....	61	90	71
S. Adair.....	".....	".....	61	90	71
S. Pearce.....	".....	".....	61	90	71
C. J. Sexton.....	".....	".....	61	90	71
J. P. Donovan.....	".....	".....	61	90	71
R. J. Moorehead.....	".....	".....	61	90	71
Wm. Miller.....	".....	".....	61	90	71
T. Geggie.....	".....	".....	61	90	71
W. Douglas.....	".....	".....	61	90	71
G. J. Gilbert.....	".....	".....	60	90	70
B. Glessman.....	".....	".....	60	90	70
F. M. Smith.....	".....	".....	60	90	70
H. Burns.....	".....	".....	60	90	70
Harrison, W.....	".....	".....	59	90	69
T. A. Rose.....	".....	".....	59	90	69
W. Worthington.....	".....	".....	58	90	68
D. Sheriff.....	".....	".....	58	90	68
J. Haughey.....	".....	".....	57	90	67
T. A. Forster.....	".....	".....	57	90	67
N. Bradbury.....	".....	".....	57	90	67
Robert Lynett.....	".....	".....	56	90	66
Stafford Hetherman.....	".....	".....	58	90	68
Joseph Hughes.....	".....	".....	55	90	65
E. Atkinson.....	".....	".....	56	90	66
Joseph Scott.....	".....	".....	53	90	63
Patrick McGrath.....	".....	".....	61	90	71
Thomas Alcock.....	".....	".....	58	90	68
W. Elliott.....	".....	".....	55	90	65
D. Carmichael.....	".....	".....	57	90	67
A. Pollard.....	".....	".....	58	90	68
J. McGuire.....	".....	".....	54	90	64
G. Low.....	".....	".....	54	90	64

## PART "C".

**RULES AND RATES OF PAY FOR BLACKSMITHS,  
DROP-FORGERS, HELPERS, ETC., EMPLOYED  
BY THE TORONTO RAILWAY COMPANY.**

Rule 1. Any man who has served an apprenticeship of four years or who has had four years general experience as a Blacksmith, and who, by his skill and knowledge of the trade, is able to complete a piece of work pertaining to the trade within a reasonable length of time, shall, under this agreement, be classified as a Blacksmith.

Rule 2. All forging, welding, straightening and bending of iron and steel; forging, tempering and dressing of tools; operating of forging and bolt-making machines, making and repairing of switches and frogs; acetylene and electric welding; and all work generally recognized as Blacksmith work.

Rule 3. Eight (8) hours a day shall constitute a day's work, between the hours of 8 a.m. and 12 noon, and from 1 p.m. to 5 p.m. from Monday to Friday inclusive; and from 8 a.m. to noon on Saturdays.

Rule 4. All time worked over the above hours, until 9 p.m. except on Saturdays, shall be paid for at the rate of time and one-half; after

that hour, double time will be paid. On Saturdays this rule will prevail after 1 p.m.

Rule 5. Double time shall be paid for Sundays, all Nationally proclaimed holidays, and the following statutory holidays: New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day and Christmas Day, and in cases when the holiday falls on Sunday, the overtime rates shall be paid for the day on which the holiday is observed.

Rule 6. An employee who may consider that he has been unjustly dealt with, or discharged, shall upon application verbally or by letter to his immediate superior, shall within three days be given a fair impartial hearing. If found to have been unjustly dealt with, he shall be restored to his regular position, and paid for all time he may have lost.

Rule 7. When helpers are required to build fires, or light furnaces, or hammer drivers to prepare hammer before the regular starting time, they shall be paid thirty (30) minutes extra time per day.

Rule 8. These rules and rates of pay shall apply on and from June 16, 1920, and remain in effect until terminated by either party giving thirty (30) days notice in writing of a desired change.

Name.	Employer.	Occupation.	Rate of wages per hour June 1, 1920.	Rate per hour requested in application.	Rate per hour recommended.
			cents.	cents.	cents.
J. Stark	The Toronto Rly. Co.	Blacksmith	67	90	72
W. Carey	"	"	67	90	72
R. H. Dench	"	"	67	90	72
H. Hallett	"	"	70	90	75
T. Baylis	"	"	60	90	65
J. Morell	"	"	60	90	65
M. Cullen	"	"	57	90	62
J. McPherson	"	"	57	90	62
R. Adams	"	"	57	90	62
W. Hamilton	"	Shear Operator	57	70	62
L. Noonan	"	Hammer Operator	55	70	60
H. Stone	"	Helper	55	70	60
A. Fautley	"	"	53	70	58
J. McDonald	"	"	53	70	58
W. Sharp	"	"	53	70	58
W. Hodges	"	"	53	70	58
J. Murray	"	"	53	70	58
H. Riley	"	"	53	70	58
D. Siviter	"	"	53	70	58
D. Sims	"	"	53	70	58
R. McLean	"	"	53	70	58



Name.	Employer.	Occupation.	Present Rate of wages per hour	Rate per hour re- quested in ap- plication.	Rate per hour recom- mended.
J. Ford.....	The Toronto Rly. Co.....	Helper.....	cents. 53	cents. 70	cents. 58
H. Sedan.....	".....	".....	45	70	50
D. O'Connor.....	".....	".....	53	70	58
H. McKeown.....	".....	".....	53	70	58
G. Cracknell.....	".....	".....	53	70	58
H. Taft.....	".....	".....	53	70	58
R. Stout.....	".....	".....	53	70	58
L. Davis.....	".....	".....	53	70	58
W. McGill.....	".....	".....	53	70	58
T. Brown.....	".....	".....	53	70	58
P. McBride.....	".....	".....	53	70	58
J. Harmer.....	".....	".....	53	70	58
Chas. W. Cline.....	The Toronto Pow- er Co., Nia- gara Falls.....	Blacksmith.....	65	90	75
B. W. Barber.....	".....	Helper.....	50	70	58

## PART "D".

RULES AND RATES OF PAY GOVERNING ELEC-  
TRICAL WORKERS, HELPERS, ETC., EM-  
PLOYED BY THE TORONTO POWER  
COMPANY, LIMITED, NIAGARA  
FALLS, ONTARIO.

It is recognized that the business of these Companies is continuous, to the extent that they must be ready to serve their customers at any and all hours of each and every day, also that this continuous service requires the attention of certain employees, who relieve each other in such a way that there will, at all times, be on hand one or more employees to deal with those features of continuous service requiring attention from time to time; these employees are called "Shift Employees."

Also that there are other employees whose work can normally be performed during the hours corresponding with the "Shop Hours" of manufacturing establishments. These employees are named "Other Employees."

Rule 1. Shift employees or other employees required to regularly work seven days a week shall be allowed one day off each three weeks with pay.

Rule 2. Eight hours shall constitute a day's work for shift employees, except when shifts change over, and all time worked by shift employees over eight (8) hours each working day, whether on holidays, employees long shift off, or to take the place of another employee, while on vacation or at the Company's request, shall be paid at overtime rates. First four hours overtime shall be paid at the rate of time and one-half, the normal hourly rate; and double hourly rates thereafter until relieved.

Rule 3. One man on each shift shall be trained as a first aid man at the expense of the Company.

ELECTRICIANS CONDITIONS OR OTHER  
EMPLOYEES.

Rule 4. Nine (9) hours shall constitute a day, except on Saturday when five (5) hours shall constitute a day, making fifty hours a week.

Rule 5. Time and one-half shall be paid for all hours after nine, whether worked during one calendar day or not. All time worked on Saturday after 12 o'clock noon, shall be considered overtime.

Rule 6. The first four (4) hours of overtime actually worked after the completion of the normal working day, and providing it is worked within five (5) hours of time of completing the normal day's work, shall be counted as time and one-half. All other overtime, and all work on Sundays, any nationally proclaimed holidays and the following statutory holidays, New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day and cases when the holiday falls on Sunday, the overtime rates shall be paid for the day on which the holiday is observed.

GENERAL CONDITIONS.

Rule 7. A bulletin board will be placed at a convenient place for employees, where all general orders shall be posted.

Rule 8. Existing practices more favorable to the employees, (who are referred to in Part "D") and any other conditions not specifically covered by these rules and rates of pay shall be continued.

Rule 9. As between men of equal efficiency, seniority shall be the ground for promotion.

Rule 10. These rules and rates of pay shall apply on and from June 16, 1920, and remain

in effect until terminated by either party, giving thirty (30) days notice in writing of a desired change.

Name.	Employer.	Occupation.	Hours per week	Present rate of wages per hour.	Rate per hour requested in application.	Rate per hour recommended.
J. Rolston.....	The Toronto Power Co., Niagara Falls.....	Operator in charge.....		cents.	\$	cents.
F. Misener.....	"	"		85	1.15	90
S. St. Clair.....	"	"	56	85	1.15	90
G. Paxton.....	"	Switchboard operator.....	56	85	1.15	90
C. Zoellner.....	"	"	56	70	1.00	75
D. Folster.....	"	"	56	70	1.00	75
F. Hughes.....	"	Asst. Switchboard operator	56	70	1.00	75
D. Cameron.....	"	"	56	70	95	75
E. Downey.....	"	Governor Attendant.....	56	65	95	70
W. William.....	"	"	56	60	90	65
T. Hicks.....	"	"	56	60	.90	65
B. Crathern.....	"	Asst Governor Attendant...	56	60	90	65
Walter Beckett.....	"	"	56	48	.60	53
E. McBurney.....	"	"	56	48	.60	53
H. William.....	"	"	56	48	.60	53
W. Ewart.....	"	Turbine Exciter Attendant...	56	52	.85	57
L. Young.....	"	"	56	52	.85	57
W. Marson.....	"	"	56	52	.85	57
T. Jones.....	"	First Thrust Attendant...	56	50	.84	55
W. Berwick.....	"	"	56	50	.84	55
Whitson Becket.....	"	"	56	50	.84	55
S. Allen.....	"	Second Thrust Attendant...	56	48	.81	53
T. O'Shea.....	"	"	56	48	81	53
Edgar Gifford.....	"	"	56	48	81	53
E. Young.....	"	Dynamo attendant.....	56	48	.81	53
O. Kane.....	"	Turbine oiler...	56	50	.82	55
G. Parson.....	"	"	56	50	.82	55
S. Parks.....	"	"	56	50	.82	55
G. Gardiner.....	"	Guide oiler.....	56	47	.79	52
T. W. Hicks.....	"	"	56	47	.79	52
J. Stevenson.....	"	"	56	47	.79	52
B. Crown.....	"	Wiper.....	56	45	.75	50
W. H. Breeze.....	"	"	56	45	.75	50
E. Hughes.....	"	"	56	45	.75	50
T. Durkin.....	"	Elevator Operator.	56	35	.60	45
A. Herd.....	"	"	56	35	.60	45
G. McKee.....	"	"	56	35	.60	45
B. R. Brown.....	"	"	56	35	.60	45
J. Robertson.....	"	Transformer Station operator.....	56	57	.87½	62
W. Pool.....	"	"	56	57	.87½	62
			56	57	.87½	62

Name.	Employer.	Occupation.	Hours per week	Present rate of wages per hour.	Rate per hour requested in application.	Rate per hour recommended.
	The Toronto Power Co., Niagara Falls.			cents.	\$	cents.
H. Tordiffe.....		Transformer Station Asst. operator.....	56	53	.83	58
C. Hobb.....	"	"	56	53	.83	58
F. Williams.....	"	"	56	53	.83	58
E. Creswick.....	"	Patrolman.....	63	50	.80	55
W. Sneaton.....	"	Foreman Electrician.....	50	80	1.00	85
J. D. Mean.....	"	Electrician.....	50	75	.90	80
F. Herchmer.....	"	"	50	75	.90	80
W. Cleary.....	"	"	50	75	.90	80
H. Wailling.....	"	Wireman.....	50	68	.80	73
W. H. Ball.....	"	"	50	68	.80	73
J. E. Jesemer.....	"	"	50	68	.80	73
A. Doane.....	"	"	50	65	.80	70
D. Freel.....	"	"	50	65	.80	70
C. Connor.....	"	General worker.	50	50	.75	55
R. J. Wilkie.....	"	Special helper or apprentice.	50	40	.65	40
W. Rufran.....	"	General worker.	63	50	.75	55
W. Woodruff.....	"	"	50	50	.75	55

The names submitted above were agreed upon by the parties to the dispute. Should any employee or employees be inadvertently admitted who come within the reference to the Board, the employee or employees according to their classification as set out above shall receive a similar increase in cents per hour as the employee in the classification similar to their own.

During the visit of the members of the Board to the plant of the Toronto Power Company, Limited, at Niagara Falls, and after the members of the Board had left the Power House to visit the Transformer Station, Superintendent Ambler, informed the Chairman, that there were seven employees working on a penstock who desired to see the members of the Board. The Chairman asked the Superintendent for what purpose did they desire to see the members of the Board, and the Superintendent replied, it was regarding their wages. The members returned to the Power

House, and in the presence of the Superintendent and Master Mechanic Wilkie, heard the seven men, who all asked for increases in wages. Their names are Messrs, Walter Sheppard, D. Jowett, R. Jowett, A. H. Sheppard, Leslie Burke, Edward Sullivan and P. Smith. Members of the Board are of the opinion that these employees should have an increase in wages of five (5) cents per hour over present rates paid, regardless of whether these men are referred to in the application or not.

#### PART "E."

RULES AND RATES OF PAY GOVERNING ELECTRICAL WORKERS, HELPERS, ETC., EMPLOYED BY THE TORONTO AND NIAGARA POWER COMPANY, THE TORONTO POWER COMPANY, LIMITED, AND THE TORONTO RAILWAY COMPANY, ALL OF TORONTO.

#### WORKING CONDITIONS.

It is recognized that the business of these Companies is continuous to the extent that they must be ready to serve their customers at any



and all hours of each and every day. Also that this continuous service requires the attention of certain employees, who relieve each other in such a way that there will, at all times, be on hand, one or more employees to deal with these features of continuous service requiring attention from time to time. These employees are called "Shift Employees".

Also that there are other employees whose work can normally be performed during the hours corresponding with the "Shop Hours" of manufacturing establishments. These employees are named "Other Employees."

#### SHIFT EMPLOYEES.

Rule 1. Eight (8) hours shall constitute a normal day's work and forty-eight (48) hours a week's work and each employee shall be entitled to one day rest in seven.

Rule 2. Time and one-half shall be paid for the first five (5) hours of overtime, providing it be worked within six (6) hours of completing the normal day's work, and double time shall be paid for all other overtime, and this shall be irrespective of Sundays and the holidays hereinafter named.

Rule 3. When the Company allows employees to change shifts at their own request, no overtime shall be allowed.

#### OTHER EMPLOYEES.

Rule 1. The hours of labour shall be eight (8) hours on every day except Saturdays, Sundays and Nationally proclaimed holidays and the following statutory holidays, New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day and four (4) hours on Saturday, making a forty-four (44) hour normal week.

Rule 2. The normal working day shall be eight (8) hours of labour performed within eight and one-half (8½) or nine (9) hours from the time the employee starts work in the forenoon of every day, except Saturdays, Sundays and said holidays, and four (4) continuous hours from the time the employee starts work on Saturday.

Rule 3. The starting time for every day's work shall be not earlier than seven a.m. and not later than nine a.m. and the stopping time for every day except Saturdays, Sundays and said holidays, shall be not earlier than thirty p.m. and not later than six p.m., and on Saturdays not earlier than eleven a.m. and not later than one p.m.

Rule 4. All time worked after the normal stopping time shall be counted as overtime.

Rule 5. The first four (4) hours overtime actually worked after completion of the normal working day, as set forth above, and excepting Sundays and said holidays, and providing it is worked within five (5) hours from the time of

completing this normal day's work, shall be accounted as time and one-half. All other overtime and all work on Sundays and said holidays shall be accounted as double time.

#### GENERAL CONDITIONS.

Rule 1. Employees paid at a weekly or monthly rate are not entitled to overtime accounting, and in lieu thereof, shall, when they have been in the service of the Company one year or more, be entitled to holidays, not to exceed two weeks per year, no deduction in their pay is to be made therefor.

Rule 2. Employees shall not be asked to work outside in rainy, stormy or extreme cold weather, except in cases of absolute necessity.

Rule 3. The present practice of providing other work for outside men who are prevented from doing their ordinary work through rainy, stormy or extreme cold weather, shall be continued whenever possible.

Rule 4. As between men of equal efficiency, seniority shall be the ground for promotion. Seniority begins at the time the employees' pay starts and is based on length of service.

Rule 5. When staff is reduced, the senior men in the department capable of doing the work, shall be retained.

Rule 6. Employees laid off by reduction of staff who desire to retain their seniority rights, must file with the officer of the department who notifies them of reduction, their name and address so that officer may notify them when increasing staff.

Rule 7. Employees declining promotion shall not lose their seniority rights except to the employee promoted.

Rule 8. Employees disciplined or dismissed will be advised of the cause for such action.

Rule 9. If the charge against the employee is not sustained it shall be stricken from the record. If by reason of such unsustained charge, the employee has been removed from position held, reinstatement will be made and payment allowed for the assigned working hours actually lost, while out of the service of the Company, at not less than the rate of pay position formerly held, or for the difference in rate of pay earned if in the service.

Rule 10. Except as otherwise provided in these rules, employees notified or called to perform work not continuous with the regular work period, will be allowed a minimum of three (3) hours.

Rule 11. When an employee is dismissed he shall be paid by the Company forthwith, all money due to him.

Rule 12. When employees are required to deliver daily sheets to an office of the Company, they shall do so during regular working hours.

Rule 13. The Company shall deliver to the jobs where work is being done, all material required.



Name.	Employer.	Occupation.	Rate of wages per hour June 1, 1920.	Hours per week.	Rate of wages per hour recommended.
			cents.		cents.
H. Carr.....	The Toronto Rly. Co.....	Car repair and wireman..	55	44	65
H. Graham.....	"	"	55	44	65
I. J. MacMorin.....	"	"	55	44	65
A. Brazier.....	"	"	55	44	65
H. J. Rate.....	"	"	55	44	65
J. Boyce.....	"	"	55	44	65
W. Davis.....	"	Emergency.....	68	48	78
J. Davison.....	"	"	68	48	78
A. Brown.....	"	"	68	48	78
F. Hinchliffe.....	"	1st lineman.....	67	44	77
A. Robertson.....	"	"	67	44	77
A. Stevenson.....	"	"	67	44	77
A. Brodie.....	"	2nd.....	62	48	72
W. McPhee.....	"	"	62	48	72
R. Murray.....	"	"	62	44	72
F. Porter.....	"	"	62	44	72
D. Pattison.....	"	1st operator.....	62	48	72
A. Thornton.....	"	"	62	48	72
A. Harris.....	"	"	62	48	72
A. Little.....	"	"	62	48	72
W. Hester.....	"	2nd.....	59	48	69
G. Skilton.....	"	"	59	48	69
A. King.....	"	"	59	48	69
G. Arrowsmith.....	"	"	59	48	69
G. Devereaux.....	"	"	59	48	69
W. Hines.....	"	"	59	48	69
E. Earle.....	"	"	59	48	69
D. Nicol.....	"	3rd.....	54	48	64
J. Bateman.....	"	"	54	48	64
D. Jamison.....	"	"	54	48	64
W. Little.....	"	"	54	48	64
W. Pearce.....	"	"	54	48	64
F. Smith.....	"	Asst. ....	51	48	61
C. Bell.....	"	"	51	48	61
A. Roger.....	"	"	51	48	61
E. Ford.....	"	"	51	48	61
F. Hempstead.....	"	"	51	48	61
C. Bautinheimer.....	"	Batteryman.....	61	44	71
Taylor.....	"	1st cl. att.....	51	44	61
			Present rate per week.		Rate per week recommended.
H. McEachern.....	"	Foreman.....	\$35.00	44	\$39.40
F. O'Reilly.....	"	"	35.00	44	39.40
Lyon.....	"	Sp. Batteryman.....	32.00	44	36.40
C. Norton.....	"	Inspector.....	23.76	48	28.56



Name.	Employer.	Occupation	Present rate of wages per week.	Hours per week.	Rate of wages per hour recom- mended.
W. O. Neelands...	Toronto & Niagara Power Co., Toronto.		\$		\$
W. Hoy.....	"	Foreman.....	35.00	44	39.40
C. Love.....	"	"	35.00	44	39.40
C. Cansfield.....	"	Meter expert.....	33.00	44	37.40
G. Love.....	"	Relay expert.....	33.00	44	37.40
A. Coward.....	"	Foreman.....	32.24	44	36.64
D. Walmsley.....	"	"	31.26	44	35.66
H. Jackson.....	"	"	29.00	44	33.40
G. Nye.....	"	Inspector.....	25.08	48	29.88
P. O'Donnell.....	"	"	25.08	48	29.88
C. McHaffey.....	"	"	25.08	48	29.88
L. Evans.....	"	"	23.76	48	28.56
W. Gardiner.....	"	"	22.44	44	27.24
W. Crossley.....	"	"	22.44	44	27.24
J. Hills.....	"	Outside tester.....	22.44	48	27.24
W. G. Edwards.....	"	Graph. meter inspector..	23.76	44	29.04
G. Earle.....	"	Inspector.....	23.76	44	28.16
R. H. Amos.....	"	Inside tester.....	23.76	48	28.56
J. Spruit.....	"	Inst. repair.....	22.88	44	27.28
H. Anderson.....	"	Meter.....	22.88	44	28.16
W. Daly.....	"	"	22.88	44	27.28
A. Middlebrook.....	"	Graph, meter inspector..	22.88	44	27.28
W. E. Young.....	"	Meter tester.....	21.12	44	25.52
A. McPherson.....	"	"	21.12	44	25.52
T. A. Jordan.....	"	Outside ".....	21.12	44	25.52
G. Tippen.....	"	"	21.12	44	26.40
			Present rate of wages per hour. cents.		Rate per per hour recom- mended. cents.
D. Cohoon.....	"	Sp. repairman.....	73	44	85
A. Boucher.....	"	1st repairman.....	69	44	79
F. Rutherford.....	"	"	69	44	79
J. Dale.....	"	2nd repairman.....	65	44	76
H. Blizzard.....	"	"	65	44	75
W. Hunt.....	"	3rd repairman.....	60	44	71
W. Vale.....	"	Sp. Rigger.....	65	44	75
G. Hartup.....	"	1st rigger.....	56	44	66
H. Dorey.....	"	"	56	44	66
P. Mehan.....	"	2nd rigger.....	51	44	61
W. Wilkinson.....	"	Sp. wireman.....	65	44	75
H. Hodges.....	"	"	65	44	75
C. Opperman.....	"	1st wireman.....	62	44	72
A. Willis.....	"	"	62	44	72
W. Hammerton.....	"	2nd wireman.....	58	44	68
C. Jenkins.....	"	"	58	44	68
S. Shephard.....	"	3rd wireman.....	54	44	65
G. Phipps.....	"	"	54	44	65
J. Fyfe.....	"	Sp. lineman.....	70	48	80
J. Young.....	"	"	70	48	80
D. Parkinson.....	"	"	70	48	80
S. Somers.....	"	"	70	48	80
A. Simpson.....	"	"	70	44	80
J. Davidson.....	"	"	70	44	80

Name.	Employer.	Occupation.	Present rate per hour.	Hours per week.	Rate per hour recom- mended.
H. Jones.....	Toronto & N'aga- gara Power Co..	Sp. lineman.....	cents. 70	48	cents. 80
D. Smith.....	"	1st lineman.....	67	48	77
J. Woodward.....	"	"	67	48	77
J. Black.....	"	"	67	44	77
G. Knapps.....	"	"	67	44	77
L. Simpson.....	"	"	67	44	77
E. Tuite.....	"	"	67	44	77
R. Robertson.....	"	Jr. ".....	67	44	77
C. Haynes.....	"	"	67	44	77
W. Duncan.....	"	"	67	44	77
D. Miller.....	"	"	67	44	77
A. McKenzie.....	"	"	67	44	77
P. Porter.....	"	"	67	44	77
T. Wood.....	"	2nd lineman.....	62	44	72
G. Gault.....	"	"	62	44	72
S. Beattie.....	"	"	62	44	72
J. McPherson.....	"	"	62	44	72
C. McIntosh.....	"	3rd lineman.....	59	44	69
C. McRobbie.....	"	"	59	44	69
C. Swarts.....	"	2nd helper.....	48	44	58
C. Stokes.....	"	Spl. jointer.....	68	44	78
P. Howlett.....	"	"	68	44	78
H. Tetley.....	"	"	65	44	75
E. Peak.....	"	2nd jointer.....	61	44	71
S. Babcock.....	"	Spl. cableman.....	62	44	72
J. Walker.....	"	"	62	44	72
J. Toppin.....	"	1st cableman.....	59	44	69
W. Dobbie.....	"	2nd cableman.....	54	44	64
C. Tetley.....	"	"	54	44	64
J. Light.....	"	"	54	44	64
W. Willis.....	"	"	54	44	64
H. Rodway.....	"	"	54	44	64
G. King.....	"	"	54	44	64
G. B. Welch.....	"	2nd cableman.....	54	44	64
E. Ionson.....	"	"	54	44	64
G. Gardiner.....	"	1st operator.....	65	48	75
A. Cole.....	"	"	65	48	75
R. Hyde.....	"	2nd ".....	62	48	72
J. Wilson.....	"	"	62	48	72
R. Waters.....	"	3rd ".....	58	48	68
J. Thorn.....	"	"	58	48	68
D. Gavin.....	"	"	58	48	68
J. Rayfield.....	"	"	58	48	68
G. Young.....	"	1st attendant.....	54	48	64
S. Tinker.....	"	"	54	48	64
F. Hickey.....	"	"	54	48	64
H. Howett.....	"	"	54	48	64
J. Breen.....	"	"	54	48	64
H. Carmichael.....	"	"	54	48	64
E. Sears.....	"	"	54	48	64
M. Beattie.....	"	"	54	48	64
F. Hand.....	"	"	54	48	64
J. Sims.....	"	2nd attendant.....	51	48	61
T. Cramer.....	"	"	51	48	61
J. Wistow.....	"	"	51	48	61
J. Chamberlain.....	"	"	51	48	61
W. Fry.....	"	3rd class wireman.....	54	44	64
C. Logan.....	"	3rd yr line hlpr.....	45	44	55
S. Anthony.....	"	2nd class helper.....	61	44	71
J. McDonald.....	"	3rd class cableman.....	51	44	61

Name.	Employer.	Occupation.	Present rate per hour.	Hours per week.	Rate per hour recommended.
			cents.	cents.	cents.
E. Crowhurst.....	Toronto Power Co., Ltd., Tor.	Foreman.....	78	44	88
J. Servos.....	"	Operator.....	65	48	75
T. Smart.....	"	"	65	48	75
R. Webb.....	"	"	65	48	75
W. Cox.....	"	"	65	48	75
T. Sweeney.....	"	Asst. operator.....	58	48	68
T. McPhee.....	"	"	58	48	68
D. Hodgson.....	"	"	58	48	68
H. Wilde.....	"	"	70	44	80
G. Abbott.....	"	Repairman.....	70	44	80
*F. Bovington....	The Toronto Power Co., Ltd., Port Credit....	Patrolman.....	45	70	55
*H. Lee.....	"	"	45	70	55

\*Overtime rates do not apply to these two positions until after ten (10) hours service for each day worked.

THE TORONTO RAILWAY COMPANY, THE TORONTO & NIAGARA POWER COMPANY, AND THE TORONTO POWER COMPANY, LIMITED, ALL OF TORONTO, "STORES DEPARTMENT."

Name.	Occupation.	Present rate per month.	Present hours per week.	Rate recommended per month.	Hours per week recommended.
		\$		\$	
W. Earle.....	Storekeeper.....	\$110.00	55	\$125.00	50
		Present rate per week.		Rate recommended per week.	
J. Brown.....	Clerk.....	18.00	55	22.00	50
T. McMenemy.....	"	16.00	55	20.00	50
J. Kennedy.....	"	19.00	55	23.00	50
M. Denman.....	"	14.00	55	17.00	50
A. Pantry.....	"	18.00	55	22.00	50

The names submitted above were agreed upon by the parties to the dispute. Should any employee or employees be inadvertently omitted, who come within the reference to the Board, the employee or employees, according to their classification as set out above, shall receive a similar increase in cents

per hour as the employee in the classification similar to their own.

We have not shown what the electrical workers employed by these Companies at Toronto asked for per hour or week, because their request was based on a new classification of employees, which divided them into apprentices and journeymen, and the present classification is not disturbed.



## Report of Board in dispute between the Grand Trunk Pacific Railway Company and its 'longshoremen at Prince Rupert, B.C.

A REPORT was received from the Board established to deal with the dispute between the Grand Trunk Pacific Railway Company and certain of its employees, being 'longshoremen at Prince Rupert, B.C. The employees in this case had gone on strike and the application was made by the City of Prince Rupert under authority of section 63a of the I.D.I. Act. A Board was established composed as follows: His Honour Judge F. McB. Young, Prince Rupert, appointed on the joint recommendation of the other two members, Mr. Fred Dawson, nominated by the company, and Mr. W. E. Thompson, Prince Rupert, nominated by the city as representing the employees concerned. The report of the Board was unanimous and was accompanied by a signed agreement between the parties concerned.

### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of differences between The Grand Trunk Pacific Railway Company, employer, and certain members of its employees being members of the International Longshoremen's Association, Local 38-41, employees.

To the Honourable,  
G. D. Robertson,  
Minister of Labour, Ottawa.

The undersigned, members of the Board of Conciliation and Investigation appointed in the above matter beg respectfully to report as follows:

During the course of the reference of the dispute herein a settlement was arrived at by the parties. A memorandum of such settlement was drawn up, signed by the parties to the dispute, and is hereto attached.

All of which is respectfully submitted.

(Sgd.) F. McB. YOUNG,  
Chairman.

(Sgd.) WILLIAM E. THOMPSON,

(Sgd.) F. G. DAWSON,  
Members of the Board.

Dated at Prince Rupert, B.C., Aug. 6th., 1920.

THIS AGREEMENT made and entered into on the 3rd day of August, 1920, between: PACIFIC STEVEDORING & CONTRACTING COMPANY, GRAND TRUNK PACIFIC RAILWAY COMPANY, GRAND TRUNK PACIFIC COAST STEAMSHIP COMPANY LIMITED, AND THE INTERNATIONAL LONGSHOREMEN'S ASSOCIATION, LOCAL 38-41.

Pursuant to a communication received from the International Longshoremen's Association, Local 38-41, dated the 4th May, 1920, cancelling agreement entered into on the 3rd December, 1919, and specifying a new scale and conditions:

Agreeable with our mutual understanding the following rates of wages will apply as from the 16th July, 1920:—

General longshore work...	90c. per hour day time and \$1.10 overtime. Eight hours to constitute a day's work.
Coal and ore in bulk.....	\$1.00 per hour day time and \$1.20 overtime.
Cement in lots of over 25 tons.	\$1.00 per hour day time and \$1.20 overtime.
Fertilizer and plaster in lots of over 25 tons.	\$1.15 straight time.
Powder any quantity.....	\$1.10 straight time.
Sulphur in bulk any quantity .....	\$1.25 straight time.
Creosoted lumber and piles.....	\$1.10 straight time.
Double winch drivers.....	\$1.10 day time and \$1.50 overtime.

The following conditions will also govern:—

Eight hours namely:—8.00 a.m. to 12 noon and 1.00 p.m. to 5.00 p.m. will constitute a day's work. All time before 8.00 a.m. and after 5.00 p.m. and meal hours when worked will be considered overtime.

Longshoremen will line up at G.T.P. No. 2 shed each morning at 8.00 o'clock, remaining for one half hour. If men are not hired in that time, they may retire to Hall where they will be subject to call up to 11.00 a.m.

The men shall line up for work in the afternoon at 1.00 o'clock remaining for one half hour, when they shall then retire to the Hall, and will be subject to call up to 5.00 p.m.

The men required for night work shall be notified at the Hall not later than 5 p.m., when information as to requirements for night duty is possible to be obtained at that time.

In either cases if there are not sufficient men, either at Dock or Hall, the Union shall endeavour to supply the requisite number, and failing that the employer shall obtain men wherever available.

All men hired for night work and reporting for duty between the hours of 7.00 p.m. and midnight, shall be entitled to a minimum of two hours' pay at regular rates. After midnight up to 6.00 a.m. to four hours' pay, when boat fails to arrive at the time for which the men are ordered. If kept under orders for longer periods,

they shall receive regular rates for such further time they are kept under orders.

It is understood that these rates of wages and conditions will govern longshoremen employed on the docks at Prince Rupert, B.C., and shall be applicable to coastwise work only, subject to thirty days' notice of cancellation or revision from either party.

(Sgd.) P. G. GROVES,  
General Manager,  
Pacific Stevedoring and Contracting Co.

(Sgd.) A. KILPATRICK,  
Grand Trunk Pacific Railway Company.

(Sgd.) R. BEAUMONT,  
Grand Trunk Pacific Coast Steamship Co.

(Sgd.) W. E. DENNING,

(Sgd.) I. DIRECTOR,

(Sgd.) W. FERGUSON,

Intern. Longshoremen's Assoc., Local 38-41.

(Sgd.) F. McB. YOUNG,  
Chairman.

(Sgd.) W. E. THOMPSON,

(Sgd.) F. G. DAWSON,  
Members of Board.

## Report of Board in dispute between the Hull Electric Company and certain of its employees

**A** REPORT was received from the Board established to deal with the dispute between the Hull Electric Company and certain of its employees, being members of Division No. 591, Amalgamated Association of Street and Electric Railway Employees of America. The Board was composed as follows: Captain W. P. Grant, Ottawa, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. Geo. D. Kelley, and Jos. Gibbons, Ottawa, nominees of the company and employees respectively. The award was signed by the chairman and Mr. Kelley and contained recommendations as to settlement of the dispute. An agreement was effected on the basis of the Board's recommendations and the threatened strike averted. Mr. Gibbons did not concur in the Board's findings and presented a minority report.

### Report of Board

In the matter of The Industrial Disputes Investigation Act, 1907, and of a dispute between The Hull Electric Company, Employer, and certain of its employees being members of Division No. 591, Amalgamated Association of Street and Electric Railway Employees of America, employees.

To the Honourable  
The Minister of Labour,  
Ottawa.

The Board of Conciliation consisting of Geo. D. Kelley, Ottawa, representing The Hull Electric Company, Joseph Gibbons, of Toronto, representing the employees of the Company with W. P. Grant, as Chairman, appointed to investigate the above dispute met in the Court House at Hull on August 3rd, 1920. There were also present Mr. Gordon Gale, General Manager of the Hull Electric Co. and Messrs. Jos. A. Noel, Jno. J. Gibeault and Wm. Sutherland, a committee representing the

employees. After having heard the representations of the employees for better wages and changed working and other conditions the Board suggested that the employees' committee and Mr. Gale meet together and agree, if possible, on as many of the thirty-four demands itemized in the employees' letter of May 28th and thus enable the Board to more easily reach the important points in the dispute. This was agreed to and the Board adjourned to meet the following day. When the sitting was resumed on the morning of August 4th the employees' committee had added Mr. Jennings, a Union Official, to their number. During the adjournment quite a number of items in dispute including in particular the claim of a fixed minimum wage for listed spare men (an entirely new demand) were conceded by the Company. The Board then proceeded to take up the wage question which of course was the outstanding feature of all the points in dispute, in fact other matters outside of the wage question were touched on so lightly as to lead your Board to the conclusion that, beyond the changes in present conditions agreed upon between Mr. Gale and the employees' committee, it would be inadvisable for us to further modify them, believing as we do that the disruption of the existing schedules under present conditions would but lead to inconvenience and confusion. Indeed we might say of the Hull Electric Employees as the Montreal Board of Conciliation in their recent report said of the Montreal Tramway Employees "To the credit of the employees be it said that they did not appear disposed to insist upon an immediate reduction in the number of working hours, in fact the majority of them voluntary work ten, eleven and twelve hours a day and often seven days a week."

It might be well at this time for your Board to express its appreciation of the courteous and fair spirit in which each side presented its case, and it is further noted with great pleasure the evident thoroughly good understanding and feeling that exist between the

officials of the Hull Electric Company and their employees.

The bulk of the discussion of the wage question centered on the scale to be adopted for the conductors and motormen, these being the large majority of the employees. Naturally their representatives in support of their demand for higher wages laid stress on the rates paid to street railway men in cities where the wage scale was considerably higher than Hull, but when it is considered that the maximum scale of wages paid to street railway motormen and conductors in different towns throughout Canada ranges from from 33c. to 72½c. an hour it is but fair to presume that the reason will be found in local conditions.

Taking this as our guide the next step was to determine what would be a fair increase over the existing rate. The increase last year had been from 36 cents an hour to 41 cents, practically 14 per cent. Adopting the same ratio this year would result in advancing the rate to 47 cents, an increase of 6 cents an hour. Your Board, however, felt that by deciding on a maximum rate of 48 cents an hour, an increase of 33 1-3 per cent over the pay of 1918-1919 and nearly 100 per cent over the pay of the year ending May 1st, 1918, they were making a decision that should be under existing conditions acceptable to both sides.

The following is our finding for all the different classifications of employees:

No. 1.—FREIGHT CREW—Ten-Hour Day.

	Per hour.
Conductors.....	.52
Motormen.....	.52
Brakemen.....	.43
Trolley men.....	.41

No. 2.—POWER PLANT EMPLOYEES—Eight-Hour Day.

Power house operators.....	.48
Substation operators.....	.45
Power house oilers.....	.42

No. 3.—TRACKMEN—Nine Hour Day.

Trackmen (first class).....	.43
Trackmen (second class).....	.40



No. 4.—NINE-HOUR DAY SHIFT, TEN-HOUR NIGHT SHIFT.

Machinist, first class.....	.60
Armature winder, first class.....	.53
Armature winder, second class.....	.43
Blacksmith.....	.47
Carpenter, first class.....	.54
Carpenter, second class.....	.47
Air brake fitter.....	.45
Day shift.	
Pitmen and troublemen, 1st class....	.49
Pitmen and troublemen, 2nd class....	.45
Night shift.	
Pitmen and troublemen, 1st class....	.47
Pitmen and troublemen, 2nd class....	.44
Car cleaners, 1st class.....	.42
Car cleaners, 2nd class.....	.40

No. 5.—Sweeper and snow plow work 3 cents in addition to schedule rate.

No. 6.—Flagmen or switchmen \$3.00 per day.

No. 7.—Aylmer station agent \$130.00 per month.

No. 8.—Conductors and Motormen:—	Per hour.
First six months.....	.41
Second six months.....	.44
Second year.....	.46
Third year and thereafter.....	.48

No. 9.—Nine Hour Day.—	Per hour.
Linemen first class.....	.52
Linemen second class.....	.46
Metermen first class.....	.42
Metermen second class.....	.40

No. 10.—Uniforms (One each year.)

Passenger motormen and conductors pay:  
First year, full cost; Second year, two-thirds; Third year, one third; Fourth year, nil.

Winter Trousers (one pair every second year.)

Passenger motormen and conductors pay:  
Full cost; two-thirds; one-third; nil.  
Winter Overcoats (one every third year.)

Passenger motormen and conductors: Full cost; two-thirds; one-third; nil.

No. 11.—Minimum of 2½ hours for trippers and trailers.

No. 12.—Tickets and change to conductors on main line \$60.00 and on other lines \$40.00.

No. 13.—Listed spare men reporting for duty three times each day shall be paid a minimum of \$30.00 per half month but if they work in excess of the hours to cover this amount they shall be paid at the schedule rate per hour.

No. 14.—When a man is compelled to work over schedule time, time and one half will be allowed until he is relieved from duty. If he is called before six hours rest has been allowed the overtime rate shall continue.

No. 15.—That it be permitted to post notices of meetings of employees in conductors' and motormen's rooms.

That all differences arising out of suspension, dismissal charges, accidents, wages, etc., may be

investigated by a committee selected of and by the employees.

That all other working conditions shall remain as at present.

The Board recommends that this agreement be retroactive from July 1st, 1920, and that it continue in force for a period of 12 months from the said date. All of which is respectfully submitted.

(Sgd.) W. P. GRANT,  
Chairman.

(Sgd.) GEORGE D. KELLEY,  
Member of Board.

Ottawa, Aug. 26, 1920.

Minority Report

In the matter of The Industrial Disputes Investigation Act, 1907, and of a dispute between The Hull Electric Company, employer, and certain of its employees, being members of Division No. 591, Amalgamated Association of Street and Electric Railway Employees of America, employees.

Hon. G. D. Robertson,  
Minister of Labour.

Sir,—

The Board of Conciliation appointed by you to enquire into the differences between the above mentioned parties, met in Mr. Kelley's office, on August 3rd, and made arrangements to meet the parties to the dispute on August 4th in the Court House in the City of Hull. The Board held public sessions on August 4th, 5th and 6th.

The Company was represented by Mr. Gordon Gale, General Manager of the Hull Electric Company. Mr. M. A. Meach, Superintendent, was also present.

The employees were represented by Messrs. Joseph Noel, W. A. Sutherland, J. J. Jibault and W. J. Jennings, International Vice-President of the Association.

The requests of the employees were set out in a schedule of 34 clauses, and

in effect was a request for an increase in wages and improved working conditions.

The representatives of the employees argued that the wages paid were inadequate to maintain a proper standard of living, due to the ever increasing cost of living. They submitted a cost of living based on a family of five which was far in excess of the wages received. They contended that working conditions could be improved without impairing the efficiency of the service.

The representatives of the company argued that the increase in wages the employees had received was greater than the cost of living and in support of their contentions submitted a chart purporting to represent the percentage of increase in wages and the increase in the cost of living since 1900.

After the hearing on August 4th, the Board advised the representatives of the Company and Employees to get together and report back on the following morning how many of the clauses they could agree upon. The representatives reported they had come to an understanding on sections, 10, 11, 13, 15, 18, 21, 22, 23, 24, 27 and 33, which I include in this recommendation under different numbers.

The wages of the employees in 1918 and 1919 were adjusted by Boards of Conciliation. In the case of the 1918 Board, the representative of the Company made a minority report and in 1919 the representative of the Employees made a minority report. It is worthy of note that the Officials of the Company increased the amount recommended by the majority report of 1919. The increases granted the employees since 1917 amounts to 16 cents per hour. In 1917 the fare on the main line from Ottawa to Aylmer was three tickets for 25c. This has been increased to 50c. for three tickets, which is double the fare of 1917, while the wages of the employees are far from double. Also, transfer privileges formerly enjoyed by the patrons of the road have been discontinued, further increasing the revenue of the Company.

The Board of Conciliation appointed in the London and Port Stanley and the Hamilton radials granted a maximum of 52 cents for motormen and conductors on passenger cars. The Guelph radial was settled on the same basis. While I consider these awards too low yet in the hope of bringing about a settlement of the dispute, I am recommending with a few variations, the same remuneration in the various classes.

#### RATES OF WAGES RECOMMENDED.

##### MOTORMEN AND CONDUCTORS.

First six months.....	45	cents.
Second six months.....	48	"
Second year men.....	50	"
Third year men.....	52	"

##### FREIGHT CREW.

Motormen and conductors.....	56½	"
Brakemen.....	47	"
Trolleyman.....	45	"

##### POWER PLANT EMPLOYEES.

Runners or operators.....	50	"
Oilers.....	44	"

##### TRACKMEN.

Trackmen.....	47	"
Labourers.....	47	"
Track foremen.....	50	"

##### MOTOR AND TRUCK REPAIR MEN.

First six months.....	45	"
Second six months.....	48	"
Second year.....	50	"
Third year.....	52	"

##### LINEMEN.

Linemen.....	52	"
Groundmen.....	48	"

##### MISCELLANEOUS.

Snow plow and sweeper work.....	57	"
Flagmen and switchmen.....	\$3.50	Per day.
		Per month.
Aylmer Station agent.....	\$140.00	

##### CAR BARN AND SHOP MEN.

Included are machinists, armature winders, carpenters, blacksmiths, air brake fitters, trouble men, car cleaners, helpers and metermen.

It is recommended that the employees in the car barns and shops as enumerated above be given an increase of 11 cents per hour all round over the present hourly rate.

1. The Company will not discriminate against any of its employees by reason of their being members of Division No. 591.

2. UNIFORMS.—The Company will pay one-third of the cost of uniforms of motormen and conductors who have been in their employ for one year. Two-thirds of the cost for those of two years and will furnish free uniforms for those in the service three years or over. Uniforms to consist of coat, vest, pants and cap each year. Winter pants every two years and overcoat every three years.

3. Men operating sweepers or snow plows to have the privilege of leaving same on siding at regular meal time. Should Company desire continuous operation they shall supply meals for men free.

4. If motormen or conductors [are] taken from their regular work to act as switchmen, they shall receive their regular wages while so engaged provided work would have been available as motormen or conductors.

5. All employees to receive time and one-quarter on Sundays and statutory holidays.

6. Conductors, both regular and relief, on main line shall be given \$60.00 change. On other lines, \$40.00 change.

7. Officers of the Association shall be granted leave of absence on Association business in so far as the regular operation of the service will permit.

8. The Officers of the Association to be permitted to post notices in the waiting rooms and barns.

These wages and conditions to be in force for one year from July 1st, 1920 to July 1st, 1921.

(Sgd.) JOSEPH GIBBONS.

### Report of Board in dispute between the Vancouver and Victoria Gas Companies and their gas workers

A REPORT was received from the Board established to deal with the dispute between the Vancouver and Victoria Gas Companies and certain of the employees of the said companies, being gas workers. The Board was composed as follows: Mr. Charles E. Tisdall, Vancouver, chairman, appointed on the joint recommendation of the other two members, Messrs. A. G. McCandless and Victor R. Midgley, Vancouver, nominees of the company and employees respectively. The report was signed by the chairman and Mr. McCandless and contained recommendations as to settlement of the dispute. Mr. Midgley did not concur in these findings and presented a minority report.

#### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Vancouver and Victoria Gas Companies, employers, and certain employees of the said Companies being members of Gas Workers' Union, Vancouver, B.C., and Gas Workers' Union, Victoria, B.C., employees.

Vancouver, B.C., August 13th, 1920

Hon. G. D. Robertson,  
Minister of Labour,  
Ottawa, Ont.

Sir,

The undersigned Board of Conciliation and Investigation, to whom the above dispute was referred, beg to report as follows:

The Board, consisting of Charles E. Tisdall (Chairman) and Messrs. A. G. McCandless (employers) and Victor R. Midgley (employees), having been duly sworn in, held its first meeting on Monday, August 2nd, in the Court House, Vancouver. Regular sessions were also held on Wednesday, August 4th, Thursday, August 5th, Friday, August 6th, Monday, August 9th, Tuesday, August 10th, Wednesday, August 11th, Thursday, August 12th, and Friday, August 13th. One visit was also made to the Company's Vancouver plant. A session was convened for Tuesday, August 3rd, but owing to the absence of a material witness, dispersed without taking evidence.

The sessions of Monday, August 2nd, and Wednesday, August 4th, were devoted to obtaining information as to the



matters in dispute, and an attempt was made by the Board to get the parties to the dispute together and settle the differences themselves. We regret to say the attempt was ineffectual, and on Thursday the Board proceeded to receive formal evidence.

Messrs. William Saville, General Secretary for the British Columbia Electric Railway Company, John Keillor Manager, Vancouver Gas Company, and F. H. Hewlings, Superintendent, Victoria Gas Company, appeared for the employers and Messrs. J. W. Friend, President, Vancouver Gas Workers' Union, Arthur Watson, Secretary, Vancouver Gas Workers' Union, and R. Nugent, Committeeman, Vancouver Gas Workers' Union, together with A. J. W. Burbridge, President, Victoria Gas Workers' Union, and G. Leckie, Committeeman, Victoria Gas Workers' Union, both of Victoria, appeared for the employees. The principal points in dispute being an adjustment of wages, time and a half for Sunday work and Dominion holidays, and general working conditions.

The evidence given was thorough and disclosed a most commendable good feeling between employer and employees. After careful consideration of this evidence, and in view of the fact that the employees have received an increase of  $14\frac{1}{2}$  cents per hour either by way of increased wages or cost of living allowance during the year ending June 30th, 1920, the Gas Workers now being paid what we believe are the highest wages in Canada for the like work, we recommend for acceptance by both sides to the dispute the following settlement:

That the agreement entered into on July 10th, 1919, be continued to June 30th, 1921, except in the following respects.

That Section 1 be struck out, and that the following be inserted instead:

1. These rates to remain in effect from July 1st, 1920, to June 30th, 1921.

Section 7 to have added to it the following: "Shift workers taking the shifts from 7 a.m. to 3 p.m. and from 3 p.m. to 11 p.m. on Sundays, shall be paid  $12\frac{1}{2}$  per cent in addition to the regular rate of pay for such shift." The Gas Companies agreeing to eliminate for such shift Sunday work so far as it is possible, consistent with the proper operation of the plants.

Section 13 to be struck out and the following substituted:

13. The following shall be the rates of pay during the life of this agreement:

	Per hour.
Stoking machine operators.....	.69½
Stoking machine operators' helpers....	.67
Furnace men.....	.67
Retort house coke men.....	.67
Water gas operators.....	.69½
Water gas operators' helpers.....	.67
Works labourers.....	.59½
Works labourers when clinkering.....	.62
Coke shipper.....	.59½
Bricklayer and carpenter (jobbing work).....	.69½
Works fitter and derrick engineer....	.72
Blacksmith.....	.71½
Blacksmith and fitter helpers.....	.62
Boiler firemen.....	.67
Coal conveyor man.....	.67

#### DISTRIBUTION DEPARTMENT.

Leading gas fitter.....	.77
Gas fitters and meter setters.....	.72
Trouble men.....	.72
Light truck men.....	.62½
Mains and service fitters.....	.74½
Mains and service fitters' helpers.....	.62
Mains and service fitters labourers....	.59½
Syphon man.....	.62
Meter repairers.....	piece work.
Meter shop mechanic.....	.69½
Meter shop prover.....	.62
Meter shop helper.....	.62
Store keeper.....	.62

Section 14 to be struck out.

The rates of pay have been made on the basis of the present minimum rates plus the cost of living adjustment, which amounts to  $9\frac{1}{2}$  cents, with the exception of a few classifications which parties mutually agreed to prior to the meeting of this Board. The employees of the Victoria Gas Works to receive the same rates as at present, when such rates are not named in this award.

We regret to state that Mr. Victor R. Midgley does not agree with this award.

All of which is respectfully submitted.

(Sgd.) CHARLES E. TISDALL,  
Chairman.

(Sgd.) A. G. McCANDLESS.

#### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and a dispute between the Vancouver and

Victoria Gas Companies, employers, and certain employees of the said Companies being members of the Gas Workers' Unions of Vancouver and Victoria, employees.

Vancouver, B.C.,  
August 16th, 1920.

Minister of Labour,  
Ottawa, Ont.

Sir,

The undersigned member of the Board appointed to investigate the above dispute regrets his inability to agree with the majority, and reports as follows:

The employees' application for the Board set forth two points upon which they and the employers had been unable to agree.

The evidence of Mr. McCallum of the Provincial Department of Labour and the evidence of Mr. Kidd, General Manager of the B. C. Electric Railway Company, corroborated the statements of the men that when they returned to work after a short strike, there were only two points in dispute.

The two points demanded by the men were:

First: An adjustment of wages on the first of July, 1920, based on the cost of living.

Second: Time and one half for work performed between 7. a.m. and 11 p.m. by two shifts on Sundays and holidays.

The representatives of the employers, however, insisted upon reviewing all of the conditions of employment, and in addition to opposing the above mentioned points, also opposed a continuation of the clause which included an allowance for clothing in the cost of living adjustment.

The report of the majority abolishes the cost of living clause entirely. The 9½ cents per hour the men have obtained during the last year is added to the minimum rates, and the total has been made the standard rates for the coming year.

In other words the present rates of pay have been made fixed rates for the year without any cost of living adjustment. If there were any reduction in the cost of living this would be equal to an increase in wages, but with living costs steadily increasing the elimination of the cost of living clause will result in a reduction of *real* wages.

The other two members of the Board have conceded the principle of extra pay for shift work done on Sundays and holidays, but instead of the time and one-half that the men asked for have only allowed time and one-eighth, *i. e.*, one hour's extra pay.

The men's demand for time and one-half is based on the ground that a great deal, if not all, of the Sunday and holiday work could be eliminated, and they contended that only by the penalty of extra pay would the work done on these days be reduced to a minimum.

There are only some twenty or twenty-five men affected by the Sunday work, and in the opinion of the writer the one hour's extra pay is not sufficient penalty to ensure the reduction of Sunday work, and while only one section of the employees are slightly benefitted thereby, all of them are affected by the loss of the cost of living adjustment clause.

The Companies affected are subsidiaries of the B. C. Electric Railway Company. Mr. Saville, for the employers contended that there was not another gas company in Canada paying time and one-half for this class of work. The men while admitting that they did not know of any gas company granting this concession, countered by showing that some six hundred employees of the B. C. Electric Railway Company had secured time and one-half for shift work on Sundays.

In the opinion of the minority, the representatives of the men justified their demands for a cost of living adjustment dating from July 1st, 1920, and for time and one-half for shift work performed on Sundays and holidays.

(Sgd.) V. R. MIDGLEY.

## REPORT OF ROYAL COMMISSION TO DEAL WITH DISPUTES IN CONNECTION WITH COAL MINING OPERATIONS IN NOVA SCOTIA AND NEW BRUNSWICK

**A** REPORT of a Royal Commission, which was established in the month of July last to deal with various disputes in connection with coal mining operations in Nova Scotia and New Brunswick, was received in the Department on September 13 and on account of its importance is included in the present issue of the *LABOUR GAZETTE*. The report contained the unanimous recommendations of all three members of the Commission, which was composed as follows: Mr. E. McG. Quirk, Montreal, Sir William Stavert, Montreal, and Mr. W. P. Hutchinson, Moncton, N.B., Mr. Quirk being selected as chairman. The appointment of this Royal Commission was based on a recommendation made by a Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, 1907, to deal with a dispute between the Dominion Coal Company and its employees, in the month of July last. Demands had been made on behalf of employees of various mines for the readjustment of their wage scales. The above mentioned Board of Conciliation and Investigation reported that no public interest could be served by an investigation restricted to one company alone and that, whereas several Boards either meeting simultaneously or successively would find it almost impossible to arrive at a common agreement, and whereas the stability of industry and the conservation of the public interest are most desirable at the present time, the best course would be to appoint a Royal Commission "with full power to deal with the whole coal mining industry of Nova Scotia with a view to making such recommendations and findings as, in its judgment, will tend to stabilize the industry and to best conserve the interests of mine workers, the operators and the public."

Apart from questions affecting the coal mining industry of Nova Scotia the Board was empowered to deal also with

certain difficulties existing in connection with questions pertaining to the coal mining operations which are being carried on in the Minto District in the province of New Brunswick.

The three members of the Commission visited the different mining districts in Nova Scotia and New Brunswick, conferred extensively with operators and representatives of the men, and, as occasion served, with miners other than representatives, going down into and exploring the mines, and inspecting housing and other living conditions at most of the places visited. Sittings were also held at Glace Bay, Halifax, and Fredericton, at which the miners' claims and the companies' positions respectively were discussed. The demands of the men, based on their grievances are outlined by the Royal Commission in its report under three categories, as follows:

1. Incidentals appertaining to technical conditions in general, both underground and on the surface.
2. Housing and other living conditions.
3. Specific increases in remuneration.

The Commission has dealt first with Category One in a schedule attached to the report, where it will be found that the incidental demands, which are in detail and numerous, are set forth in their numerical order as presented, with the findings or replies of the Commission closely following in each case.

With regard to Category Two, the Commission has submitted a strong recommendation in favour of better housing and improvements in other living conditions. The Commission also recommended that the attention of the civil authorities, both provincial and municipal, should be drawn to the above findings to ensure the necessary steps being taken to ameliorate the deplorable conditions which were found to exist.

With reference to Category Three, the



Commission recommended that the demands of the men under this head should be met in full.

The Commission has also dealt in its report with the questions of output, equipment and interruptions of work, and has recommended the establishment of adjustment boards to deal with any disputes or grievances which may arise during the period of the next contract.

The report of the Commission was communicated by the Department of Labour to the companies and employees' representatives respectively concerned.

The full text of the report is as follows:

Sydney, N.S.,  
Sept. 9th, 1920.

To the Honourable  
The Minister of Labour,  
Ottawa, Canada.

The undersigned Commissioners appointed by Minutes of Council, approved by His Excellency the Governor General on 3rd July, 1920, to investigate coal mining operations in the Provinces of Nova Scotia and New Brunswick, have the honour to report that on assuming our duties we made Sydney our first objective. On arriving in that city we placed ourselves in communication with all the operators in Nova Scotia, with the recognized representatives of the men and later with operators and men in New Brunswick. We append a list of operators so communicated with and indicate on the list the names of the operating companies who responded and were represented at our conferences.

We have visited the principal mining districts in both Provinces, and spent considerable time at Glace Bay, the collieries in that district which are designated "Dominion," with varying numbers, Reserve, New Waterford, Sydney Mines, Inverness, Pictou, Stellarton, Westville, Springhill, Joggins and Minto, conferring extensively with operators and representatives of the men, and, as occasion served, with miners other than representatives, going

down in and exploring the mines, and inspecting housing and other living conditions at most of the places visited. During the time devoted to such investigations we placed ourselves in the hands of the representatives of the men and of the operators and, in the presence of both, investigated grievances, and representations of the men, with explanations of the Operators, at close range with the principal object of absorbing the viewpoints of the men and operators and arriving at an understanding knowledge of the grounds upon which the men make their demands.

We also held formal conferences first at Glace Bay, on the 20th and 21st July, at Halifax from 9th to 15th August, inclusive, and at Fredericton on 18th and 19th August. At these conferences the representatives of the men attended in force, some twenty all told, consisting of the President (Mr. Baxter), the Vice-President (Mr. Ryan) and the Secretary (Mr. McLachlan) of No. 26 District, and representatives from the different workmen's locals in the District. The operators were also largely represented. The procedure followed was the formal presentation of the demands of the men by Mr. Baxter, who supported the demands by extensive argument, and who, in turn, was supported by the Vice-President and Secretary, as well as by the representatives of the different locals. The demands are similar in all respects to demands placed in the hands of the operators, with one exception, by the representatives of the men in April last. The men had their case well prepared and it was presented in a capable and respectful manner. The representatives of the operators replied at length and presented their explanations of the grievances advanced by the men and their views of the demands put forward. Stenographic records of the proceedings of the different conferences were taken and will accompany this report in typewritten form, bound in volumes, together with the various exhibits which are referred to and which latter consist of statements and memoranda presented

by both sides in support of their arguments.

After considering the very great differences existing in conditions as between the Provinces of Nova Scotia and New Brunswick, the Commission has decided to deal separately, in some respects, with these Provinces in its findings and recommendations.

The demands of the men, based on their grievances, may be divided into three categories as follows:

I. Incidentals appertaining to technical conditions in general, both underground and on the surface.

II. Housing and other living conditions.

III. Specific increases in remuneration.

The Commission has dealt first with category one in a schedule attached to the report, where it will be found that the incidental demands, which are in detail and numerous, are set forth in their numerical order as presented, with the findings or replies of the Commission closely following in each case.

With regard to category two, Housing and other living conditions, we find:

That in view of the fact that the Housing, domestic surroundings and sanitary conditions of the miners are, with few exceptions, absolutely wretched, and that such conditions have a deterrent effect on the miners' ability to produce coal, and are a menace to themselves and families, and further, that children brought up in such an environment have not the same chance of life and health as children reared under better conditions, as proven by Government statistics as to infant mortality, it is therefore recommended that the Companies that own the houses put and keep them in proper repair and that a sewerage system be devised and inaugurated whereby surface closets will be eliminated, or that installation of a modern septic sewerage system be provided where it is found that the ordinary sewerage system is not feasible. Suitable kitchens should also be provided where they do not now exist.

In the matter of water facilities for the houses of the mine workers, your Commission recommend that an adequate supply be furnished and so conveniently located that the miners and their families may avail themselves of it. Pure water which is an essential, should be supplied each family in a quantity sufficient for all purposes of domestic use.

In making the foregoing recommendations the Commission is actuated by the conviction that, for humanitarian reasons, for the present and future well-being of the miners and their families (it being from the miners' families of today that the miners of tomorrow will be drawn) and to assure to the industry the necessary recruits to maintain the force required to achieve the success of the industry, it is essential that such improvements be effected.

It is also recommended that the attention of the civil authorities, both Provincial and Municipal, be drawn to the above finding to ensure the necessary steps being taken to ameliorate the deplorable conditions which we found to exist.

Seeing that rentals applying to miners' houses little more than cover repairs, if that, not to mention depreciation, and that the proposed improvements will occasion extra repairs, if only to the sanitary feature of the improvements, the Commission is of opinion that as and when the improvements recommended above are effected, an increased rental of 50c. per month per \$100 or fraction of \$100 expended in improvements, should apply to provide for such extraordinary repairs.

With reference to category three, the Commission in the process of carefully studying the principal demands of the miners, viz.: those in respect of the general increase, originally inclined to the adoption of a plan by which the demands would be met first, by a flat increase of one-third of the amounts named, and second by increased tonnage rates on a sliding scale to correspond with the increased output, the larger the output the greater the remuneration per ton, the benefit to be divided between all employees, the whole with a prospect of making it possible, without undue effort on the part of the men, to realize even larger remuneration than that demanded. The prospect of increased output was based on a plan of adjustment by which the numbers of



Contract men could be increased by transferring men now doing datal work, but capable of undertaking contract work, to such latter work, and by which the Contract men would receive such proportion of the benefits as would make their remuneration attractive. It however occurred to the Commission on more mature consideration that, for the reason that it would take some considerable time, preparation and study, on the part of both operators and men, to bring about the necessary adjustment, and that therefore the men would not realize the benefits, perhaps for a number of months, the Commission finally decided as follows:

It recommends subject to conditions as set out below and also subject to rights under existing contract, if any, a specimen of which is referred to elsewhere, that the demands of the men under this head be met in full as follows:

An increase of one dollar per day for all datal men, 24 cents per ton on all tonnage rates, and 25% on all local contracts, all yardage, deadwork and timbering, the increases to apply to all districts with the following exceptions, viz.:

In Pietou County the increase shall be 27% on tonnage rates.

In the mines of Nova Scotia Steel and Coal Company the present lowest tonnage rate to be increased 24c per ton and a like percentage of increase to be added to all other tonnage rates, for example, a ton rate is .81c, twenty-four cents added makes it \$1.05 or an increase of 29.5%. A lower height of coal is paid \$1.18. Twenty-nine point five per cent added to \$1.18 equals \$1.53, and so on.

Contract rates for trimmers shall be increased 27%.

Rates for coal shippers and other employees connected with the piers to be increased 27%.

The increases to date from or be retroactive to the time of the issue of the Commission, say 1st July last. The recommendation is however subject to the condition that it is to be distinctly understood and agreed that operators and men will agree to co-operate and bring about the adjustment referred to, and within twelve months, or say on or before 1st September, 1921, adopt the

partial advance and sliding scale scheme, the particulars of which are more fully set out below, together with examples of its working. The partial advance and sliding scale scheme may be put into effect at any time, by any Company at any mine previous to 1st September by mutual consent of operators and men.

Under the partial advance and sliding scale scheme the men will receive an advance upon their present rates of pay on the following basis, that is to say:

A flat increase of one-third of the increases demanded and allowed conditionally up to and including 31st August 1921, on the presently existing rates, and a further increase on the basis of increased output to be calculated and applied as follows:

By computation of man days for a stated period, any one month, divided into total output for the period in question, the average output per man per day is ascertained. Should there be an increase of output per man per day over and above the similar average of the mine or mines or company which shall come into question, for the first six months of the present year, the men are to be rewarded for such increase by there being set aside by the operators a sum to be calculated on the following scale:

For an increase up to and including

	1/10	tons	10	cents	per	ton	on	total	output.
2/10	"	19	"	"	"	"	"	"	"
3/10	"	29	"	"	"	"	"	"	"
4/10	"	40	"	"	"	"	"	"	"
5/10	"	52	"	"	"	"	"	"	"
6/10	"	65	"	"	"	"	"	"	"
7/10	"	79	"	"	"	"	"	"	"

The sum so set aside to be divided among and paid to the men monthly on the following basis, viz.:

The contract or producing men, as a body to receive \$2.00 for every \$1.00 to be paid the datal or non-producing men, inclusive of pier men, construction men, section men, but exempting such men as come under the McAdoo schedule, so called, as a body. In the subdivision the contract men to be paid in proportion to their regular earnings during the period in question and the datal and other men mentioned above, excepting McAdoo schedule men, to be paid equal amounts without reference to proportions. For example:

In case of a force all told of 1,000 men, 400 of which are contract men and 600 datal men and having a month's increased remuneration of \$21,000 to be divided, the Contract men as a body would receive \$12,000 and the Datal men would receive \$9,000. The \$12,-



000 would be distributed among the contract men in proportion to their regular earnings for the month, and the \$9,000 equally among the datal men, or say \$15 each.

In the case of a property selected for the purpose of illustration, should the suggested adjustment of datal men and contract men result in increasing the output per man per day to 2.4 tons, which is 20% in the case of that property, its present output being 2.00 tons per man per day, or say slightly over half of the difference between the output of 1914, which was 2.7, the percentage of increase paid the men would be approximately 85% of the demands for contract men and 57 per cent of the demands for datal men, which, together with the flat increase of 33⅓ per cent, would be approximately equal to the increase demanded, or if the adjustment should result in increasing the output per man per day to 2.7 tons, which was the output in 1914, the percentage of increase paid the men would be approximately 67% over and above the demands for contract men, and 34% over and above the demands for datal men, which together with the flat increase of 33⅓% would amount to considerably more than is demanded, or approximately an average of \$2.89 per day for contract men and \$1.67 per day for datal and other men referred to in that class, as against \$1.44 for contract men and \$1.00 per day for datal men, the increases demanded.

The increased output by tenths of a ton, together with the flat increase of 33⅓ per cent, will affect the men approximately according to the following table—an average output of 6 tons per day per Contract man being used in the calculation:

TABLE.

Tenths of a ton Increase.	Increase per day.	
	Contract Men.	Datal Men.
1 tenth.....	.78	.45
2 tenths.....	1.06	.57
3 tenths.....	1.36	.72
4 tenths.....	1.70	.90
5 tenths.....	2.06	1.11
6 tenths.....	2.46	1.37
7 tenths.....	2.89	1.67

The above calculations are based upon the adjustment plan referred to above,

which contemplates increasing output, and increasing producing men and proportionally decreasing Datal men, on a sliding scale.

The Adjustment Board provided for by the report should be able to arrange to mutual satisfaction any difficulties which may arise in giving effect to the plan providing for the sliding scale of increase, such as the basic output which should apply in respect of new mines, the percentage of increased output or other questions in respect of unusual or extraordinary conditions and the apportioning of Construction and other men used at a distance from the bank heads to the operation which may come in question or otherwise. The Commission therefore feels that by a liberal use of the Adjustment Board and of amicable co-operation, it will be found that disputes can be promptly settled to the mutual advantage of both operators and men.

It is recommended that all moneys accruing under the retroactive feature of the agreement shall be due and payable within sixty days of the signing of the agreement.

#### EQUIPMENT.

The Commission finds that at some points both operators and men are prejudiced by reason of inadequate equipment, that is to say, where want of pressure for radials or punching machines is complained of it is found that an insufficiency of power for the purposes of the mines exists. The necessary increase of power would result in greater output to the mutual benefit of operators and men. Similarly additional rakes should be provided, in some cases, to the same end. In some instances the wash houses are inadequate and unsanitary. The Commission is impressed with the grievances of the men on these scores, and recommends that the operators give special attention to those features of the equipment by enlargement, adjustment to modern systems and observance of rules governing sanitation where such is required.

## RADIALS.

In some places radial machines are being installed with good results so far as increased quantity and cost of production are concerned. After viewing the machines at work and on making comparison of their efficiency with the punching machines and hand picks, which we have also seen at work, we have concluded to recommend the more universal instalment of the radial machines in such places as they may be regarded as fitted for.

In making such improvements and additions as are above referred to, and in generally bringing equipment up to date, much needed relief will be afforded the men. The coal shortage will also be lessened, to the benefit of the public, and the operating companies will probably increase their margin of profits through reduction of percentage of overhead charges on greater production.

## ELECTRIC LAMPS.

The Commission recommends that where practicable electric lamps should be installed by the operators as a means to greater efficiency and larger production, instead of the so-called safety lamps, but the advisability of the collateral use of the safety lamps should be borne in mind for the purpose of detecting the presence of gas, that is to say, an occasional safety lamp should be available and easy of access to parties of men working in places where gas is likely to make its appearance, and that the advisability for making the tests should be kept prominently in mind.

## GENERAL.

On looking closely into the comparison between the percentages of the increased cost of living on the one hand and the percentages of increased remuneration paid on the other, together with the shortening of hours which has recently been enjoyed by the men, we find that by actual computation the cheap fuel and rent by which the men benefit has

the effect of reducing the percentage of increased cost of living from 146 per cent as shown by the *Labour Gazette*, to 100 per cent. We also find that the remuneration has been increased on the average by approximately 100 per cent. It may therefore be said that wages have been increased to correspond with the increased cost of living, and that the men's standard of living has been increased by the reduction in the hours worked, from ten hours to eight hours per day, a reduction which may be said to be an advantage enjoyed by the men in addition to having maintained their previous position relative to income and expenditure.

It is claimed for the men that to maintain their position relative to the increased cost of living is not sufficient for the reason that they had no margin of income over expenditure at the time of the previous date with which the present is compared, and that they wish for more money to spend and to improve their standard of living. That is a claim which is similar to many which have heretofore been made elsewhere, and which will many times be made again, and we are in sympathy with it, as may be seen in our findings regarding housing and other domestic conditions, and in our findings regarding other demands, including remuneration. We would, however, point out that whatever may be said on the score of improving standards, the present is not a time for increasing expenditure, but, in view of the requirements for reconstruction and repair of the damages of warfare, is rather a time for increased energy and carefully guarded thrift.

In contrasting working conditions and rates of wages paid to labour in various parts of Canada, in other industries, with those paid to datal men in the mining industry in Nova Scotia, and New Brunswick, and, having regard to the benefits enjoyed by the mining men by reason of cheap coal and rentals (which are referred to in another paragraph) to the actuarial percentages of danger to life and to the question of

comforts and discomforts in mining and other industries, to the permanency of employment and elimination of bad weather as a factor in the mining industry in Nova Scotia (the contrary being the case, viz., the substitution of a uniform temperature the year round so far as underground men are concerned, with a minor exception) we find that the men engaged in the coal mining industries do not greatly suffer by comparison. By the same process of reasoning we find that contract men are in a similarly favourable position as compared with highly skilled labourers in other industries, because of similar advantages.

It has been brought to the attention of the Commission that a prevalent custom exists among the miners of taking what they term a "holiday" or "vacation" on account or because of some minor grievance, thereby curtailing that production which is so necessary to the life of the country. The Commission recommends that the officers of the U. M. W. of A. take occasion to condemn and discourage such practices, believing that the Adjustment Board provided by this finding will eliminate the excuse for such "holidaying" or "vacationing."

The Commission was impressed with the apparent injustice suffered by fourteen men during the first week of July in the present year, in failing to obtain access to the Dominion Coal Company's No. 14 Mine at New Waterford after having presented themselves ready for the day's work. The particulars of the circumstances are set out in a presentation by Mr. Baxter as recorded on page 8 of the proceedings of the conference in Halifax on 14th August. The men in question are claiming indemnity for loss of time, but the matter could not be taken up by the Commission without prejudice to the prompt production of this report. It is therefore recommended that the Board which is provided for in this report, take the matter up as soon as possible, enquire carefully into the merits of the case and give a ruling.

Similar remarks to the above apply in the Crawford case, so-called, which is also presented by Mr. Baxter. Particulars may be found in the record following the presentation of the case of the fourteen men referred to above, where the case is further explained by Mr. Hays who represented the Springhill Lodge at the conference in Halifax.

#### OUTPUT IN THE UNITED STATES.

The Commission has noted that the output per man per day in the United States is greatly in excess of that produced in the Nova Scotia coal fields and have also noted that the cost of production per ton is much less in the United States than in Nova Scotia. Under these circumstances it takes occasion to observe that in a competitive market the United States coal operators have an advantage over the Nova Scotia operators. The attention of the miners in Nova Scotia therefore is called to the above conditions and the suggestion is made that efforts be put forward to remedy them as a matter of self preservation, and to assure to the industry the permanency which is so essential to the industrial welfare of the country and the uninterrupted continuance of work for the mine workers.

#### ADJUSTMENT BOARD.

Believing that disputes or grievances are likely to arise from time to time in matters of more or less importance which cannot be foreseen at the time of rendering this report, or which the Commission in making their finding could not anticipate and provide for, it is recommended that this finding constitute a contract between the Mine Operators and the United Mine Workers of America for the period ending 31st May, 1922, and thereafter until cancelled by thirty days' notice from either party. It is also recommended that, in order that no cessation of work may take place from strikes, lockouts, "vacations" or similar causes, an Adjustment Board of three be ap-



pointed by co-operation between operators and men, to determine all disputes which may occur during the life of the contract, such Board to consist of one member to be named by the Company or companies affected, and one member to be named by the Executive of the U. M. W. of A. these two to choose a Chairman, and failing to agree, such Chairman shall be named by the Federal Minister of Labour. The procedure—in case of disputes—to be as at present up to the point of the interview between the Executive of the U. M. W. of A., and the highest operating official of the Company concerned. Failure to agree will automatically call into action the services of the Adjustment Board whose finding shall be binding on the Company and the men. The expense of this Board shall be borne equally by the Company or companies affected and the U. M. W. of A., such expense to be in accordance with that Section of the Industrial Disputes and Investigation Act of 1907, and amendments, which refers to compensation. It is further recommended that the manager or official in charge of each Company designate a stated hour each week in which to meet the Men's Committee for the discussion of any grievances or other matters which may arise and which may affect the welfare of the Company and the men, if any.

In making the above recommendations providing for the formation of an Adjustment Board and periodical meetings between the operators and a committee of the workers, the Commission desire to disavow any intention of subscribing to "compulsory arbitration" but are firmly of the opinion that such a procedure during the life of the contract would be, with the co-operation of the companies and the men, the most effective and business-like method of settling any minor disputes that might arise.

It is therefore earnestly recommended to both men and operators that in acting upon these recommendations every effort towards amicable co-operation should be made.

#### DOMINION COAL COMPANY CLERKS.

The Commission has taken into consideration the case of the Dominion Coal Company's clerks, on representation of Mr. Baxter, and find that there is in existence an agreement dated July 15th, 1919, between the Dominion Coal Company and its clerical staff which provides machinery for the adjustment of grievances. It would also appear that the clerks have not taken advantage of this machinery although requested by the Chairman of the Commission to do so, on the understanding that, failing a settlement, the Commission would deal with the matter. It is therefore felt by the Commission that the terms of the contract should be carried out and it recommends that the Company and the representatives of the men should take the matter up and by co-operation endeavour to effect an amicable settlement. In the event of failing to do so, the Commission recommends that the parties interested have recourse to an Adjustment Board on the plan laid down in another paragraph in respect of the Nova Scotia Steel and Coal Company's clerks.

#### EXISTING CONTRACTS.

In making our finding subject to rights under existing contracts, if any, we refer above to a specimen which is dealt with as follows: The Commission has taken cognizance of the award of the MacKinnon Conciliation Board, so-called, in respect of the Dominion Coal Company and its employees, in which there is a clause providing for a revision of Schedule every four months period. This award is in effect as from January 1st, 1920, for one year. The men claim, and it has been conceded, that in April the demands which are before the Commission were submitted to the Dominion Coal Company and were not acted upon. Mr. McCann claims for the Dominion Coal Company that the contract is still in force as it originally existed, notwithstanding the notice which was filed with the officers of this Company at the end of the first four months period—

asking for a revision as provided in the award. The stenographic records will show Mr. McCann, when appearing at one of the conferences, as having expressed himself as follows:

The Dominion Coal Company is prepared to do everything within its means to ameliorate the condition of the workingmen. We are anxious to make life as easy as possible for everybody within reason.

In view of the men's claim that, having acted in respect of the four months' clause in the MacKinnon award, and of the Company having failed to respond, they are entitled to benefit by the finding of the Commission in respect of their demands, the Commission, while not attempting to decide a legal point, suggests that the claim referred to be allowed.

#### NOVA SCOTIA STEEL AND COAL COMPANY CLERKS.

The Commission was interviewed by a committee representing the clerical staff of the Nova Scotia Steel and Coal Company, but inasmuch as this staff was identified with the Steel industry solely in some cases and jointly with the Steel and Coal Industries in others, and as the mandate of the Commission was confined to industrial conditions as they affected the Coal Industry, the Commission realized that they could not, in justice to all concerned, deal with the question without exceeding their authority.

The Commission feels however that the Clerical Staff may have a cause for complaint, and recommends that in so far as the Colliery Clerks are concerned, the services of an Adjustment Board, similar to that outlined in another paragraph be created with the proviso that the appointment of representatives or members be by the Clerks' Union in one case and the Secretary of the Company in the other. The two so appointed to select a third, and failing to do so, the Federal Minister of Labour to so appoint a third. This Board to settle all

disputes under this head and their finding to be final.

#### MINTO DISTRICT, NEW BRUNSWICK.

The Commission intimated, earlier in the report, that it proposed to deal separately with mines and mining operations in the Provinces of New Brunswick and those in Nova Scotia. We find, however, on reaching this stage of our deliberations that most of our findings apply with equal force to conditions in both Provinces and we therefore confirm our recommendations accordingly. There are, however, some conditions which apply in particular to the operations at Minto, New Brunswick. They are set forth in the demands made for the miners by Mr. Baxter in his presentation of the case as reported on page two of the first day's conference at Fredericton, and may be dealt with seriatim as follows;

**DEMAND 1.** One dollar per day increase on all present day pay rates, and 27 per cent increase on all contract rates.

This has to do with the main question of increased remuneration which has been fully dealt with in another section of the report, and is intended to apply to conditions at Minto, but seeing that increases have occurred since 1st May, 1920, it is stipulated that these rates are to be regarded as being added to those in effect at that date.

**DEMAND 2.** Better ventilation of the mines. We recognize that perhaps because of mining at Minto being in its initial stages as compared with mining in Nova Scotia, the perfection in ventilation may leave much to be desired. It has been found, however, that the largest operator at Minto already has equipment at the spot and is proceeding with its installation. We also find that other operators at Minto recognize the importance of greater attention to this feature of the industry, and have expressed their intention of taking steps to improve conditions in that respect in the near future.

DEMAND 3. Check off of Union dues through pay office.

The Commission does not see its way to make any positive recommendation in this connection but would take occasion to observe that the practice has been adopted and is being followed by all the larger operators, and many of the smaller ones, in Nova Scotia, and the Commission suggests that the operators at Minto take into consideration the advisability of taking a favourable view of the request.

DEMAND 4. All pushing of boxes to be paid for.

The Commission finds that pushing of boxes cannot be as conveniently eliminated in the mines at Minto as in those of Nova Scotia, the principal reason being that head-room is not sufficient to permit of the use of horses. It may also be observed that distance of transportation underground is reduced by frequency of shafts, which is permissible by reason of the shallow over-burden, and that the proportion of cost on output which would be occasioned by the installation of mechanical haulage would be excessive. While, therefore, pushing cannot be eliminated or even largely reduced the Commission recommends that the cost of pushing should be included in the tonnage rate or be made the subject of negotiation in the different cases, between men and operators.

DEMAND 5. Better housing conditions; and adequate water supply for workmen.

The Commission has dealt with housing conditions and water supply elsewhere, and while it must admit that the Minto Mines do not appear to have the character of permanency which the Nova Scotia Mines have, it cannot greatly alter its recommendation in respect of Minto. It would, however, observe that because of a very much smaller degree of congestion, in respect of numbers of houses at any one point, the recommendation concerning systems for sewerage may for the present be waived.

DEMAND 6. Bell rope on both sides of shaft and a by-path to pass from one side of the shaft to the other.

The Commission finds that, where a bell rope is on only one side of the shaft, it is the simplest kind of an operation imaginable to attach a "bridle," making it possible to use the bell rope from either side of the shaft, and as the operators appear to be agreeable to provide a by-path to permit of passing from one side of the shaft to the other, the Commission does not feel that it is called upon to make any recommendation in this connection.

DEMAND 7. All workmen to be paid time and a half for overtime, and double time for Sundays and holidays.

The Commission would apply its findings as set out in this respect in other parts of the report to Minto, its decision being that the custom now prevailing be continued.

DEMAND 8. When a miner is taken from the working face to do shift work to be paid \$6.00 per day.

The Commission noted at the conference that the operators appeared to be willing to concede that when a miner is taken from the working face to do shift work he should receive his average rate of pay. The Commission considers this fair and recommends accordingly.

DEMAND 9. When a man reports for work he must be given work or a day's pay.

The Commission's reply to a similar demand included in the incidentals dealt with elsewhere is as follows: "The Companies have expressed willingness to place such men under such circumstances to the best advantage, recognizing the hardship and injustice to men so affected without consideration." As the operators at Minto seem to be in accord with the operators in Nova Scotia in this respect, the Commission does not feel called upon to take any definite action.

The attention of the Commission has been drawn to the absence of Coal Min-



ing Laws and Regulations in the Province of New Brunswick and recommends that the attention of the Provincial Department of Mines be brought there-to.

The following Minto operators were represented at the conference held at Fredericton, viz:

Harvey Welton, representing himself.

International Paper Company, represented by A. D. Taylor.

Rothwell Coal Company, represented by H. J. Evans and W. B. Evans.

Avon Coal Company, represented by Burton C. Wood.

John Henderson, representing himself.

Minto Coal Company, represented by Charles J. Coll and R. B. Hanson, K.C.

Grand Lake Coal Company, represented by J. A. Armstrong.

Before closing the report the Commission wish to state that they are deeply indebted to the officials of the operating companies and the Executive of the United Mine Workers of America and the various committee men, and others who interested themselves, for facilities extended to its members, and the cheerful manner in which co-operation was given. Such kindly consideration was of material assistance to the Commission. We also appreciate the courtesies of the Council of Glace Bay and those of the Governments of Nova Scotia and New Brunswick in so kindly placing at our disposal their Legislature Chambers in which to hold the Conference.

(Signed) E. MCG. QUIRK.  
W. E. STAVERT.  
W. P. HUTCHINSON.

List of operators communicated with by the Commission on instituting enquiries and investigations, those responding by attending the Conferences, or some of them, being distinguished by (A).

(A) Dominion Coal Company: H. J. McCann, Gen. Manager, Glace Bay, N.S., representing mines in Cape Breton and at Springhill.

(A) Nova Scotia Steel and Coal Company: T. J. Brown, Gen. Manager, Sydney Mines, C.B.

Indian Cove Coal Company: Thos. Hartigan, Gen. Manager, Sydney Mines, C.B.

Bras d'Or Coal Company: Geo. Burchell, Gen. Manager, Little Bras d'Or, C.B.

Inverness Railway & Coal Company: R. E. McLeod, Inverness, N.S.

Port Hood Collieries: Malcolm Beaton, Gen. Manager, New Glasgow, N.S.

Greenwood Coal Company: J. W. McLeod, Gen. Manager, New Glasgow, N.S.

Milford Coal Mining Company: Alex. Sutherland, New Glasgow, N.S.

(A) Acadia Coal Company: Felix Notebart, Gen. Manager, Stellarton, N.S.

(A) Maritime Coal, Railway & Power Company: Robert Bell, Gen. Manager, Joggins, N.S.

(A) International Coal Mining: William Maxwell, Gen. Manager, Westville, N.S.

(A) Minudie Coal Company: Geo. H. Sterne, Gen. Manager, Amherst, N.S.

Emmerson Coal Company: W. L. Barnes, Gen. Manager, River Hebert, N.S.

John T. Douglas, Glace Bay, N.S.

(A) Harvey Welton.

(A) International Paper Company: A. D. Taylor.

(A) Rothwell Coal Company: H. J. Evans and W. B. Evans.

(A) Avon Coal Company: Burton C. Wood.

(A) John Henderson.

(A) Minto Coal Company: Charles J. Coll and R. B. Hanson, K.C.

(A) Grand Lake Coal Company: J. A. Armstrong.

NOTE: The Inverness Railway and Coal Company, an operation of considerable size, being in the hands of a Receiver at the time when the Commission instituted enquiries and investigations, was not represented at the Conferences. The Commission took occasion, however, to visit the mines.

#### Schedule of Demands of District No. 29 United Mine Workers of America with replies by the Commission

##### GENERAL CONDITIONS UNDERGROUND.

1. All mining tools be sent into mine and stanchel at a convenient place on each landing and a man appointed to look after all tools and give to their owners.

Reply—

The Dominion Coal Company and the Nova Scotia Steel Company will place tools at the

top of working landing or within reasonable distance of the working places and will provide men to give out these tools.

Acadia Coal Company and Springhill now doing what is asked.

Intercolonial Coal Company will agree to stanchel tools at a reasonable place. In view of the favourable nature of the replies of the Companies quoted we do not hesitate to recommend that this demand be complied with so far as is possible and practicable.

2. A continuous service of riding rake after 12 o'clock noon where it does not interfere with the hoisting of coal.

*Reply—*

We recommend that present conditions be maintained or where possible or practicable improved by negotiation between operators and men.

3. Where a miner has a miss shot and loses coal that he be made up to his average day's pay.

*Reply—*

Where a miner has a miss shot and loses coal it is recommended that he be compensated for actual time lost while at the face, plus the cost of his explosives, and detonator.

4. That 25 feet be the maximum distance for shovelling down coal in pitching seams.

*Reply—*

The Commission recommends that the demand in this respect be complied with, and that where shovelling beyond 25 feet shall be required, the cost shall be a matter of negotiation between the men and the operators.

5. Where pushing boxes in pitching seams cannot be abolished that pushing boxes be paid for at the rate of five cents per ton, from 200 to 250 and an additional five cents for each fifty feet.

*Reply—*

We find that the operators recognize as we do the objections to excessive pushing, have undertaken to greatly eliminate it, and have already taken steps to that end. We also find that such pushing cannot be eliminated in all cases. Where it cannot be, the cost should be a matter of negotiation between operators and men.

6. When a man reports for work he must be employed and given work in an ordinary place or receive his average wage.

*Reply—*

The Companies have expressed willingness to place men under such circumstances to the best advantage, recognizing the hardship and injustice to men so affected without consideration.

7. All miners out of places receive \$5.50 per day.

*Reply—*

The operators' reply to this demand is that

in cases of men out of places and for whom there is work they shall get classification rate for such work. The Commission considers this fair.

8. That four rooms be given to all machine runners under-cutting in rooms and sufficient compressed air to supply all machines.

*Reply—*

The reply of the operators is as follows:—

Four places will be given to all machine runners under-cutting in rooms and sufficient compressed air to supply all machines.

The Commission considers this a satisfactory reply.

9. All local contracts now in force to be incorporated in the general agreement.

*Reply—*

It is the opinion of the Commission that present conditions governing local contracts at different points should be maintained as far as possible and practicable.

10. When men lose time on account of pressure that Companies pay for time lost at the regular rate paid miners out of places.

*Reply—*

The operators' reply that all reasonable effort will be made by the Companies to supply men with pressure. The Commission feels that more cannot well be demanded under present conditions of equipment, on which latter point the Commission has made a separate finding.

11. That not more than two miners be allowed to work in one place and the men have the right to select their own butties when double shift is required.

*Reply—*

It is recommended that the men's demand in this connection be complied with except under exceptional circumstances, which should be adjusted between the Manager and a committee of the men, provided however, that in cases of a heavy fall of coal or other emergency, more men may be employed.

12. Where a rake of men are employed on a new lift that the Company run the riding rake down night and morning.

*Reply—*

The Commission accepts the reply of the operators to the effect that where riding rakes are in use the Companies will endeavour to take the men as near their work as reasonably practicable. We would however add that there appears in some cases to be ground for complaint because of inadequate equipment and because rakes should exist where they do not now. It appears to the Commission that it is an economic point of some importance that by extension of rakes greater efficiency, with increased output, can be attained to the mutual benefit of men and operators.

13. Where the pit starts in the morning and stops before 11 a.m., all datal hands be paid one-half shift, and when pit runs up to 12.30 p.m. all datal hands to receive one shift.

*Reply—*

The Commission feels that it cannot recommend any variation from the present custom.

14. That all employees shall receive time and a half for over time and double time for Sundays and legal holidays.

*Reply—*

The Commission recommends that the custom now prevailing be continued.

15. Where any men report for work in or about the mine they must receive a job or be paid a day's pay.

*Reply—*

The operators' reply to this demand is to the effect that they cannot bind themselves to find employment for men where no work is available, and the Commission sympathizes with that view.

16. That men are being hired on at the different collieries, making a change possible that the principle of seniority of service be recognized when making such changes providing that said employees affected are capable of fulfilling the duties required of them.

*Reply—*

The operators' reply is as follows: If this applies to the collieries that the man is working in, we are agreeable as this is the system in vogue at present. The management should be the judge as to the fitness of the man for the position. The Commission while approving of this reply would take occasion to recommend that seniority and corresponding ability be preferred to other considerations.

17. Resolved that we protest against coal companies changing conditions after contract has been drawn up; and further we demand that any proposed changes be discussed when wage agreement is being drawn up.

*Reply—*

It should be unnecessary for the Commission to enjoin upon either operators or men the necessity for living up to the terms of agreements entered into. A case was cited in this connection which seems to be the cause for the creation of this demand but the Commission cannot feel that any finding possible in respect of this demand will prevent a recurrence of cases similar to that cited. We understand that the case cited is now in process of adjustment in a manner satisfactory to all concerned.

18. Where new work is being started and no rate set for it that the men receive six dollars a shift till there is a rate agreed to between the Company and the men.

*Reply—*

If this demand is regarded as applying to men

working at the face, the Commission is agreeable and recommends the allowance of the demand.

19. That all timber set by miners and roads laid by miners be paid for at schedule rate.

*Reply—*

The Commission finds that the cost of timber set and roads laid by miners in rooms is recognized as being included in the tonnage rate.

20. Men turning their own fans, tending their own donkey, or shovelling down their own coal, when they cannot get a man, be paid the rate of \$5.50 per day.

*Reply—*

It is recommended that men compelled to turn their own fans, tend their own donkey or shovel down coal, when they cannot get a man, be paid the classification rate of such work in addition to what they may earn at the face in connection with their contract.

21. When a shortage of men occurs and two men are compelled to do the work of three men that they receive time and a half.

*Reply—*

The operators reply that two men cannot do the work of three men. The Commission understands that it is but rarely that the operators call upon two men to do three men's work, and that when it is done the custom is to compensate the two men, and therefore recommends that practices as heretofore maintained at different points should be continued.

22. That each local Union shall have complete jurisdiction in Union matters, over the mine or plant where its members are employed, and may determine by vote of its members at any of its regular meetings whether any new employee shall become a member of their Local Union. The right of self determination shall not be abridged by officials of the Company interfering in any union affairs.

*Reply—*

The Commissions does not see its way to disturb conditions in this respect as they have hitherto existed.

23. One dollar flat rate of increase for all datal paid men, and twenty-four cents per ton increase on present ton rate.

*Reply—*

This demand is dealt with elsewhere.

24. All local contract, all yardage, dead work and timber be increased 25 per cent.

*Reply—*

This demand is dealt with elsewhere.

25. Double shifted places to receive seven cents extra over the regular ton rate.

26. A double shifted single place to receive fifteen cents per ton over regular rate.

27. Continuous night work to receive ten cents extra over regular ton rate.



28. Where an under-cutting machine is working week about the machine runner to receive two cents per ton extra.

*Reply—*

The Commission understands that these and similar demands are now complied with in whole or in part at various places, and recommends that all four demands should be subjects of separate negotiations between men and operators at the different points where questions may arise. It is impossible to make a ruling which will apply at all places alike.

#### SURFACE

1. One dollar flat rate for all datal paid men excepting as provided in the following conditions

*Reply—*

This demand is dealt with elsewhere.

2. Any man working at mechanical repair work for three years to be considered a first grade mechanic.

*Reply—*

A man working at mechanical repair work three years shall be considered a first grade mechanic, but is not to receive a first grade mechanic's wages until there is a vacancy in a first grade mechanic's position, in which case, if competent, the senior man should receive the appointment and be paid as such.

3. That all mechanics, carpenters, blacksmiths, and all surface laborers be given an eight hour work day with one hour for dinner.

*Reply—*

If this demand means that all mechanics, carpenters, blacksmiths, and all surface labourers be given a nine-hour work day less one hour for dinner, or in other words an eight-hour day with a nine-hour spread, the Commission recommends that it be allowed.

4. Men employed on a job that requires continuous service to be paid time and a half for Sundays and legal holidays, when working his regular shift.

*Reply—*

The Commission makes the same recommendation in respect of this demand as was made regarding demand No. 14 (General Conditions underground), viz:

That the custom now prevailing be continued.

5. Engineers operating an engine of 800 h.p. to be paid \$6.00 per day.

*Reply—*

The Commission regards this as an alteration in the schedule of classification rates for which there does not appear to be sufficient warrant.

6. All other employees to receive \$1.00 per day flat increase, except car shunters who are to receive the brakeman's rate.

*Reply—*

This demand is dealt with elsewhere.

7. All firemen be brought up to the standard including head firemen, and increases to be added to that standard.

*Reply—*

The Commission cannot recommend the allowance of this demand.

8. Construction carpenters now receiving less than standard rate of wages be given the standard rate paid at the machine shops and all other increases added.

*Reply—*

The Commission cannot recommend allowance of this demand. It would seem to it, having regard to the circumstances, that the participation of the men in the general increase recommended should be sufficient.

9. Demand six-hour day for sinkers and a rate of \$1.25 per hour and the abolishment of electric hoists in sinking shaft.

*Reply—*

The Commission regards this demand as a matter of negotiation as between operators and men, as occasion arises.

10. That where there is a new agreement put in operation and a disagreement arises out of said agreement, involving loss of work for mine committee, and in the event of the Company being in the wrong, then the Company shall pay committee's expenses.

*Reply—*

The Commission cannot recommend the allowance of this demand.

#### SHIPPERS AND TRIMMERS

Increase of 27 per cent on contract rates and on those new rates, coal to be trimmed not more than 25 feet from the hatch. Extra work to be paid by the hour.

*Reply—*

The question of increase is dealt with elsewhere. The Commission recommends that the limit of 25 feet be allowed and that extra work be a matter of negotiation.

Coal shippers rates to be increased 27 per cent. All holidays to be paid for.

*Reply—*

The question of increase is dealt with elsewhere. The Commission recommends that the question of payment for holidays be a matter of negotiation.

All other workmen connected with piers be increased 27 per cent; all overtime to be paid time and one-half. A guarantee of \$30.00 per week for all shippers and trimmers in district 26 U. M. W. of A.

*Reply—*

The question of increase is dealt with elsewhere. The Commission recommends that the question of guarantee be a matter of negotiation, but does not see its way to allow the demand in respect of time and a half.

GENERAL CONDITIONS APPLICABLE TO UNDERGROUND AND SURFACE EMPLOYEES.

1. All datal employees, including men who work on continuous jobs, shall receive double time for Sundays and legal holidays and time and one-half for overtime.

*Reply—*

The Commission makes the same recommendations in respect of this demand as was made regarding demand No. 14 (General Conditions Underground) and No. 4 (Surface); viz:

That the custom now prevailing be continued.

2. That rent of Coal Company houses be reduced 25 per cent and all Companies do sanitary work and have all dwellings fenced.

*Reply—*

The Commission is dealing with this demand elsewhere in the report.

3. That eight hours in twenty-four hours shall constitute a shift; that all work performed over eight hours in twenty-four in any one day, shall be paid for at the rate of time and a half, double time for Sundays, and legal holidays; this not to apply to continous work.

*Reply—*

The Commission recommends that this demand be allowed so far as eight hours in twenty-four hours constituting a shift is concerned but must make the same ruling in respect of the remaining part of the demand as has been made in respect of Demand No. 14 (General Conditions Underground) and No. 4 (Surface) and No. 1 (General Conditions Applicable to, Underground and Surface Employees) viz:

That the custom now prevailing be continued.

4. That all employees working on datal rate by night receive twenty-five cents extra over day rate.

*Reply—*

The Commission recommends adherence to present customs.

VARIATIONS.

1. That a schedule of rates for Birch Grove be drawn up to conform with the rates of other mines.

*Reply—*

The Commission cannot find any good reason for allowing this demand.

2. Cross cut work at Dominion No. 2 receive at present for the first fifteen feet forty-two cents, all the rest of cross cuts fifty-five cents per foot. Resolved that we demand fifty-five cents per foot for all of the cross cut.

*Reply—*

The Commission recommends that present rates continue to apply.

3. Railroad section men demand time and a half for overtime and double time for Sundays.

*Reply—*

We understand that certain customs presently maintained regarding remuneration to section men, called out for extra time and on Sundays. The Commission therefore feels that this demand should be treated in the same manner as decided with reference to No. 1 (General Conditions applicable to Underground and Surface Employees,) viz:

That the custom now prevailing be continued.

4. Resolved that Dominion No. 10 rates be brought up to conform with Jubilee mine in Sydney Mines.

*Reply—*

The Commission cannot find any good reason for allowing this demand.

5. That the granting of permits or certificates of competence to inexperienced men be abolished, except in the case of returned soldiers who are anxious to learn the work for which they are seeking.

*Reply—*

The Commission takes occasion to express disapproval of the issue of permits to inexperienced people and to the attempts to make permanent use of such permits and recommends strict adherence to Government regulations in respect of the issue of certificates.

6. That we make a demand for two places to work in instead of one and further that we demand 35 per cent increase for all handpick miners on or above all rates paid to cutters, shooters and loaders (Waterford)

*Reply—*

The Commission cannot recommend the allowance of this demand.

7. A demand for radial machines in Dominion No. 1 and some extra pay granted until radials are placed in mine.

*Reply—*

The Commission is favourable to this demand and deals with the desirability of installing radials when discussing General Equipment. As the Company has expressed its intention of installing radials in Dominion No. 1, forthwith, we do not see the advisability of allowing that part of the demand which refers to extra pay.

8. Waterford Power Plant be paid the same rate of pay as now paid at No. 2, Colliery Power Plant.

*Reply—*

The Commission is of the opinion that there is reason for the existence of slightly higher rates of pay at Dominion No. 2, than at Waterford, and therefore hesitates to recommend the demand.

9. Whereas there is much dissatisfaction amongst the road makers on account of the present rate and existing conditions, be it resolved that we demand \$7 per day for all datal road makers.

*Reply—*

The Commission considers that the best results in road making are achieved through contract work and is of the opinion that that system should apply where possible. It therefore withholds its recommendation for the allowance of this demand.

# MEMORANDUM.

A LOCAL CONTRACT OF WORKING CONDITIONS Between Dominion Coal Company and Local Union No. 4514 located at Springhill.

Clause 1. That the Company put a man at each lift to stand the picks and give them out on each shift, and the pick houses to be always kept locked.

*Reply—*

A similar demand is dealt with in our reply to demand No. 11 (General Conditions Underground).

Clause 2. That no more than two miners be allowed in a place at any one time and that the men have the right to select their own butty and his opposite shift when double shift is required.

*Reply—*

A similar demand is dealt with in our reply to demand No. 11 (General Conditions Underground).

Clause 3. That wherever a rake of men are employed on a new lift that the Company run the riding rake down night and morning.

*Reply—*

A similar demand is dealt with in our reply to demand No. 12 (General Conditions Underground).

Clause 4. When any new work is being started in which there is no price on, that the Company pay the men employed at that work \$6.00 per day until such time as the Local Union No. 4514 and the management can agree on a rate for said District.

*Reply—*

A similar demand is dealt with in our reply to demand No. 18 (General Conditions Underground).

Clause 5. That all timber set by miners and all road laid by miners be paid for at the schedule rate.

*Reply—*

A similar demand is dealt with in our reply to demand No. 19 (General Conditions Underground).

Clause 6. That the Company pay 10c. per ton extra for all double shifted places after June 1st, 1920, and 15c. per ton extra for the third shift.

*Reply—*

A similar demand is dealt with in our reply to demands Nos. 25 and 26 (General Conditions Underground).

Clause 7. That the distance for putting down coal by miners in close work be 21 ft. in high and low coal, and the distance for shovelling out coal in board or cross cuts be 12 ft. and in pillars the distance be 25 ft. from the box after the above mentioned distance in this clause, the Company to put down coal or pay the rate for common labour to miners doing it.

*Reply—*

The Commission allows this demand so far as distances in the different specifications are concerned, but recommends that the price for shovelling beyond the distances referred to in the different specifications be a matter of negotiation between the operators and the men.

Clause 8. That men turning their own fan or tending their own donkey or shovelling their own coal when they don't get a man, they be paid the rate of \$5.50 when taken out.

*Reply—*

A similar demand is dealt with in our reply to demand No. 20 (General Conditions Underground).

Clause 9. That when Company hands are required to go to another Company hand job when short of men that they must be paid time and a half for it. Due to shortage of men two men are compelled to do the work of three men that they receive time and a half.

*Reply—*

A demand similar to the latter part of this demand is dealt with in our reply to demand No. 21 (General Conditions Underground). The Commission feels that it must disallow the first part of the demand.

Clause 10. That when the pit starts in the morning and stops before 11 o'clock all Com-



pany hands must be paid a half shift, and if run up to 12.30 o'clock and then stop all Company hands must receive their full shift.

*Reply—*

A similar demand is dealt with in our reply to demand No. 13 (General Conditions Underground).

Clause 11. That all employed shall receive time and a half for over time and double time for Sundays and legal holidays. Double time from the time the pit stops on Saturdays and days before holidays.

*Reply—*

The Commission makes the same reply to this demand as it has made in respect of demand No. 14 (General Conditions Underground).

Clause 12. That when men report for work at lamp cabin and are let down the mine they must receive a job that day.

*Reply—*

A similar demand is dealt with in our reply to demand No. 15 (General Conditions Underground).

When making use of the terms "possible," "practicable," "reasonable" or other inflections of those words, the Commission have in mind that that which is governed or qualified by such terms will be determined, in case of dispute, between interested parties, by the Adjustment Board which is provided for in the report.

## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

**T**HREE new decisions of the Canadian Railway Board of Adjustment No. 1 have been received by the Department. Case No. 85 has reference to the running of a crew of the Toronto, Hamilton and Buffalo Railway between Hamilton and Buffalo. Case No. 86 has reference to an overtime claim of two telegraphers of the Canadian National Railways, Eastern Lines. Case No. 87 relates to a claim of telegraph operators of the Canadian Pacific Railway with reference to working "split trick."

### **Case No. 85.—The Toronto, Hamilton and Buffalo Railway and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen**

A crew of the Toronto, Hamilton and Buffalo Railway in assigned passenger service between Hamilton and Buffalo were sent to Buffalo on a Sunday, when they were off duty, to return to Hamilton with a special train. The portion of the line between Hamilton and Welland is operated by the Toronto, Hamilton and Buffalo Railway, and between Welland and Buffalo by the Michigan Central Railway. The crew were allowed one day for this service which was applied against their monthly guarantee. The employees contended that the crew were

engaged in handling regular passenger trains, and that the company was not privileged to use one of their crews for the purpose of running light to a foreign terminal such as Buffalo was regarded by them to be, to take work away from Michigan Central crews. An understanding was said to exist between the employees of the two railway companies that specials originating on the Michigan Central Railway be handled by Michigan Central crews, and those originating on the Toronto, Hamilton and Buffalo line be handled by Toronto, Hamilton and Buffalo crews. It was claimed that the Michigan Central Railway had a crew at Buffalo at the time that could have handled the train. Since the date when the run was made over which the dispute arose, officials of the two companies had been notified of this understanding, and the Michigan Central Railway had made arrangements to protect the interests of their employees accordingly. The employees realized that the company was privileged to use these men on their lay-off days to run light to any point on its own railway and to apply the earnings for the trip against the monthly guarantee. In this case, however, they held that the crew should be paid for actual mileage at through freight rates, and the trip

should not be used to make up the monthly guarantee.

The company contended that in sending this crew to Buffalo it was merely following a practice which had existed for many years. There was no understanding between the companies that the Michigan Central would handle specials originating on that road, and in this instance the Michigan Central Railway had requested it to furnish a crew.

The evidence was summed up by the Board in its general statement as follows:

The claim as submitted is that Conductor F— and crew should be paid for the turn-around trip in question at through freight rates, and that the payment should not apply against their monthly guarantee. It is admitted on behalf of the employees that the Company have the right to use regularly assigned passenger crews on their lay-off days on the Toronto, Hamilton and Buffalo Railway and apply their pay against monthly guarantees. It is likewise admitted that had the turn-around run required the handling of the train from Hamilton instead of from Buffalo, the payment therefor could properly have been applied against guarantees, the crew in its regular service being assigned to run between Hamilton and Buffalo. It is claimed by the employees that there is an understanding existing between the T. H. & B. and the M.C.R.R. employees that specials originating on the M.C.R.R. be handled by M. C.R.R. crews, and special originating on the T. H. & B. be handled by T.H. & B. crews. There was not, however, any evidence submitted to show that the companies were party to any such arrangement; indeed it is shown that the M.C.R.R. requested the T. H. & B. to furnish a crew for the train. Even if there were an agreement such as that mentioned between the companies and employees concerned, its violation would constitute a grievance on an entirely different basis to that on which the claim is submitted.

By decision of the Board, the claim of the employees was denied.

**Case No. 86.—The Canadian National Railways (Eastern Lines) and the Order of Railroad Telegraphers.**

An agent and a telegraph operator employed at a station of the Canadian National Railways each made a claim for 589 hours overtime from November 1, 1918, to December 18, 1919. The hours

of duty of these two employees were assigned in accordance with schedule requirements, but it was claimed by them that the work could not be performed within the assigned hours and that it was necessary to work overtime as they were held responsible for the work being kept up. The employees claimed that a request was made for help on December 15, 1918, and on June 19, 1919, the agent asked for an investigation on account of being overworked. On August 4, a travelling auditor sent to investigate the claim reported that it would require an average of 18 hours and 54 minutes daily for one man to keep up the work, and after a further investigation it was reported on November 21, that the work would require five hours overtime daily for one man, after the two men had worked their regular eight hours. On December 18, 1919, a third man was appointed to assist them. The railways contended that the schedule provided that the men would be notified when required to work overtime and would not be paid any overtime worked without proper authority.

The decision of the Board was as follows:

While the working of overtime without authority is not justified under the schedule, however, under the circumstances in this case the Board decides that overtime should be paid from June 19th, 1919, until December 18th, 1919, on the basis of five hours per working day, divided equally between the agent and operator.

**Case No. 87.—The Canadian Pacific Railway (Western Lines) and the Order of Railroad Telegraphers**

For a number of years prior to December 31, 1919, the night operator at Agassiz, B.C. had been working until 3 a.m. on week days except on Saturdays when he was relieved at midnight, completing the day by working from 1 a.m. to 3 a.m. on Monday morning. An operator who began duty on February 10, 1919, and worked these hours until December 31 of that year, claimed that he was entitled to "call" for the two hours worked by him each Monday morning during that period. It was contended that Clause A,



Article 20 of the schedule, providing that eight consecutive hours should constitute a day's work, was violated, as the operator had to come on duty twice to complete one day's work. The Company claimed that the keeping of these hours was an old practice, which continued until April 20, 1920, when a change was suggested by the Chief Dispatcher, without any complaint or suggestion having been received from the telegraphers.

In its general statement the Board declared:

It appears that the working of the split trick at Agassiz, and possibly at some other points on the Vancouver Division, had been in effect for some considerable time, and apparently accepted by both the Telegraphers and the Company's Officers concerned, as properly within the intent of the schedule, although it

is evident it was not so understood and applied elsewhere. . . . It is apparent that were the Monday morning hours paid for as special calls there would be some duplicate payment, inasmuch as only six hours' work was performed each Saturday. Therefore, while the working of the split trick as stated was not properly within the intent of the schedule, there was joint responsibility on the part of the Telegraphers and the Company's Officers concerned, for it being so worked.

The decision of the Board was as follows:

The Board decides that in view of the joint responsibility in the matter, and the other conditions as stated, 50 per cent of the calls claimed should be paid for, this carrying with it the understanding that the working of split tricks as previously in effect at Agassiz is not properly permissible within the intent of the schedule governing the service of Telegraphers.

## STRIKES AND LOCKOUTS IN CANADA DURING AUGUST, 1920

**N**INE strikes, involving 3,803 employees were reported as having commenced during August. There were in existence at some time or other during the month 23 strikes, involving about 4,812 workpeople. The total time loss on account of industrial disputes was estimated at 79,482 working days, as compared with 80,221 in July and 365,062 in August, 1919. The time loss occasioned by the 9 strikes which began in August was 56,600 working days, while a loss of 22,882 is charged to the 14 strikes that commenced prior to August. Termination was reported in

the case of 4 disputes which commenced prior to August. Four of the disputes which commenced during August terminated during the month, leaving the following 15 strikes affecting approximately 744 workpeople on record on August 31:—Building labourers, Hamilton; carpenters, Sherbrooke; engineers, Hamilton; machinists, Hamilton, St. John and Toronto; moulders, Amherst, Collingwood, Guelph, Hamilton, Montreal, New Glasgow and Toronto, and rolling mill employees and grain elevator workers at Montreal.

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—This group showed very little strike activity. The strike of pole and post makers at Meadows, B.C., terminated on August 23. The men struck against an increase of 25 cents per day in the boarding rate. The company claimed that the increase in the price of supplies necessitated this

action and continued to charge the increase.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—Four strikes, involving 936 employees with a time loss of 11,912 working days, was the summary for this group. There were two strikes of coal miners in Alberta commencing during the month. At Coalhurst, 336 miners struck for payment of wages retroactive from April 1 and this resulted in a sympathetic strike of 220 miners at Drumheller. The employees' demands



## STRIKES AND LOCKOUTS DURING AUGUST, 1920

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days
<b>Strikes commencing prior to August, 1920</b>			
<b>LUMBERING—</b>			
Loggers, Simoon Sound, B.C.....	Commenced May 26. For better living conditions. Information received in the Department indicates this strike was terminated the latter part of June after a committee had investigated the camp conditions and found there had been no cause for striking.		
Pole and post makers, Meadows, B.C.....	Commenced June 16. Against increase in price of board per day and for increased wages. Settled by mediation; work resumed August 23.	35	630
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Coal miners, Brule, Alta.....	Commenced July 1. Disagreement over wage schedule. Adjusted by negotiations; work resumed August 23.	250	4,500
Coal miners, Springhill, N.S.....	Commenced July 2. Against a reduction in wages. Settled by negotiations; work resumed August 23.	110	1,980
Pottery workers, St. Johns, Que.....	Commenced November, 1913. Against a reduction in wages. Information received in the Department indicates conditions are no longer affected.		
Stonecutters, Ottawa, Ont.....	Commenced July 7. For increased wages. Information recently received in the Department indicates this strike as terminated on July 17 with a wage increase.		
<b>BUILDING AND CONSTRUCTION.—</b>			
Carpenters, Campbellton, N.B.....	Commenced May 1. For increased wages. Information received in the Department indicates this strike was terminated some time ago when the strikers' demands were granted.		
Carpenters, Sherbrooke, Que.....	Commenced June 15. For increased wages. Unterminated.....	222	5,772
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Engineers, Hamilton, Ont.....	Commenced May 1. For increased wages and better conditions. Unterminated.	24	624
Machinists, St. John, N.B.....	Commenced January 26. For increased wages and shorter hours. Unterminated.	8	208
Machinists, Toronto, Ont. ....	Commenced July 26. Against discharge of employee. Unterminated.	24	624
Moulders, Amherst, N.S.....	Commenced June 22. For increased wages. Unterminated.....	17	442
Moulders, Collingwood, Ont.....	Commenced June 1. For increased wages. Unterminated.....	10	260
Moulders, Edmonton, Alta. ....	Commenced June 26. For increased wages and shorter hours. Settled by mediation of representatives of Trades and Labour Council; work resumed August 23.	24	432
Moulders, Hamilton, Ont.....	Commenced May 5, 1919. For increased wages and shorter hours. Unterminated.	17	442
Moulders, Montreal, Que.....	Commenced May 5. For increased wages and shorter hours. Unterminated.	18	468
Moulders, Toronto, Ont.....	Commenced May 1, 1919. For increased wages and shorter hours. Unterminated.		

## STRIKES AND LOCKOUTS DURING AUGUST, 1920.—Continued.

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>METALS, MACHINERY &amp; CONVEYANCES.</b> —Continued.			
Rolling mill employees, Montreal, Que.....	Commenced July 15. For increased wages and better working conditions. Unterminated.	250	6,500
<b>FOODS LIQUORS AND TOBACCO—</b>			
Egg candlers, Montreal, Que.....	Commenced July 8 and 12. For increased wages. Information received indicates these strikes were terminated the latter part of July; work was resumed under the same conditions as existed prior to the strikes.		
Meat packers, Calgary, Alta.....	Commenced July 14. For increased wages and improved working conditions. Information received indicates this strike was terminated about July 28, when the employees returned to work under the same conditions as existed prior to the strike.		
<b>MISCELLANEOUS—</b>			
Glass workers, Hamilton, Ont.....	Commenced June 7. For increased wages and shorter hours. Information received in the Department indicates that conditions are no longer affected as the strikers have all secured employment elsewhere.		
<b>Strikes commencing during August, 1920.</b>			
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS.</b> ETC.—			
Coal miners Coalhurst, Alta.....	Commenced August 2. For payment of wages retroactive from April 1, 1920. Settled by negotiations; demands granted and work resumed August 16.	336	4,032
Coal miners, Drumheller, Alta.....	Commenced August 12. In sympathy with the Coalhurst miners. Settled on resumption of work of the Coalhurst strikers; work resumed August 17.	220	880
<b>BUILDING AND CONSTRUCTION—</b>			
Building labourers, Hamilton, Ont.....	Commenced August 13. For increased wages. Unterminated.....	50	800
<b>METALS, MACHINERY AND CONVEYANCES.—</b>			
Machinists, Hamilton, Ont.....	Commenced August 25. A sympathetic strike to assist the employees on strike in other branches of the American Can Company. Unterminated.	12	72
Moulders, Guelph, Ont.....	Commenced August 5. For increased wages. Settled by negotiations and work resumed in three establishments, August 17. One firm was still involved at the close of the month.	93	930
Moulders, New Glasgow, N.S.....	Commenced August 2. For increased wages and shorter hours. Unterminated.	20	520
Rivet heaters Montreal, Que.—.....	Commenced August 13. Strike and lockout. The dispute was caused by 34 rivet heaters striking for increased wages. The company then closed its plant, locking out 3,000 employees. Operations resumed August 31.	3,000	48,000
<b>TRANSPORTATION—</b>			
Coal carters, Quebec, Que.....	Commenced August 12. Against the use of 3-ton trucks for deliveries. Settled by negotiations; trucks being used only for deliveries outside of city; work resumed August 16.	22	66
Grain elevator employees, Montreal, Que....	Commenced August 2. For increased wages. Unterminated.....	50	1,300

were conceded and work was resumed on August 16. Strikes of coal miners at Brule, Alta., and Springhill, N.S., both commencing during the first week of July were terminated on August 23.

**BUILDING AND CONSTRUCTION.**—The strike of 222 carpenters at Sherbrooke, which commenced on June 15, was apparently in existence at the end of the month although the indications were that the chief firm involved was replacing the strikers by other workers. Fifty building labourers at Hamilton struck on August 13 for a wage increase of 5 cents per hour over their minimum of 50 cents per hour. The strike remained unterninated.

**METALS, MACHINERY AND CONVEYANCES.**—This group indicated greater strike activity than any other group during the month. It showed 14 strikes, involving 3,517 employees with a resultant time loss of 59,522 working days. The two chief disputes in this class from the standpoint of time loss and numbers involved were those of 250 rolling mill employees, and 3,000 car

shop employees, both occurring in Montreal. The former, which commenced on July 15, for a wage increase of 10 per cent, was unternminated. The dispute involving the car shop employees commenced as a strike but developed into a lockout. Thirty-four rivet heaters struck for a wage of 55 cents per hour, the existing rate being 44 cents per hour. The company closed its plant and locked out about 3,000 other employees. The Minister of Labour intervened with a personal letter to the firm and mediation was further hastened by the visit of the Assistant Deputy Minister to the locality of the dispute. Operations were resumed on August 31. Other strikes in this group commencing during the month were those of machinists at Hamilton and moulders at Guelph and New Glasgow.

**TRANSPORTATION.**—Twenty-two coal carters at Quebec struck because of the introduction of auto trucks for coal deliveries. A compromise was effected when the company agreed to use the auto trucks for rural deliveries only. Fifty grain elevator employees at Montreal struck for increased wages.

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING JULY, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during July, 1920, based on returns from employers and workpeople, are taken from the July issue of the *British Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes involving a stoppage of work reported to the Department as beginning in July was 147, as compared with 183 in the previous month and 126 in July, 1919. In these new disputes nearly 37,000 workpeople were directly, and about 6,000 indirectly involved (*i. e.*, thrown out of work at

the establishments where the disputes occurred, though not themselves parties to the disputes). In addition, over 47,000 workpeople were involved, either directly or indirectly, in 118 disputes which began before July, and were still in progress at the beginning of that month. The total number of disputes in progress in July was thus 265, involving over 90,000 workpeople, as compared with about 128,000 workpeople involved in disputes in progress in June, 1920, and about 839,000 in July, 1919.

The following table classifies the disputes by groups of trades, and indicates the number of workpeople involved



(whether directly or indirectly) at the establishments concerned, and the approximate time lost during July:

Groups of Trades	Number of Disputes			Number of workpeople involved in all disputes in July.	Aggregate loss of working days during July.
	Started before 1st July.	Started in July.	Total.		
Building.....	27	23	50	6,000	75,000
Mining and Quarrying.....	3	15	18	10,000	69,000
Metal, Engineering and Shipbuilding..	32	26	58	15,000	137,000
Textile and Clothing.	16	8	24	23,000	267,000
Woodworking and Furnishing.....	10	12	22	11,000	120,000
Other Trades.....	23	46	69	18,000	164,000
Employees of Public Authorities.....	7	17	24	7,000	76,000
Total, July, 1920....	118	147	265	90,000	908,000
Total, June, 1920....	95	183	278	128,000	1,257,000
Total, July, 1919....	101	126	227	839,000	8,018,000

Of the 908,000 working days lost in July by all disputes in progress, nearly

549,000 were lost by disputes which began before July and were still in progress at the beginning of that month, and over 359,000 by disputes which began in the month.

**CAUSES.**—Of the 147 new disputes, 102, directly involving nearly 26,000 workpeople, arose on demands for advances in wages; 12, directly involving nearly 3,000 workpeople, on other wages questions; 22, directly involving nearly 7,000 workpeople, on questions respecting the employment of particular classes or persons; and 11, directly involving about 1,000 workpeople, on other questions.

**RESULTS.**—During the month, settlements were effected in the case of 68 new disputes, directly involving nearly 18,000 workpeople, and 29 old disputes directly involving nearly 16,000 workpeople. Of these new and old disputes, 23, directly involving nearly 9,000 workpeople, were settled in favour of the workpeople; 38, directly involving nearly 7,000 workpeople, were settled in favour of the employers; and 36, directly involving about 18,000 workpeople, were compromised. In the case of 30 other disputes, directly involving over 18,000 workpeople, work was resumed pending negotiations.

## MINIMUM WAGE LEGISLATION IN CANADA

### A Comparison of the Various Provincial Laws on the Subject

#### Introductory

**T**HE advantage of that "uniformity in the laws relating to the welfare of those engaged in industrial work in the several provinces of Canada," which was unanimously endorsed by the National Industrial Conference of 1919, is now generally recognized and the matter is receiving the attention of federal and provincial authorities. It is, therefore,

of interest to examine some of those laws showing their points of agreement and divergence. The present article, which is the second of the series begun in the August issue of the *LABOUR GAZETTE*, will deal with the minimum wage.

The Committee appointed by the Commission on Uniformity of Labour Laws to consider this subject reported as follows: "We approve the principle of a

minimum wage for women and girls and recommend that a competent authority be created in each province in the Dominion to establish a minimum wage adequate to maintain self-support for women and girls, and such authority shall be empowered to fix the hours of employment for such women and girls not already provided for by legislation, and further recommend that such hours of employment should not exceed 48 per week, except of employees engaged in domestic or agricultural employment." (LABOUR GAZETTE, May 1920, p. 546.)

Unlike the laws relating to Workmen's Compensation, those providing a minimum wage for working women are of very recent date. The first step was taken in 1917 by the province of Alberta, which inserted a clause in the Factories Act of that year establishing a flat rate minimum wage of \$1.50 per shift for all employees covered by the Act, except apprentices who were to receive \$1.00 per shift. In 1918, the first minimum wage laws for women only were passed by Manitoba and British Columbia. These were followed the next year by Quebec and Saskatchewan, and in 1920 by Nova Scotia and Ontario. In this year also Alberta amended its law with special reference to women. The two remaining provinces of New Brunswick and Prince Edward Island have as yet taken no action in the matter.

#### Boards and Commissions

In Nova Scotia, Ontario, Manitoba and Saskatchewan the administration of the law is in the hands of a board of five members, two of whom are women, appointed by the Lieutenant-Governor in Council. In Manitoba the board must represent equally employers and employees, with a fifth disinterested person as chairman. The members are paid for their services in all these provinces except in Ontario, where a *per diem* allowance may be made during attendance at meetings and transaction of board business. The British Columbia board and the Quebec Commission consist of only

three members who are also unpaid. One member is the Deputy Minister of Labour, who is the Chairman, and one may be a woman.

Alberta has adopted a different system. No Minimum Wage act as such appears on her statute books, but a 1920 amendment to the Factories Act of 1917 provides for the appointment by the Lieutenant-Governor-in-Council of an advisory committee to deal with wages and hours of labour for women and young persons in all establishments to which the Act applies. This Committee, like the Minimum Wage boards of most of the provinces, consists of five members, and like that of Manitoba represents employers and employed equally. It differs from all other minimum wage bodies in the Dominion, however, in that no provision is made for the appointment of women as members. Another point of difference is that the fifth member is nominated by the Attorney-General instead of by the Lieutenant-Governor-in-Council. The Committee has the same powers with regard to examination of witnesses etc., as is given to the boards of the other provinces, and the members are paid for their services as in Manitoba, Nova Scotia and Saskatchewan.

With regard to the powers of these bodies, the jurisdiction of the boards in British Columbia, Manitoba, Nova Scotia, and Saskatchewan extends to hours and conditions of labour as well as to wages, but in the case of the two last named provinces any rules they may make concerning hours and sanitary requirements are subject to the provisions of the Factories Acts. In Alberta, on the contrary, the orders of the Minimum Wage Committee supersede the provisions of the Factories Act in case of conflict. In Ontario and Quebec the law refers to wages only.

#### Application of Laws

The application of the law is more or less restricted in all the provinces. In British Columbia all employed women,

except fruit pickers, farm labourers and domestic servants, are protected. These two latter classes are exempt in Ontario also. In Manitoba, Nova Scotia and Saskatchewan, all female employees in shops and factories in cities are included, and the boards may, at their discretion, extend the scope of the law to other parts of the province. The Quebec Act protects all women working in industrial establishments, and the Factories Act of Alberta, those in factories, shops, offices and office buildings.

In all the provinces except Alberta the board has power to issue special licenses in the case of apprentices or physically defective employees. In British Columbia and Quebec, girls under eighteen years of age, and in Ontario part-time employees are also entitled to special treatment. The Alberta Committee is empowered to fix hours and wages for all persons under eighteen years of age as well as for all female persons, who come under the Act. Special terms for apprentices are not mentioned, but the original Act of 1917 fixed a lower rate for this class than for experienced workers.

### Conferences

The laws of British Columbia, Ontario and Quebec authorize the board to summon a conference representing equally employees and employers in the industry or occupation to be considered. This conference may make recommendation to the board regarding wages, and in the case of British Columbia, hours and conditions of labour also. In Ontario the only disinterested member of the conference is the chairman who directs proceedings but has no vote. The other two provinces allow one or more representatives of the public to be included in the conference, but the British Columbia Act stipulates that these shall not exceed in numbers the representatives of the other parties. The Minimum Wage Board of Manitoba has called conferences of employers and employed, although not specifically bidden to do

so by law, the members of the Board presiding and arbitrating.

### Miscellaneous Provisions

All the provinces except Quebec and Ontario insert in the Minimum Wage Act a clause protecting from dismissal or adverse treatment any employee who may give evidence in any proceedings relative to the enforcement of the Act.

Regulations of the Minimum Wage boards of Ontario are effective on publication, and those of Nova Scotia on a date to be named in publication. In Manitoba one month, and in Saskatchewan thirty days must elapse before orders come into force, while in British Columbia and Quebec sixty days are allowed.

### Orders of Boards

The laws authorizing the appointment of Minimum Wage boards in Alberta, Ontario and Nova Scotia are of such recent date that there has been scarcely time for the setting up of the necessary machinery. The Quebec board has issued no orders as yet. In British Columbia, Manitoba and Saskatchewan, however, a number of regulations have been made. Workers in restaurants, laundries, factories and shops have been among those dealt with in each case.

Rules for restaurant employees provide, in all these provinces, for a 48-hour week, and in Manitoba and Saskatchewan for a ten-hour day. In the latter province a maximum of fifty-six hours per week is allowed in any restaurant which is open seven days a week, but all time in excess of forty-eight hours is regarded as overtime. Otherwise overtime is allowed in cases of emergency only, and in British Columbia is limited to four hours per week or 52 hours in all. In Saskatchewan and Manitoba a written permit is necessary for overtime. In British Columbia and Saskatchewan, overtime is paid at the rate of time and one half.

Provisions for apprentices vary considerably. In the regulations relating



to laundries, Saskatchewan has three periods of apprenticeship, each lasting six months. British Columbia and Manitoba draw a distinction between adult learners and those under eighteen years of age. In the former province the apprenticeship of miners is divided into six periods of four months each, and in the latter into three periods of six months each. For adult apprentices British Columbia has three periods of four months, and Manitoba two periods of six months each.

### Conclusion

From the foregoing account it will be seen that the majority of the Canadian

provinces have adopted the principle of a minimum wage for women. Approved by the Commission on the Unification of Provincial Labour Laws, seven provinces have minimum wage laws, five of them dealing with hours of employment as well. In all provinces except Alberta women are represented on the board or commission and special provision is made for handicapped workers. In the working-out of the Acts the three provinces whose boards have issued regulations have all fixed the 48-hour week for one or more industries, British Columbia recognizing it as the standard in all.

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## LABOUR LEGISLATION IN NOVA SCOTIA IN 1920

THE Statutes of Nova Scotia, 1920, which have just been received at the Department, contained several Acts of interest to labour which were passed during the recent session ending on May 22, 1920.

The Commission appointed by an Act of 1919 to inquire into the hours of labour, wages and working conditions of women employed in industrial occupations in Nova Scotia, submitted its report in May, 1920, and one of its recommendations was that legislation should be passed providing for the establishment of minimum wages for women. In accordance with this report a Minimum Wage for Women Act was enacted providing for the appointment of a board of five members, two of whom must be women, to establish minimum rates of wages and maximum hours of labour for female employees in factories and shops. Licenses may be issued enabling the employment of physical defectives or of apprentices at a rate lower than that fixed for normal or experienced workers. Orders of the Minimum Wage Board are to be effective thirty days after publication.

The Employment Agencies Act prohibits the receiving of any compensation in connection with the procuring of employment for any person or the furnishing of workers for any employer, thus abolishing the private employment agency in Nova Scotia. Provision is made in the Act for the exemption from its operation of any person or class of persons named in a proclamation to that effect by the Lieutenant-Governor-in-Council.

The Workmen's Compensation Act of 1915 was considerably amended. In the case of the death of a worker from injury, the compensation to a widow or invalid widower, who is the sole dependant, is raised from \$20 to \$30 per month. Where the dependants are a widow or invalid widower and one or more children, the monthly payment of \$20 with \$5 for each child under 16 years of age, is raised to \$30 with \$7.50 for each child, the total amount of compensation permitted to be paid in such cases being increased from \$40 to \$60 per month. Where the dependants are children they receive \$15 each instead of \$10, the total not to exceed \$60. In case

of dependents other than the foregoing, the compensation is to be determined by the Board, but shall not exceed \$30 per month to a parent or parents, or \$45 per month in all. The payment for a child may not be increased because of the death of any person upon whom such child was wholly or partly dependent. The clause of the 1915 Act providing that, exclusive of the expenses of burial, compensation shall not exceed 55 per cent of the average earnings of the workman, except in the case of a widow or widower or children, is made applicable in case of a workman in the employ of any incorporated company, if such workman was at the time of the accident an officer and shareholder of the company, or if the majority of the shares of such company was owned at the time of the accident directly or indirectly by the workman and members of his family, or by either. A dependent widow who remarries is entitled to \$20 per month for 25 months, or at the discretion of the Board to an equivalent lump sum or sums.

The provisions regarding dependent widows, widowers or children come into force on October 1, 1920, and apply to all entitled to compensation after and immediately before that date. These provisions and that relating to shareholders of incorporated companies are the only ones which increase or decrease compensation to any one prior to October 1.

The clause limiting the time for application for compensation to fifteen months after the accident is amended so that this provision does not apply where death results from the injury.

In this case application must be made within one year and claim established within fifteen months.

Provision is made for continuing temporarily alternative arrangements for medical aid which have been in force since December 31, 1919, but the Board is not liable to furnish medical aid to workmen who are entitled to such aid under the alternative arrangement.

Where death results from injury, or after an injury from any cause, compensation payable for any part of the period between the date of the injury and the date of the death is made payable to the dependants as the Board may deem advisable.

In case of a principal employer becoming liable for injury to workmen working under a contractor or sub-contractor who has not been assessed with respect to such workmen by the Workmen's Compensation Board, the principal may recover from the contractor, and the contractor from the sub-contractor, his proper proportion of such assessment.

The Coal Mines Regulation Act is amended to authorize the granting of a special license to any person to operate a hoisting compressor or fan engine, provided the Board of Examiners is satisfied that the applicant is a fit person to operate such engine.

An amendment to the Fair Rent Act, 1919, forbids the eviction of any tenant who continues to pay a reasonable rental and perform other conditions of his tenancy. The Act is to continue in force until April 30, 1921.

### MINING OPERATIONS IN QUEBEC IN 1919

THE annual report of the Department of Colonization, Mines and Fisheries of the province of Quebec shows that the minerals produced during last year reached the value of \$20,813,670 or 11.3 per cent over the figure for 1918.

This gain in the province is the more remarkable as it compares with a decline of 18 per cent in the value of the total mineral production of Canada in the same period. The difference in favour of Quebec is attributed to the fact that

whereas the mining industry in other provinces experienced a "slump" on the cessation of the demand for war materials, Quebec was affected to a much less degree because the mineral substances produced in the province are mainly those used in peace industries, such as asbestos, mica and building materials. Measured, however, by volume rather than value, the increase in production is less pronounced, the prices obtained for minerals having shown marked advances in the second year; for instance, while the production of asbestos, the main mineral product of the province, made when reckoned in value, a gain of 279 per cent, the increase in tonnage was only 33 per cent greater than that of 1918; while a gain in the value of cement products of 33.6 per cent was even converted into a decline of 20.5 per cent when estimated on the basis of quantity produced. This consideration, however, while reducing the apparent increase in production as between 1918 and 1919, does not affect the favourable position occupied by Quebec as compared with the rest of Canada. In this connection, the report says: "It is a matter of congratulation to note that, on the whole, the Quebec mineral industry has felt the adverse effects of after-war conditions less than most other parts of North America. Our province has been comparatively free from the social and industrial disquiet which is so marked throughout most of Canada. There have not been labour troubles or strikes on such a scale that they paralyzed for months the production of certain minerals as in several of the other provinces." "It is not easy to determine why the province is more free of trouble," says Mr. Theodore C. Denis, provincial superintendent of mines, "but one of the contributory reasons is certainly the fact that the people of Quebec appear to have confidence in the judgment and advice of the 'directing' classes, and they seem to remain indifferent to the insinuating, and often plausible, urgings of theorists who have panaceas to bring about the

advent of utopian conditions and of the millennium."

The relative importance of the various minerals produced in Quebec is shown in the following table giving the number of workers, wages paid and quantities produced in 1919:

TABLE OF THE MINERAL PRODUCTION OF THE PROVINCE OF QUEBEC DURING 1919.

Substances.	No. of workmen.	Wages	Quantities
		\$	
Asbestos, tons.....	4,031	3,997,154	135,861
Asbestic, tons.....			23,827
Chromite, tons.....	183	165,175	8,184
Copper and sulphur ore, tons....	239	224,549	53,965
Feldspar and kaolin, tons.....	39	31,751	1,684
Gold, oz.....	43	15,920	1,446
Graphite, tons.....	24	7,196	20
Iron and Titaniferous iron ores, tons.....			
Magnesite, tons.....	181	95,263	9,940
Mica, lb.....	252	92,663	3,853,265
Mineral water, gals.....	18	4,260	30,519
Mineral paints (iron, oxide, ochre) tons.....	83	69,591	11,937
Molybdenite, lb.....	195	60,164	83,002
Peat, tons.....	14	3,832	486
Phosphate, tons.....			20
Quartz and silica, tons.....	91	25,800	15,055
Silver, oz.....			127,223
Zinc and lead ore, tons.....	170	160,100	5,318
BUILDING MATERIALS:—			
Brick thousands.....	746	499,949	94,312
Cement, barrels.....	526	647,227	2,259,152
Granite.....	229	186,779	
Lime, bushels.....	223	178,029	2,124,898
Limestone, tons.....	1,127	535,988	708,172
Marble, cubic feet.....	118	114,593	19,201
Sand, building, tons.....	189	54,670	486,877
Sandstone, tons.....	16	5,190	720
Slate, square.....	24	17,004	1,632
Tile, drain and sewer pipe, pottery, etc.....	169	149,372	
	8,930	7,341,619	

The wages paid in 1919 showed an advance of 19 per cent over the amount paid in 1918, the average wage per 300-day man being \$1,025 and \$968 for the two years respectively. In 1915 the miner's average yearly income was \$593. In the asbestos mines much of the work is done by contract.



The production of "war-minerals," such as pyrites, molybdenite, magnesite and chromite, was strongly affected by the close of hostilities. On the other hand asbestos, the most important mineral product of the province, was unaffected by peace, the quantity produced during 1919 showing a decline of only 4.6 per cent from the previous year, while the value increased by 20.2 per cent. Most of this material mined is exported in its unmanufactured state, the United States taking 89 per cent of the total. About seven per cent is exported direct to England and the balance goes to Italy, Japan, France, and other countries, leaving a very small proportion to be manufactured in Canada. The only Canadian plant, in fact, is that of the Asbestos Manufacturing Company at Lachine, where the manufacture is carried on of asbestos slates, shingles, sheeting for interior and exterior use, mill board, paper, corrugated asbestos sheet, and air-cell pipe coverings.

The gold and silver products of Quebec are derived from the treatment of the copper-sulphur ores of the Eastern townships and the zinc-lead ores of Portneuf county. Prospecting in Northern Quebec has declined owing to the fact that while the selling price of gold does not change, the cost of production has increased to a point at which only the mines operating under the most favourable conditions can now be worked at a profit. About 82 per cent of the total Canadian production of mica is derived from basins of the Gatineau and Lièvre rivers in Quebec. Production of mica increased during 1919, but statistics are hard to obtain owing to the difficulty of differentiating the various forms and qualities of this mineral.

In structural materials a considerable increase is recorded in the production of cement, lime, limestone and brick. Statistics of the production of peat, though not properly a mineral substance, are for the first time included in the report. This industry, however, is at

present in an elementary state in the province.

#### Statistics of Accidents

The number of workers in the mines and quarries of Quebec rose from 7,791 in 1918 to 8,930 in 1919; but as all miners did not work the full year, it is necessary, for the purpose of comparison, to secure statistical uniformity by reducing these figures to the basis of the 300-day worker, or the man-year. The number of accidents during 1919 are shown as follows:

	Number of men on 300 days' basis	ACCIDENTS		Per 1,000 employed
		Fatal	Non-fatal	
Mines.....	4,755	9	315	68.4
Quarries.....	2,406	3	19	9.2
Totals.....	7,161	12	334	48.3

About 43 per cent of the fatal and 37 per cent of the non-fatal accidents in the mines were due to rock falls and slides, and in the quarries 66.6 per cent of the fatalities were attributed to this cause. To cable derricks were attributed 43 per cent of the deaths in the mines, the balance, 14 per cent, being the result of the use of explosives. In the quarries, one-third of the deaths occurred on the railways, and in the annexed plants or concentrators, the fatalities were caused by the shafting and elevators.

In the underground mines, the report states, the accidents caused by rockfalls are attributable to negligence in sealing the roofs of drifts and stopes. The frequency of accidents in connection with the loading of ore by cable derrick is partly due, it is stated, to the employment of boys from 14 to 16 years of age as signallers on the derricks. Another cause of accidents is the drilling of holes in mines by inexperienced workmen, especially drifts and the breaking of large blocks. Several accidents are

attributed to the breaking of stones with a hammer, and the more frequent use of goggles and chipping masks is recommended. Among other recommendations as means to prevent accidents,

the report suggests more instruction of employees, especially in the loading and unloading of railway cars, and the fixing of sufficient guards round belts, pulleys, gears and shafts.

## THE GOVERNING BODY OF THE INTERNATIONAL LABOUR OFFICE

Fourth Meeting of the Governing Body held at Genoa, Italy, from June 8-12, 1920

THE Governing Body of the International Labour Office met at Genoa, Italy, on June 8, M. Arthur Fontaine, Chairman presiding. The Honourable G. D. Robertson, Minister of Labour for Canada, and the member of the Board representing the Dominion Government, being unable to be present, the Honourable Philippe Roy, Commissioner General for Canada at Paris had been appointed as substitute representative of the Dominion Government.

After formal and introductory proceedings the Board proceeded to the election of two Vice-Presidents, and appointed to the offices named Mr. Carlier, of Belgium, named by the Employers' Group, and Mr. Oudegast, of Holland, named by the Workmen's Group.

The Governing Body then proceeded to the consideration of the report of the Director on matters connected with the organization of the International Labour Office. The Director's report referred to difficulties which had been experienced in the development of some sections of the proposed work, particularly that respecting hygiene, in securing necessary assistance. It was mentioned also that no definite code of rules had been set up for the government of the staff which was being accumulated, but, following methods adopted both in many private undertakings "and in certain Government offices in France and England we have established regular relations with

the staff through a Staff Committee and a Joint Committee, which have already yielded appreciable results."

The Director referred to the daily press review which was being sent out from the International Labour Office to officials of the office and to members of the Governing Body. This review had not, however, yet assumed its final form. The Director indicated the intention of the International Labour Office also to publish a monthly magazine review "intended specially as propaganda to inform public opinion, and above all, the opinion of the workers, on the activity of the office and on all questions of international legislation." A further publication forecast was a scientific review of information as provided for in the Peace Treaty; this will be under the charge of Dr. Royal Meeker, for many years Chief of the Bureau of Statistics of the Department of Labour of the United States, and lately appointed Chief of the Scientific Division of the International Labour Office.

The Director referred to the action taken at the meeting of the Governing Body in March in the way of appointing a Commission to investigate industrial conditions under the Soviet Government in Russia; also in naming two persons, representative of employers and workmen respectively, for membership in the Commission appointed by the League of Nations to investigate political conditions

under the Soviet Government, the two delegates in question being in the nature of a liaison between the two Commissions. At the time at which M. Thomas' memorandum on the subject was under preparation, the appointments to the Labour Office Commission had not been completed, but it was hoped the vacancies would be filled shortly. With respect to the departure of the Commission to Russia, the Director reported that, no satisfactory response having been received from the Soviet Government to the request that the Commission might be allowed to enter Russia, Dr. Pardo, of the International Labour Office staff, had been directed to proceed to Copenhagen and "open prudent and discreet negotiations with M. Litvinoff and with M. Krassin, Commissary of the People, who were at that time in Denmark." M. Litvinoff had refused, however, to distinguish between the Commission of the League of Nations and that of the International Labour Office. Litvinoff had asked if the workers' delegates would be prepared to go to Russia without other members of the Commission, and Dr. Pardo had replied "that that seemed to him impossible." As a final result, permission had not been obtained for the Commission to visit Russia.

The Director discussed in a memorandum of some length the matter of the removal of the headquarters of the International Labour Office to Geneva. Some question had arisen between the International Labour Office and officials of the League of Nations as to whether or not it was desirable that the International Labour Office should establish itself at Geneva until the League of Nations had established its headquarters there, the Treaty of Versailles requiring that the two bodies should have their headquarters at the same place. The Director commented upon the rumour that an effort was being made to locate the headquarters of the League of Nations at Brussels instead of Geneva. M. Thomas argued somewhat against this course,

and submitted that, in any event, the International Labour Office was being compelled to vacate its offices in London at the close of the month of May, and, on the whole, it seemed in every way convenient and advantageous to proceed with the plan of locating at Geneva. The option, taken by the Governing Body on the thudicum property, expired on June 10, and he strongly recommended that the option should be taken up. The Director's memorandum was carefully considered, and M. Thomas was authorised to take the necessary action in taking up the option which entails the establishment of the offices of the International Labour Organization at Geneva.

Following out the recommendation of the Washington Conference for the appointment of an International Commission on unemployment "empowered to formulate recommendations upon the best methods to be adopted in each State for collection and publishing all information relative to the problem of unemployment, in such form and for such periods of time as may be internationally comparable," the Governing Body proceeded to the appointment of a Commission consisting of six members as follows, namely:—President M. Max Lazard, Secretary General of the International Association for Combating Unemployment, and delegate of the French Government to the Washington Conference. Sir William Beveridge, Director of the London School of Economics; Mr. H. W. Methorst, Director, Central Statistical Office of Holland, and Director of the International Institute of Statistics; Mr. Ricci, Director of the International Institute of Agriculture in Rome; Mr. N. Rygg, Director in Chief of the Central Statistical Office, Norway; Mr. George Zacher, Director of the German Statistical Office, and a specialist on Insurance. Mr. Louis Varlez, the officer of the International Employment Office charged with the section of Unemployment and Emigration, will act as Secretary to the Commission.

The Governing Body decided that its next meeting should be held on Tuesday,



October 5, at Geneva. It may be noted that Mr. R. C. Coats, Dominion Statistician, and for many years an officer of the Department of Labour, has been appointed as representative of the Government of Canada for the meeting in question, the Minister of Labour, who

is the official member of the Governing Body being unable to attend. Mr. Coats, it should be added, is visiting Europe also to participate in a conference of statisticians called under the auspices of the Council of the League of Nations, to be held at Brussels early in October.

## THE NEW UNEMPLOYMENT INSURANCE ACT OF GREAT BRITAIN

The new British Unemployment Insurance Act, which was assented to on August 9, 1920, will come into operation on November 8, next. A considerable amount of controversy centred round certain clauses of the original Bill to permit friendly societies and other similar associations to pay out State benefit to their members. At a special congress of British Trade Unionists, held in July last, a resolution was passed, practically unanimously, declaring opposition to the draft Unemployment Insurance Bill in so far as it made provision for the administration of unemployment benefit by friendly societies, and instructing the Parliamentary Committee to recommend to societies to ignore the Act unless the clauses objected to were removed. Subsequently, the House of Commons, by a large majority, voted to retain friendly societies in the machinery of the Bill, with, however, an amendment to make it imperative on any friendly society or other association wishing to operate under the Act to set up machinery which must be satisfactory to the Ministry of Labour, not only for safeguarding the payment of the benefit but also for placing workpeople in touch with employment. The friendly societies must, in short, be prepared to establish machinery which would do for their members what the government employment offices do for the general community.

The British *Labour Gazette*, August, 1920, summarizes the Act, as follows:

The act will extend compulsory insurance to substantially all persons for whom Health Insurance Contributions have now to be paid,

except outworkers and persons employed in agriculture and private domestic service. The employees of local authorities, railways and certain other public utility undertakings and persons with rights under a statutory superannuation scheme are also excepted if the Minister of Labour certifies that they are not subject to dismissal except for misconduct, and are employed under conditions which make insurance unnecessary, but generally the exceptions include only persons who are excepted from the Health Insurance Acts. A distinction from Health Insurance is that workpeople over 70 will be insurable except in the case of Old Age Pensioners, who are excluded both as regards contributions and benefits.

It is anticipated that the Act will bring into insurance against unemployment an additional 8,000,000 persons, making the total number insured about 12,000,000 persons, including non-manual workers in receipt of remuneration not exceeding in value £250 a year. It is expected that about 8,000,000 will be insured under the general scheme, and that ultimately about 4,000,000 will come under special schemes which may be set up by industries which contract out of the general scheme.

### THE GENERAL SCHEME.

#### (a) Contributions.

The general scheme provides for a weekly contribution at the following rates:

	From employer	From employee	Total
Men of 18 and over. . .	4d.	4d.	8d.
Women of 18 and over. . .	3½d.	3d.	6½d.
Boys of 16 and under 18. . .	2d.	2d.	4d.
Girls of 16 and under 18. . .	2d.	1½d.	3½d.

The payment will be made by the employer affixing special unemployment insurance stamps to unemployment books, which will be issued to employed persons through the Employment Exchanges. The books will be current for the period from 8th November, 1920, to 3rd July, 1921. For every contribution paid in respect of men and women the State will contribute 2d. and 1½d. respectively, and proportionate amounts in the case of boys and girls.

Workpeople insured under previous Acts will not be required to obtain new books, and their previous contributions will be treated as an equal number of contributions under the new Act.

If an employer or an employed person has any doubt whether contributions are payable in respect of any employed person, application should be made by either party or his representative to the Minister of Labour for a definite decision. Any person aggrieved by a decision given by the Minister of Labour may appeal to the High Court.

*(b) Benefits.*

Unemployment benefit will be at the rate of 15s. per week for men and 12s. per week for women. Contributors under 18 are entitled to half the full rate. No benefit is payable for the first three days of unemployment, which constitutes a "waiting period." Thereafter it is payable for a maximum of 15 weeks in any insurance year, subject to the limitation that the amount of benefit drawn must not exceed the proportion of one week for every six contributions.

In order that benefit may be paid, an insured contributor must fulfil certain statutory conditions and be free from certain qualifications.

The statutory conditions are:

- (1) That he proves that not less than 12 contributions have been paid in respect of him. (During the first twelve months of the Act, however, this condition may be satisfied by the payment of four contributions.)
- (2) That he has made application for unemployment benefit in the prescribed manner, and proves that since the date of the application he has been continuously unemployed.
- (3) That he is capable of and available for work, but unable to obtain suitable employment.
- (4) That he has not exhausted his right to unemployment benefit.
- (5) That, if he has been required to attend at an approved course of instruction, he proves that he duly attended.

It is provided, however, that an insured contributor shall not be deemed to have failed to fulfil the statutory conditions by reason only that he has declined:

- (a) an offer of employment in a situation vacant in consequence of a stoppage of work due to a trade dispute; or
- (b) an offer of employment in the district where he was last ordinarily employed at a rate of wage lower, or on conditions less favourable, than those which he habitually obtained in his usual employment in that district, or would have obtained had he continued to be so employed; or

- (c) an offer of employment in any other district at a rate of wage lower, or on conditions less favourable, than those generally observed in that district by agreement between associations of employers and of employees, or, failing any such agreement, than those generally recognised in that district by good employers.

The following are disqualified for unemployment benefit:

(1) An insured contributor who has lost employment by reason of a stoppage of work which was due to a trade dispute at the factory, workshop, or other premises at which he was employed.

(2) An insured contributor who loses his employment through his misconduct, or who voluntarily leaves his employment without just cause.

(3) An insured contributor who is an inmate of any prison or workhouse or who is resident outside the United Kingdom or is in receipt of sickness benefit or of an old age pension or benefit under a special scheme.

(4) Where no contributions are paid in respect of any person during any insurance year (unless the non-payment of contributions was due to his being sick), he is disqualified for receiving unemployment benefit until twelve contributions, exclusive of any contributions paid in respect of him before that year, have been paid in respect of him.

(5) A person in respect of whom no contributions have been paid during a period comprising five insurance years, if contributions are subsequently paid in respect of him, is treated as if he had not previously been an insured contributor.

*(c) Decisions on Claims.*

The decision on a direct claim to benefit is given in the first instant by an Insurance Officer. An insured contributor whose claim to benefit has been disallowed will have an appeal to a Court of Referees, and in certain cases a further appeal to the Umpire appointed by the Crown, whose decision is final.

*(d) Arrangements with Associations and*

*Societies.*

An association or society which provides unemployment benefit from its own funds, and has a system which in the opinion of the Minister of Labour is effective for obtaining and notifying to its members particulars of suitable vacancies may, subject to the approval of the Minister, make arrangements for paying out the State benefit to which their members become entitled. Persons who are not members of such associations will under the general scheme draw their benefit through the Unemployment Exchanges.

*(e) Return of Contributions at age of 60.*

Insured contributors who have made 500 contributions (or a smaller number if over the



age of 55 on entry into insurance) will, on reaching the age of 60, be entitled to a refund of the amount of their own contributions, less any benefit paid, together with interest.

*(f) Special Provision for H. M. Forces.*

Provision is made for persons serving in the Navy, Army or Air Forces under which they are credited on discharge with 90 contributions, in respect of which they will be entitled to draw 15 weeks' benefit during unemployment.

**SPECIAL SCHEMES FOR INDUSTRIES.**

Industries which are willing and able to do so may, with the approval of the Minister of Labour, contract out of the scheme of insurance described above, by setting up special schemes of their own, giving equal or superior advantages. Such schemes, when approved, will have statutory effect. As from the 8th November, 1920, Unemployment Insurance contributions will be payable in respect of all employed persons either under a special scheme for the particular industry, or if such a scheme has not been set up by an industry, under the general scheme. In the case of industries for which special schemes are proposed, but have not been actually set up by the 8th November, contributions under the general scheme paid during the current insurance year by the employers and employees concerned (less expen-

diture on benefit and administration), will subsequently be paid over to the special scheme, together with a State grant, provided the scheme is brought into operation not later than the 4th July, 1921. If desired, two or more industries may combine to set up a special scheme. Special schemes will be administered by a Joint Board of Managers representing employers and employed on behalf of the industry or industries concerned, and the form and amount of the contributions and benefits will be determined in the scheme itself, and need not be the same as those laid down in the general scheme.

**SUPPLEMENTARY SCHEMES.**

The Act further provides that an industry which does not contract out under a special scheme, but remains under the general scheme, may set up a supplementary scheme of contributions and benefits, with statutory effect, in order to provide additional benefits, including payment for short time and the three waiting days.

**GENERAL.**

Leaflets explaining the details of the Act will shortly be obtainable from any Employment Exchange or Branch Employment Office of the Ministry of Labour.

## EVOLUTION OF INSURANCE AGAINST UNEMPLOYMENT

### Summary of New Laws in Italy and Austria

**C**ONSIDERATION of the problem of casual labour has resulted in recent years in many plans for insurance against increasing risk to workers, under modern industrial conditions, of involuntary unemployment due to general economic causes. The four principal types of unemployment insurance may be generally described as: (1) Unassisted Trade Union Insurance; (2) Provided voluntary Insurance; (3) Subsidized autonomous Insurance; and (4) Compulsory State Insurance. These types are described below.

(1) Trade Unions, which first attempted to solve the unemployment problem, had the advantage of being in close touch with their insured members, among whom the incidence of risk was

evenly distributed. But as the whole cost of the scheme is laid on the wage-earners and as no provision is made for the large class of unorganized casual labourers outside the unions, this plan has proved during thirty years' practice to be burdensome and limited in operation.

(2) Unemployment insurance was next provided, about 25 years ago, by public or semi-public authorities, most of them municipal, in certain cities in Switzerland, Germany, and Italy. These schemes were found in practice to be merely modified forms of public relief for the few unemployed who had previously contributed to the unemployment fund, the bulk of this fund, however, being contributed in the form of



charity, by individuals or by the municipality. The schemes tend to become refuges for "bad risks," and are therefore costly, and require large subsidies, which ultimately tend to fall entirely on the municipality.

(3) The next experiment was the "Ghent" plan of 1900, by which public bodies came to the assistance of the trade unions in their voluntary insurance schemes described in paragraph (1). This plan was widely adopted throughout Europe, aid being granted by municipalities in many cities in Belgium, Finland, France, Germany, Holland, Italy and Switzerland; by provinces or departments in some parts of Belgium and France; and by State Governments in Belgium, Denmark, Finland, France, Great Britain,\* Holland, Norway, and Spain. The Ghent system had a marked degree of success, especially as carried out in Denmark, where in 1914 about 60 per cent of the workmen, of every type of employment, including a large number of unskilled workers, were thus protected against the risk of unemployment. The advantages of the Ghent system have been stated to be as follows: That use is made of existing organizations; that control is preserved over the accumulation of "bad risks"; that by means of mutual control the genuineness of unemployment is guaranteed; the expenses of administration are lower than under purely state or civic management; actuarial difficulties are avoided, since the rates of contribution and benefits are determined by the several associations, which are in immediate contact with the workers concerned; that friendly relations between the authorities and the workers are encouraged; that the organization and self-control of workers is a good disciplinary influence. On the other hand the defect of the Ghent system is stated to be that whereas the unorganized worker stands most in need of assistance, it is only the

organized worker who benefits under the plan. This objection is met in theory by supposition that unorganized workers would tend to form themselves into insurance societies in order to enjoy the benefits of the scheme; but in practice it is found that the only class benefiting by the Ghent system of insurance is that of organized trade unionists, and therefore, except in Denmark, no benefit has been conferred upon unskilled workers.

(4) The first experiment with compulsory State unemployment insurance was made at St. Gall in Switzerland in 1894. Under this measure workers were required to contribute to the insurance fund which was supplemented by voluntary donations and municipal appropriations, but employers were exempt from contributions. The workers who drew practically no benefits were hostile to the scheme, which in the minds of the people came to be associated with charitable relief. After about two years of operations the scheme was abandoned. Other similar schemes were proposed in Zurich and Basel, but were not adopted, and it was not until 1911, when the British National Insurance Act became law, that the principle of compulsory insurance against unemployment was carried into effect. Part 2 of the British National Insurance Act provided for (a) compulsory insurance in certain trades, known as "insured trades"; and (b) encouragement of voluntary insurance through subsidies to associations and workers. Amendments to Part 2 of the Act were passed in 1914 when certain administrative changes were introduced, and also in 1915, 1916, and 1918, when new trades were introduced and special provisions were made for conditions arising out of the war. The "insured trades" covered by section (a) of the Act of 1911 were the engineering, shipbuilding, building and constructional industries, these being the trades most subject to fluctuations in regard to employment. Contributions of 2½d. a week each were required from employer and workman. The State added a sub-

\*Part 2 of the National Insurance Act of 1911 provided for the payment of subsidies to associations giving unemployment benefits to members.

sidy equal to a third of the joint contribution of the employer and workman, a further grant being offered to any trade union providing voluntary unemployment benefit. The rate of benefit was 7 shillings a week for not more than fifteen weeks in any one year, workers being permitted to draw their benefit from their union, which was recouped in bulk by the State. In 1919 the rate of benefit was raised to 11 shillings a week on a report from the Government Actuary that the risk of unemployment had been overvalued. During the period of demobilization special grants were made in regard to unemployment and to discharged soldiers and sailors. But these grants having been exhausted, the Government early in the present year brought forward a new Unemployment Insurance Bill designed to make permanent provision for unemployment. This bill has since passed into law, and the new Act is described in a separate article on pages 1199-1201 in this issue.

No other country followed the example set by the British National Insurance Act of 1911 until March, 1918, when the Russian Soviet Government brought into operation a law establishing a system of compulsory insurance against unemployment. The Russian law differed from that of Great Britain in that the workers are not required to contribute, the burden of contributions resting entirely on the employers who are required to pay 4 per cent of their total wages bill, or 5 per cent for seasonal workers. Workers out of employment no less than four days receive benefits to an amount equal to four-fifths of their previous wages, but not more than the average customary wage paid in the industry in which they were employed.

In Switzerland a scheme of compulsory insurance, which came into force in 1919 as a temporary measure pending the enactment of a permanent law, provides relief amounting to 60 per cent of normal earnings (70 per cent for those with dependents), the cost of such relief being covered partly by grants from the Federal Government, the can-

tons and communes, and partly by contributions levied upon the employers.

In Queensland, Australia, an Unemployed Workers Bill was introduced in the Legislative Assembly in September 1919, providing for compulsory insurance against unemployment. The most notable feature of this bill is that the workers are not required to contribute to the fund from which unemployment benefits are drawn, the expenses being defrayed by an assessment levied upon employers, amounting to £2 per annum for each worker for the year 1919, and for subsequent years as determined by the Minister responsible. The amount of weekly benefits range according to districts from 17s. 6d. to 22s. 6d. for single male or female workers, and from 25s. to 35s. for workers with dependents, with an additional 4s. to 5s. for each child of a married worker, widower or widow, under 16 years of age living with and dependent on the worker.

Compulsory unemployment insurance has been discussed in Germany, but apart from an out-of-work donation scheme to meet post-war conditions no national scheme has so far been adopted.

### **New Laws in Italy and Austria**

In Italy and Austria, unemployment insurance laws have recently been enacted which are similar in many respects to the New British Unemployment Act described elsewhere in this issue.

In Italy a law was passed at the end of 1919 bringing compulsory insurance against unemployment into force during the present year. Under the new law the grants hitherto made to unemployed workers are abolished, and the scope of the Central and Provincial employment offices is extended to include the administration of a new insurance fund to cover unemployment risk. Each Provincial committee is composed of three employers and three employees' representatives (supported by two "under-studies" in each class), with a magistrate acting as chairman. Its duties are, to superintend subordinate insur-



ance and employment offices, and to transfer surplus labour to other fields.

The number of employees who will be subject to the obligation to insure against unemployment is estimated at not less than five millions. The receipts of direct contributions from employers and employees are expected to average 540,000 lire daily or about 13 million lire monthly, which with an annual contribution from the Government of 40 million lire would place at the disposal of the insurance organization an annual income of 200 millions of lire to provide against unemployment, a sum which is considered amply sufficient to provide for the permanent unemployment of one-tenth of the total number of the workers insured. This fund is administered ultimately by the Central Executive Employment Agency. Workmen and other employees who receive less than 350 lire a month are obliged to insure; but persons under 15 or 65, persons working at home, domestic servants, public employees and voluntary workers, are exempt from contributions. Since the risk of unemployment is not subject to any known mathematical law from which an "unemployed coefficient" of the number of insured persons can be determined the amount of contributions is for the present fixed only provisionally as follows: for a day worker receiving up to 4 lire a day, a weekly contribution of 0.35 lire; for a day worker receiving from 4 to 8 lire and over 8 lire daily the weekly contribution is respectively 0.70 and 1.05 lire. Part of the contributions assigned to the national fund direct, the remainder being administered (under central supervision) by local committees, which disburse daily unemployment grants in proportion to the contributions made by workers: for the first class 1.25 lire, for the second class 2.50 lire, and for the third class 3.75 lire, but in no case may the grant be more than half the daily wage. Grants are made from the eighth day of unemployment and for a maximum period of 120 days in the year. Seasonal

unemployment is compensated only where the workers so affected have made special contributions for this contingency; and unemployment due to industrial disputes is also excepted from the provisions of the Act. An unemployed worker is required to register as such on the day following his dismissal, unless however he has made on his own behalf during the two preceding years at least 24 fortnightly or equivalent numbers of daily or weekly contributions, he is not entitled to any grant. The scale of grant and contributions is as follows: for 24-36 fortnightly contributions, 90 days' grant, for over 36 contributions 120 days' grant. An unemployed worker who declines work in his own trade without just reason forfeits the right to a grant. Persons also who are declared by resolutions of the local committee to be lazy or intemperate are (subject to appeal to the Provincial Committee) to be ineligible for a grant.

Each worker is provided with a pass book in which the dates of his employment are entered by the employing firm. Among other provisions of the Act local communes may be given special grants to undertake public works to meet local unemployment, the law sanctioning state assistance or privileged loans from banks. Provision is also made for the forming of co-operative unemployment groups of workers by trades, and for their registration among the co-operative societies of the province.

In Austria, the special unemployment insurance Act in force during the period of demobilization was superseded, on March 24, 1920, by a new Act designated to cope with a normal volume of unemployment. The new Act created an insurance fund to which the state contributed one-third. The remainder is collected from the employers and employees along with sickness insurance contributions.

In order to benefit from the fund workers must have been employed for at least 20 weeks in the preceding year. Those who gave up their work arbitrarily



and without good reason forfeit their claim to benefit for four weeks. A worker who has been in receipt of benefit for eight weeks without prospect of obtaining employment at his own trade must accept employment in some occupation suited to his capacities, the necessary training being provided.

Benefits are not granted for more than 12 weeks in the year, with a special extension up to eight weeks in certain individual cases; and payment does not begin until the eighth day of unemployment. The benefit for unmarried workers, manual and non-manual, is 60 per cent, and for married workers 80 per cent of the daily sickness benefit due to the worker in the last employment in which he was compulsorily insured

against sickness. As a temporary measure, however, while present economic disturbances continue, unemployment benefits may amount to 100 per cent of the sickness benefit for unemployed persons with dependent families, and to 75 per cent for the others. Industries considered to be favorable in regard to employment conditions may be excluded altogether from the benefits of the Act.

The Insurance fund is administered by District Industrial Committees composed of employers and employed in equal numbers. These Committees nominate similar sub-committees to arbitrate complaints made by individuals at the several Employment Exchanges as to benefit receipts and other points causing dispute.

### REPORT OF THE INTERCHURCH WORLD MOVEMENT ON THE RECENT STRIKE OF EMPLOYEES OF THE UNITED STATES STEEL CORPORATION

**I**N April, 1919, over five hundred representatives of nearly all the chief protestant denominations in the United States met at Cleveland, Ohio, and set on foot the Interchurch World Movement for the following purposes: (1) To undertake a scientific survey of the world's needs from the standpoint of evangelical Christianity. (2) To project a co-operative community and world programme to meet the needs as revealed by the survey. (3) To discover and develop the resources of men, money and power necessary for the accomplishment of the programme. The conference further declared that the church should give a contribution to the solution of the definite social and industrial problems of the new day of readjustment and reconstruction.

Last October, in accordance with these aims the executive committee of the Movement appointed an Industrial Relations Commission to investigate the causes of a strike among employees of

the United States Steel Corporation. The members of the Commission comprised Bishop Francis J. McConnell, of the Methodist Episcopal Church, chairman; Dr. Daniel A. Poling, editor of the Christian Endeavour World, vice-chairman; Dr. Nicholas Van der Pyl, Oberlin; Mrs. Fred Bennett, New York; Dr. Alva W. Taylor, Missouri; George W. Coleman, Boston; Dr. John McDowell, New York; and Bishop William M. Bell, Harrisburg. A sum of \$12,000 was appropriated for the purpose of this investigation and a staff of industrial experts were employed to assist in the work. Four months were spent in studying the situation, and during the strike open hearings were held in Pittsburgh. Evidence was obtained from the Bureau of Applied Economics at Washington, from a firm of consulting engineers and from various other organizations and experts. The report of the Commission, a document of 100,000 words, was accepted by the Executive

Committee in May and it was referred to a sub-committee composed of Dr. H. B. Herring, Boston; Mrs. H. W. Peabody, New York; Bishop James Cannon of the Methodist Church South, Mr. John D. Rockefeller, jr., and Mr. Warren S. Stone, president of the Brotherhood of Locomotive Engineers. The report which was recently made public contained the following conclusions:

1. The conduct of the iron and steel industry was determined by the conditions of labour accepted by the 191,000 employees in the U.S. Steel Corporation's manufacturing plants.

2. These conditions of labour were fixed by the Corporation, without collective bargaining or any functioning means of conference; also without above-board means of conference; also without above-board means of learning how the decreed conditions affected the workers.

3. Ultimate control of the plants was vested in a small group of financiers whose relation to the producing force was remote. The financial group's machinery of control gave it full knowledge of output and dividends, but negligible information of working and living conditions.

4. The jobs in the five chief departments of the plants were organized in a pyramid divided roughly into thirds; the top third of skilled men, chiefly Americans, resting on a larger third of semi-skilled, all based on a fluctuating mass of common labour. Promotion was at pleasure of company representatives.

5. Rates of pay and other principal conditions were based on what was acceptable to common labour; the unskilled and semi-skilled force was largely immigrant labour.

6. The causes of the strike lay in the hours, wages and control of jobs and in the manner in which all these were fixed.

7. Hours: Approximately one-half the employees were subjected to the twelve-hour day. Approximately one-half of these in turn were subjected to the seven-day week. Much less than one-quarter had a working day of less than ten hours (sixty-hour week). The average week for all employees was 68.7 hours; these employees generally believed that a week of over sixty hours ceased to be a standard in other industries fifteen to twenty years ago. Schedules of hours for the chief classes of steel workers were from twelve to forty hours longer per week than in other basic industries near steel communities; the American steel average was over twenty hours longer than the British, which ran between forty-seven to forty-eight hours in 1919. Steel jobs were largely classed as heavy labour and hazardous. The steel companies professed to have restored practically pre-war conditions; the hours nevertheless were longer than in 1914 or 1910. Since 1910 the Steel Corporation has increased the percentage

of its twelve-hour workers. The only reason for the twelve-hour day, furnished by the companies, were found to be without adequate basis in fact. The increased hours were found to be a natural development of large scale production, which was not restricted by public sentiment or by organization among employees. The twelve-hour day made any attempt at "Americanization" or other civic or individual development for one-half of all immigrant steel workers arithmetically impossible.

8. Wages: The annual earnings of over one-third of all productive iron and steel workers were, and had been for years, below the level set by government experts as the *minimum of subsistence* standard for families of five. The annual earnings of 72 per cent of all workers were, and had been for years, below the level set by government experts as the *minimum of comfort* level for families of five. The second standard being the lowest which scientists are willing to term an "American standard of living," it follows that nearly three-quarters of the steel workers could not earn enough for an American standard of living. The bulk of unskilled steel labour earned less than enough for the average family's minimum subsistence; the bulk of semi-skilled labour earned less than enough for the average family's minimum comfort. Skilled steel labour was paid wages disproportionate to the earnings of the other two-thirds, thus binding the skilled class to the companies and creating divisions between the upper third and the rest of the force. Wage rates in the iron and steel industry as a whole are determined by the rates of the U. S. Steel Corporation. The Steel Corporation sets its wage rates, the same as its hour schedules, *without conference* (or collective bargaining) with its employees. Increases in wages during the war in no case were at a sacrifice of stockholders' dividends. Extreme congestion and unsanitary living conditions, prevalent in most Pennsylvania steel communities, were largely due to underpayment of semi-skilled and common labour.

9. Grievances: The Steel Corporation's arbitrary control of hours and wages extended to everything in individual steel jobs, resulting in daily grievances. The Corporation, committed to a non-union system, was as helpless as the workers to anticipate these grievances. The grievances, since there existed no working machinery of redress, weighed heavily in the industry, because they incessantly reminded the worker that he had no "say" whatever in steel. Discrimination against immigrant workers, based on rivalry of economic interests, was furthered by the present system of control and resulted in race divisions within the community.

10. Control: The arbitrary control of the Steel Corporation extended outside the plants, affecting the workers as citizens and the social institutions in the communities. The steel industry was under the domination of a policy



whose aim was to keep out labour unions. In pursuit of this policy, blacklists were used, workmen were discharged for union affiliation, "under-cover men" and "labour detectives" were employed, and efforts were made to influence the local press, pulpit and police authorities. In western Pennsylvania the civil rights of free speech and assembly were abrogated without just cause, both for individuals and labour organizations. Personal rights of strikers were violated by the state constabulary and sheriff's deputies. Federal authorities, in some cases, acted against groups of workmen on the instigation of employees of steel companies. In many places in western Pennsylvania, community authorities and institutions were subservient to the maintenance of one corporation's anti-union policies.

11. The organizing campaign of the workers and the strike were for the purpose of forcing a conference in an industry where no means of conference existed; this specific conference to set up trade union collective bargaining, particularly to abolish the twelve-hour day and arbitrary methods of handling employees.

12. No interpretation of the movement as a plot or conspiracy fits the facts; that is, it was a mass movement, in which leadership became of secondary importance.

13. Charges of bolshevism or of industrial radicalism in the conduct of the strike were without foundation.

14. The chief cause of the defeat of the strike was the size of the Steel Corporation, together with the strength of its active opposition and the support accorded it by employers generally, by governmental agencies and by organs of public opinion.

15. Causes of defeat, second in importance only to the fight waged by the Steel Corporation, lay in the organization and leadership, not so much of the strike itself, as of the American labour movement.

16. The immigrant steel worker was led to expect more from the twenty-four international unions of the A. F. of L. conducting the strike than they, through indifference, selfishness or narrow habit, were willing to give.

17. Racial differences among steel workers and an immigrant tendency toward industrial unionism, which was combated by the strike leadership, contributed to the disunity of the strikers.

18. The end of the strike was marked by slowly increasing disruption of the new unions; by bitterness between the "American" and "foreign" worker and by bitterness against the employer, such as to diminish production.

For the purpose of obtaining a permanent settlement of the causes of unrest among employees of the Steel Corporation, the Commission recommended (1) that the Federal Government set up

a commission representing both sides and the public to (a) Inaugurate immediate conferences between the Steel Corporation and its employees for the elimination of the 12-hour day and the 7-day week, and for the readjustment of wage rates; (b) Devise with both sides and establish an adequate plan of permanent free conferences to regulate the conduct of the industry in the future; (c) Continue and make nation-wide and exhaustive this inquiry into basic conditions in the industry. (2) That the Federal Government inaugurate full inquiry into the past and present state of civil liberties in western Pennsylvania and publish the same. (3) That the Federal Government institute investigation for the purpose of regulating labour detective agencies; and for the purpose of publishing what government departments or public moneys are utilized to co-operate with company "under-cover men." (4) That the proper Federal authorities be requested to make public two reports of recent investigations of conditions in the steel industry, in making which public money was spent, and to explain why these and similar reports have not hitherto been made public, and why reports which were printed have been limited to extremely small editions. (5) That the Industrial Relations Department of the Interchurch World Movement continue and supplement the present inquiry into the iron and steel industry with particular reference to (a) company unions and shop committees; (b) social, political and industrial beliefs of the immigrant worker; (c) present aims of production in the industry; (d) conduct of trade unions with reference to democracy and responsibility. (6) That immediate publication, in the most effective forms possible, be obtained for this report with its sub-reports.

One of the reports referred to above, that of the United States Senate Committee of Investigation of the strike at the mills of the United States Steel Corporation, was reviewed in the LABOUR GAZETTE, December 1919, at pages 1418-20.



## STANDARDIZED PRODUCTION APPROVED BY GARMENT WORKERS

### Biennial Convention of Amalgamated Clothing Workers of America

**T**HE plan of standardized production, under which the manufacturers and workers engaged in the garment industry in Cleveland, Ohio, recently agreed on a fixed weekly standard of pay for a fixed weekly standard of work, was described in the LABOUR GAZETTE for May, 1920. The unions taking part in that agreement were those affiliated with the International Ladies' Garment Workers' Union. The principle of standardization of work, both in regard to quantity and quality, was subsequently approved at the fourth biennial convention of the Amalgamated Clothing Workers of America, held in Boston in May, a resolution being passed by a vote of 2 to 1 favoring the establishment of a stipulated amount of work for each 44 hours of labour, the abolition of piece work and the adoption of the week-work system. The delegates from Montreal were among those who supported the resolution. The chief objection urged against work standards was that the manufacturers would attempt to set these standards too high, but it was decided that the union was strong enough to meet such a risk. In closing the debate, President Hill said: "With week-work and no standards you will lead the public to believe you are trying to grab everything you can get and do as little as possible for it, and I would not blame them for thinking so. There is no chance of a standard scale of wages

unless you have production standards. So, for the sake of the labour movement as a whole, when we say to employers and public that we want standards of health and of living, let us also say that we are ready to establish standards of production." The general executive board of the Union is now engaged in a study of the market conditions in each centre of the clothing industry, and is endeavouring to reach an understanding with the manufacturers as to a possible scale or standard of work which might be regarded as equivalent in value to the prevailing maximum rates of pay. A lower standard of efficiency will also be set to correspond with the lower wages earned by workers who are unable to reach the highest scale of production. The new plan is intended to provide an equally efficient substitute for piece work, to which the workers objected as tending to drive them beyond their natural capacity. It is claimed also that it meets the objections of the manufacturers to the system of time payments by the week, regardless of the amount of work performed. Both difficulties, it is believed, are met by the system of standardized production. The experience of a three-years' trial of the principle of standardized production in the Priestman Brothers' machinery plant in Hull, England, where the result was to bring a considerable increase in wages to the workers, was described in the last issue of the LABOUR GAZETTE (page 1021).

# "THE PRESENT NEED FOR PROPORTIONAL REPRESENTATION"

By Ronald Hooper

(Reprinted from the "Labour Day Review," 1920)

It is clear that proportional representation would help to increase confidence in representative institutions; and as that confidence is being shaken by election results on existing lines, it is in the national interest that proportional representation should meet with greater support.

Rt. Hon. J. R. Clynes, M.P.

The increasing adoption of the Proportional Representation method of election in democratic countries in recent years is a distinct sign of the times. The single member constituency, the block vote, and other "majority" methods of election served their purpose sufficiently well in the past when parliaments were engaged in dealing only with the general rights of the people, as, for example, freedom in religious beliefs, the right to trial by jury, and other questions which affected all classes equally. But now that our legislatures are increasingly giving consideration to economic questions, to the adjustment of differences between Capital and Labour, between rich and poor, it is conceivable that governments which operated equitably enough when universal rights only were concerned, might not operate fairly where there is a conflict between particular interests.

In view of the labour clauses of the Peace Treaty, it would appear as though industrial and political issues were destined to be more closely interwoven in the future. The question then arises, are our legislatures as composed at present, fitted to deal with these questions in a properly sympathetic manner, with a full understanding of the issues involved? Further, have they any real authority to do so? The main authority of a democratic parliament lies in its ability to interpret the will of the people. If our parliaments do not possess that authority, they have no more

real power to govern than any other indiscriminate gatherings of intelligent gentlemen.

At the last general election in the United Kingdom the Labour party polled in contested constituencies 2,292,102 votes. This entitled them to 120 seats in respect to the contested constituencies alone; but the total number of seats obtained, both contested and uncontested, was 59. The unrepresentative character of the new British parliament brought with it a realization of something akin to political impotency on the part of Labour, which was accentuated by the refusal of the Government to act in accordance with the findings of the Sankey Coal Commission. Thus a great impetus was given to the policy of the Direct Actionists. But at the British Trades Union Congress, held at Glasgow in September, 1919, the chairman, Mr. E. Stuart Bunning, in his opening speech declared himself against direct action on such issues as the nationalization of mines, in these words: "I do not believe in industrial strikes on political issues—in other words, I do not despair of constitutional methods. There is no political reform, however great and far-reaching, which the working people of this country could not obtain by the ballot box." That the great majority of the Congress shared this view and, further, that they recognized the changes necessary to be made in order that they might hope to achieve their purpose through constitutional means, is shown by the following resolution which was adopted almost unanimously: "That this Congress instructs the parliamentary committee to press for the following electoral reform . . . (c) The proportional representation of all opinions and interests by means of the single transferable vote, with constituencies returning at least five members." (The Congress

at the same time decided that in future its Parliamentary Committee should be elected by proportional representation, the miners, numbering one-eighth of the Trade Unionist body, being entirely unrepresented on the existing committee.)

Of those who did not support the above resolution, many frankly adopted a policy of opportunism. They contended that the injustices of the present electoral system, which so long operated against them, were now likely to swing in their favour and, to put it plainly, as a consequence they in their turn were likely in the future to receive more parliamentary representation than they were justly entitled to. But such an argument is double-edged. The immoderate system of election under which a few thousand extra votes could suddenly swing them into power could just as rapidly swing them out again. Australia affords many examples of this. To take but one instance: The Commonwealth Senate in 1914 was composed of 31 Labour representatives and 5 Liberals, although Labour had polled but 53 per cent of the total vote that elected them. But in 1917, when the term of office for one-half of the senators had expired, Labour, though polling 45 per cent of the vote, did not elect a single representative, and lost its majority of members. Under a system of proportional representation the Labour party would have elected 8 members and would have retained a majority of the seats.

It is not the purpose of this article to discuss proportional representation in detail. It will be sufficient to say that it is quite workable and that it gives reasonable justice to all contending parties. Both these assertions are proved by the recent provincial elections in

Manitoba, where the representatives for Winnipeg were elected under the system. The test was the most severe that has so far been made in any country. Forty-one candidates contended for 10 seats, and over 47,000 valid ballots were cast. The accuracy of the counting process was fully conceded both by the candidates and their agents and by the press. The candidates representing the two wings of the Labour party polled 42.5 per cent of first-choice votes and elected four of the ten members. The Labour party might conceivably have elected a fifth member had it not been for the fact that on some 2,000 of the ballots on which Labour candidates were marked as first choice, the second and further preferences, owing to a temporary political situation, were marked for other than Labour candidates.

A writer in the *Western Labour News*, in summing up the results of the Winnipeg election, stated: "There is no doubt at all but that the proportional system applied over the whole city greatly assisted the cause of Labour. It enabled Labour to present a solid front to the enemy. Differences within the ranks could express themselves in fights for position without prejudice to the general combat."

The general application of proportional representation to the federal and provincial elections of this country would be to the interest, not necessarily of any one or more of the political parties, but of the people of Canada as a whole. Our parliaments would then be more truly representative of the popular will, and thus the door would be more widely open to an orderly and peaceful progress that would preserve the good and remove the evil in things as they are.



## TWELFTH ANNUAL CONVENTION OF THE CANADIAN FEDERATION OF LABOUR

THE twelfth annual convention of the Canadian Federation of Labour was held at Hamilton on August 23-26. The President Mr. M. F. Tumpane, presided. There were present 50 delegates representing 40 unions with a membership of approximately 5,000. Mr. E. N. Compton, of the Dominion Department of Labour, was present by invitation.

The report of the secretary-treasurer showed that 19 charters had been issued and 1,500 members added as the result of extensive propaganda work during the year, and that the Federation was in a satisfactory condition financially, the revenue amounting to \$5,012, which was slightly more than the expenditure. It was announced that in its membership campaign the Federation had been successful among the building trades in Alberta, that it has branches in five provinces, and that plans are under way to take in several unions in Quebec province.

The delegates discussed ways and means to strengthen and expand the organization by seeking the affiliation of Canadian unions. Some amendments to the constitution were adopted. The opinion was expressed, and approved by the delegates generally, that the Canadian Federation of Labour is the only national organization of its kind in the Dominion, and that it should receive greater recognition from the federal Department of Labour. The Federation decided to identify itself with the political labour movement, and to affiliate with and give financial and moral support to the Ontario labour party. The secretary, Mr. Charles E. Clay, spoke on the alleged policy of international unions importing mechanics from the United States to take the jobs of national union men who did not support the American Federation of Labour. It

was felt that the Federation should impress on the federal government the need for recognition of all Canadian labour. The "check-off" system by which international union dues under agreement with certain of the mining companies in Western Canada are collected by the latter for the local union was under discussion, and in this connection a complaint was made that certain shops in Canada would not employ Canadian Federation of Labour members unless they agreed to pay international dues. A resolution was adopted "that the Canadian Federation of Labour protest to the Dominion Government against arrangements made whereby members of Canadian unions are compelled to pay tribute to an American Union." The convention criticized the federal government for not putting into force the eight-hour day in accordance with the declaration in the League of Nations covenant that this was the standard to be aimed at where it has not already been attained. It was decided to ask the Ontario government to increase the staff of factory inspectors at an early date. A motion was presented that the Ontario government should go ahead with the acquiring and building of roads for the Hydro radial, but this resolution was withdrawn, the opinion of some of the members being that the new government should be given a chance to get all possible information on big financial matters before committing itself.

Other resolutions were passed asking that the Ontario Hydro-Electric Commission consider the question of establishing a provincial telephone system; that the Ontario Government take steps to have the provincial Hydro-Electric Commission take over the telegraph system; and memorializing the federal government "to repatriate discharged Canadian soldiers in England, instead of importing alien labour."

It was decided to hold the next convention at Montreal.

The following officers were elected: President, M. F. Tumpane, Toronto (re-elected); Vice-president, J. Crowley,

Toronto; Second Vice-president, Bert-ram East, Toronto; Third Vice-President, H. S. Spry, Toronto; Fourth Vice-president, A. Brien, Montreal; Secretary-treasurer, Charles E. Clay, Toronto (re-elected).

## UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF JULY, 1920, AS REPORTED BY UNIONS MAKING RETURNS

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of July, 1920, and is based on returns received from 1,464 labour organizations with a total membership of 185,527. For all occupations reporting 2.64 per cent of the members were unemployed as compared with 2.48 per cent at the end of June, 1920, and with 2.40 per cent at the end of July, 1919. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades or who are idle because of sickness or as the direct result of strikes or lockouts, are not considered as unemployed. As the number of unions making returns varies from month to month with consequent variations in membership upon which the percentage of unemployment is based, it should be understood that the percentage of unemployment figures have reference only to those unions reporting.

That the percentage out of work at the end of July was slightly larger than in the preceding month was due to there having been slightly less activity in the manufacturing and mechanical industries, while the small increase in the number unemployed as compared with July, 1919, was caused by a nominal decrease in employment for transportation work-

ers and also in the building and construction group.

Table I on this page summarizes the returns by provinces. Nova Scotia and Prince Edward Island, New Brunswick, Ontario and Saskatchewan showed decreases in unemployment in comparison with the returns for both June, 1920, and July, 1919.

TABLE 1.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Month	Nova Scotia & Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Canada
Dec. 1915.....	.36	.7	9.9	8.1	3.2	7.0	4.3	14.3	8.01
June 1916.....	.49	.8	1.8	1.7	1.2	2.6	3.03	.53	2.1
Dec. 1916.....	.74	1.66	3.6	.55	1.01	1.63	1.70	3.86	2.17
June 1917.....	.25	.20	2.23	.94	.58	.25	.84	2.50	1.25
Dec. 1917.....	2.64	3.07	2.96	2.44	1.07	2.41	1.55	3.05	2.62
June 1918.....	.16	.27	.44	.37	.29	.18	.39	1.70	.50
Dec. 1918.....	2.01	.42	3.46	2.95	1.31	2.15	2.07	3.81	2.76
Jan. 1919.....	1.25	.84	4.07	4.64	3.62	5.73	1.97	5.20	3.94
Feb. 1919.....	5.68	2.58	6.70	5.48	2.82	4.47	4.16	7.97	5.61
Mar. 1919.....	2.41	2.93	6.93	5.65	1.20	5.31	3.56	8.05	5.62
Apr. 1919.....	2.41	2.46	4.21	4.25	1.65	3.95	2.26	9.65	4.38
May 1919.....	4.66	3.38	5.15	2.60	1.47	2.86	1.43	6.52	3.33
June 1919.....	2.68	2.43	3.79	1.87	1.19	2.51	1.68	3.32	2.67
July 1919.....	4.11	1.16	2.61	1.68	.92	2.77	1.90	5.82	2.40
Aug. 1919.....	5.44	1.69	2.52	1.25	.81	1.95	1.09	5.81	2.33
Sept. 1919.....	1.53	11.22	2.12	1.41	.73	1.29	.94	8.03	2.19
Oct. 1919.....	3.19	1.06	2.39	.81	1.28	.59	.93	11.58	2.71
Nov. 1919.....	1.21	1.53	2.93	2.02	2.07	1.20	.52	16.18	3.58
Dec. 1919.....	1.47	5.80	5.39	1.99	4.97	6.01	2.79	18.62	4.98
Jan. 1920.....	2.72	3.97	4.38	2.66	4.50	4.92	4.01	12.17	4.28
Feb. 1920.....	5.08	2.31	1.93	3.04	4.62	5.24	5.12	14.58	4.33
Mar. 1920.....	1.88	3.06	3.18	2.53	3.18	4.03	2.06	9.50	3.44
Apr. 1920.....	.61	1.32	2.50	2.42	2.71	3.19	1.71	8.09	2.83
May 1920.....	.38	.53	3.62	1.80	2.63	1.32	1.49	10.63	2.88
June 1920.....	.56	.28	2.82	1.68	1.41	2.15	1.15	9.67	2.48
July 1920.....	.10	.20	2.59	1.50	1.33	.89	1.43	12.10	2.64

Quebec and Manitoba recorded smaller percentages of unemployment than in the preceding month, but there were



TABLE II.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES.

Month.	Manufacturing and Mechanical Industries.	Metals, Machinery and Conveyances.	Food, Tobacco and Liquors.	Textiles, Carpets and Cordage.	Clothing.	Pulp, Paper and Fibre.	Printing, Publishing and Paper Goods.	Woodworking and Furniture.	Leather, Boots, Shoes and Rubber.	Glass Bottle Blowing.	Jewelry Working.	Oil Refining.	Transportation.	Steam Railways.	Street and Electric Railways.	Navigation.	Teaming and Driving.	Mining, Quarrying and Refining of Ores.	Building and Construction.	Public Employment.	Fishing.	Miscellaneous.	All Occupations.
Dec. 1915	3.1	0	.8	0	3.3	0	3.7	3.7	0	0	0	0	3.0	2.4	2.3	12.2	0	5.9	28.3	0	23.3	8.4	8.01
June 1916	1.1	0	4.9	0	.6	0	.8	5.9	0	0	0	0	0	.5	.5	.3	0	1.2	8.6	0	0.3	1.2	1
Dec. 1916	2.1	.71	1.2	0	6.48	0	.34	.6	4.33	0	0	0	1.62	.62	.20	10.57	0	.65	5.24	.11	0	1.3	2.17
June 1917	1.78	.11	1.50	0	4.95	0	.79	.62	6.28	3.56	0	0	.51	.35	.18	1.79	0	.32	3.21	.04	0	.95	1.25
Dec. 1917	2.77	.76	3.29	0	11.21	.34	.67	3.00	2.92	4.48	0	0	.78	.76	.17	.74	0	2.09	9.58	.17	0	1.58	2.42
June 1918	.42	.14	1.78	.05	.18	0	.72	2.20	0	0	0	0	.42	.21	0	2.12	.05	.18	1.57	.02	0	.49	.50
Dec. 1918	2.89	3.53	8.63	1.41	3.42	.43	.86	0	1.33	.32	0	0	1.48	.35	.06	7.80	2.57	1.24	8.68	.47	0	.29	2.76
Jan. 1919	3.32	3.21	8.24	11.50	3.22	2.23	.69	10.57	1.19	0	.27	5.88	2.82	1.78	.33	6.73	2.98	1.42	16.29	.33	50	.52	8.4
Feb. 1919	4.29	5.54	9.90	12.29	.26	.96	.70	2.78	4.00	9.44	.74	4.61	4.56	2.74	3.42	18.17	3.69	3.79	16.44	.48	17	.54	07
Mar. 1919	4.18	5.51	6.79	3.99	2.27	3.29	.59	2.21	4.22	10.03	.48	0	4.75	2.87	.38	17.73	2.63	1.87	16.45	.07	0	.74	5.62
April 1919	3.17	4.26	4.06	2.04	0	.76	.59	1.07	8.63	7.93	0	0	3.48	2.40	3.79	9.60	4.26	2.89	12.05	.01	0	.40	4.38
May 1919	4.96	7.27	3.82	.32	.73	1.17	.46	0	.13	5.96	0	0	2.21	1.62	.15	10.29	.82	2.84	8.68	0	4	.10	2.6
June 1919	3.16	4.69	1.90	1.54	.32	1.61	1.64	4.08	.19	9.89	0	0	1.84	1.98	.53	2.93	2.28	58	4.71	0	0	.39	2.67
July 1919	2.95	4.84	1.85	.60	0	.34	.56	0	.06	0	0	0	2.06	1.85	.14	3.99	1.85	.47	3.88	0	0	.9	2.40
Aug. 1919	3.35	3.39	5.42	.87	.55	1.07	1.45	.59	.37	64.33	0	0	2.82	1.42	.39	5.05	2.26	.45	2.86	.17	0	1.58	2.33
Sept. 1919	2.67	4.60	8.0	1.08	.05	.30	1.71	.13	.15	1.18	0	0	2.95	.99	.13	8.62	.36	1.11	2.91	.11	0	.27	2.19
Oct. 1919	2.74	4.60	1.29	.05	.85	.21	1.13	.14	.20	1.61	0	0	2.61	.76	2.19	10.88	1.36	.91	5.42	.06	0	.95	2.71
Nov. 1919	3.16	5.73	1.58	.05	.44	2.23	1.05	.50	.47	2.71	0	0	3.37	1.17	.24	17.49	3.43	1.14	5.82	.47	20	.75	3.4
Dec. 1919	2.78	3.72	11.32	.36	.12	.62	1.08	.15	.44	6.22	0	5.60	5.03	1.59	.62	29.37	2.89	2.10	12.06	.91	72	.16	4.23
Jan. 1920	2.96	4.11	7.90	.18	1.34	.54	1.31	.44	.39	8.92	.44	2.29	2.73	1.90	.18	13.13	.75	.84	11.77	.68	24	.21	5.46
Feb. 1920	2.49	3.38	10.20	0	.15	.05	1.31	.26	.77	1.93	0	0	2.22	2.77	.78	.20	9.74	.12	4.18	12.14	.63	3	.77
Mar. 1920	1.93	2.29	6.04	.03	.15	0	1.28	.38	1.38	14.42	0	0	2.61	1.80	.10	12.44	3.29	.66	9.88	1.66	3	.45	3.66
April 1920	2.29	3.54	4.70	.05	.40	.02	1.24	.23	3.25	1.92	.11	0	2.57	1.95	.09	9.75	2.43	1.10	5.82	.43	0	.24	2.83
May 1920	3.40	4.46	4.47	.02	2.56	0	1.17	12.17	5.87	1.53	.42	2.92	2.62	1.51	.09	10.18	0	1.16	4.32	.04	0	1.57	2.88
June 1920	2.17	2.00	7.00	.02	1.84	0	1.14	1.10	3.98	27.16	0	0	2.49	1.79	.06	8.04	.23	.38	4.28	0	.24	.2	2.48
July 1920	2.86	2.09	4.33	0	1.57	0	1.53	1.56	11.88	1.87	8.18	5.38	2.62	.72	.09	14.48	.61	.94	3.99	.03	0	1.84	2.64

nominal increases as compared with figures for the corresponding month of 1919. On the other hand, in Alberta the percentage out of work was somewhat larger than that reported at the end of June, but improvement was shown as compared with returns for July of last year. In British Columbia the percentage of unemployment was considerably larger than in either month used in this article for comparative purposes.

The percentage reported idle in the different groups of industries are indicated in Table II on this page.

Unemployment in the manufacturing and mechanical industries, as recorded by 369 unions having a combined membership of 50,373 was slightly more prevalent than at the end of June, 2.86 per cent of the members having been unemployed as compared with 2.17 per cent in the preceding month. In comparison

with the returns for July of last year, however, a decrease in unemployment was shown, the percentage out of work in that month having been 2.95. Workers in metals, machinery and conveyances, and printing, publishing and paper goods were not quite as fully engaged as at the end of June, but considerable improvement was registered as compared with returns for July, 1919, particularly in the case of the former group. On the other hand, the percentages out of work among tradesmen in the food, tobacco and liquors, clothing and laundering and glass groups were somewhat smaller than those reported during the previous month, but conditions were not as good as in the corresponding month of last year. In textiles, carpets and cordage, as reported by 9 unions, there were no members out of work as compared with nominal percentages of unemployment in both June, 1920, and July, 1919.



TABLE III.—UNEMPLOYED ON JULY 31, 1920

OCCUPATIONS	Nova Scotia & Prince Ed. Island				New Brunswick				Quebec				Ontario			
	No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed	
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.</b>	8	1012	0	0	18	2412	3	12	72	17818	621	3.49	186	21549	552	2.56
2-(a) METALS, MACHINERY, CONVEYANCES.	6	884	0	0	12	1199	0	0	27	5079	178	3.50	98	8699	105	1.21
3- Moulders.	2	128	0	0	2	97	0	0	3	961	0	0	16	1202	10	0
4- Blacksmiths.					2	161	0	0	3	709	13	0	16	455	2	0
5- Boilermakers and iron shipbuilders.	1	38	0	0	3	209	0	0	3	627	60	0	14	1644	48	0
6- Patternmakers.									1	228	0	0	7	302	6	0
7- Metal polishers, buffers and platers.											105	0	8	279	0	0
8- Machinists.	2	154	0	0	3	694	0	0	12	1827	0	0	37	3829	35	0
9- Sheet metal workers and tinsmiths.	1	564	0	0	2	38	0	0	3	727	0	0	8	983	4	0
10-(b) FOOD, TOBACCO AND LIQUORS.					1	56	3	5.36	5	1300	20	1.54	12	913	50	5.48
11- Flour and cereal mill employees.									1	600	0	0	1	40	0	0
12- Meat cutters and butchers.									1	125	0	0	7	386	0	0
13- Bakers and confectioners.					1	56	3	0	2	545	20	0	2	367	50	0
14- Cigar and tobacco workers.									1	30	0	0	2	120	0	0
15- Brewery workers.									3	3326	0	0	5	884	0	0
16-(c) TEXTILES, CARPETS AND CORDAGE.					1	430	0	0	1	48	0	0	13	732	0	0
17-(d) CLOTHING AND LAUNDERING.													6	242	0	0
18- Tailors.									1	48	0	0	6	240	0	0
19- Garment workers.													1	250	0	0
20- Hat, glove and fur workers.													9	2022	0	0
21-(e) PULP, PAPER AND FIBRE.					2	607	0	0	10	1884	0	0	30	5097	83	1.63
22-(f) PRINTING, PUBLISHING & PAPER GOODS.	2	128	0	0	2	120	0	0	10	2015	12	60	12	2153	57	0
23- Compositors.	2	128	0	0	1	89	0	0	4	999	5	0	6	1196	12	0
24- Pressmen & Assistants.					1	31	0	0	1	415	0	0	3	1102	10	0
25- Bookbinders.									2	407	7	0	1	88	0	0
26- Stereotypers and electrotypers.									1	49	0	0	7	552	4	0
27- Engravers and lithographers.									2	145	0	0	1	6	0	0
28- Others.									4	628	24	3.82	6	551	0	0
29-(g) WOODWORKING AND FURNITURE.									10	3128	383	12.24	10	2080	250	12.02
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.									1	45	4	8.89	2	154	0	0
31-(i) GLASS BOTTLE BLOWING.									1	365	0	0	1	417	64	15.35
32-(j) JEWELRY WORKERS.																
33-(k) OIL REFINING.																
34-Transportation	38	2859	11	38	30	3634	11	30	84	15804	211	1.34	249	28235	145	51
35-(a) STEAM RAILWAYS.	36	2800	11	39	27	2983	11	37	70	9625	179	1.86	220	21546	141	65
36- Conductors.					2	109	0	0	6	319	3	0	24	1040	0	0
37- Locomotive engineers.	6	208	0	0	4	317	0	0	12	768	5	0	32	2322	1	0
38- Locomotive firemen.	5	400	6	0	2	262	10	0	8	810	11	0	30	3157	73	0
39- Carmen.	4	178	0	0	2	592	0	0	7	2294	6	0	28	3387	46	0
40- Trainmen.	5	715	4	0	5	775	0	0	6	1338	0	0	20	3839	18	0
41- Telegraphers (Local Unions).	2	129	0	0					1	20	0	0	2	103	0	0
42- Telegraphers*.																
43- Road Maintenance Men.	7	742	1	0	8	531	0	0	12	1253	0	0	41	4594	0	0
44- Railway employees (N.E.S.).	7	428	0	0	4	397	1	0	18	2823	154	0	43	3104	3	0
45-(b) STREET & ELECTRIC RAILWAY EMP.					1	223	0	0	2	453	0	0	9	3324	0	0
46-(c) NAVIGATION.	1	27	0	0	1	128	0	0	7	4343	15	35	12	1658	0	0
47- Marine engineers.	1	27	0	0					3	192	15	0	4	154	0	0
48- Longshoremen.					1	128	0	0	3	4095	0	0	6	511	0	0
49- Others.									1	56	0	0	2	993	0	0
50-(d) TEAMSTERS AND CHAUFFEURS.	1	32	0	0	1	300	0	0	5	1383	17	1.23	8	1107	4	36
51-Mining, Quarrying and Refining of Ores.	16	5966	0	0					1	53	0	0	1	190	14	7.37
52- Miners.	16	5966	0	0					1	53	0	0	1	190	14	0
53- Quarry workers.																
54- Mill and smeltermen.																
55-Building and Construction.	6	692	0	0	8	521	0	0	35	6604	232	3.51	159	20214	410	2.03
56- Bricklayers, masons and plasterers.	3	287	0	0	1	13	0	0	6	1281	50	0	31	2861	87	0
57- Carpenters and joiners.	2	217	0	0	2	384	0	0	14	2463	79	0	57	8705	138	0
58- Electrical workers.					1	11	0	0	2	950	3	0	15	1668	12	0
59- Granite and stone cutters.									3	168	12	0	10	376	5	0
60- Painters, decorators and paper hangers.	1	188	0	0	2	60	0	0					16	1623	7	0
61- Plumbers and steamfitters.					2	53	0	0	2	451	28	0	16	1187	16	0
62- Tile layers, lathers and roofers.									1	38	0	0	5	247	0	0
63- Bridge and structural iron workers.									3	469	12	0	6	532	25	0
64- Steam shovel and dredgemen.																
65- Hod carriers and building labourers.									4	784	48	0	3	3015	120	0
66-Public Employment.	3	86	0	0	4	287	0	0	9	812	2	25	30	3033	0	0
67- Civic employees.					2	232	0	0	5	367	2	0	11	2335	0	0
68- Letter carriers, and postal employees.	3	86	0	0	2	55	0	0	4	445	0	0	19	498	0	0
69-Fishing.													2	220	0	0
70-Miscellaneous.	2	244	0	0	3	108	0	0	14	3097	78	2.52	73	4286	44	1.03
71- Retail clerks.									4	984	0	0	2	186	3	0
72- Hotel and restaurant employees.									1	55	0	0	2	359	0	0
73- Barbers.									2	275	0	0	19	709	0	0
74- Musicians and theatre employees.					1	14	0	0	3	786	78	0	21	1492	25	0
75- Stationary engineers and firemen.					1	14	0	0	2	251	0	0	17	918	15	0
76- Others.	2	244	0	0	2	94	0	0	2	746	0	0	12	622	1	0
<b>All occupations.</b>	<b>73</b>	<b>10859</b>	<b>11</b>	<b>10</b>	<b>63</b>	<b>6962</b>	<b>14</b>	<b>20</b>	<b>215</b>	<b>44188</b>	<b>1144</b>	<b>2.59</b>	<b>700</b>	<b>77727</b>	<b>1165</b>	<b>1.50</b>

\* Railway and commercial—organized in interprovincial districts.

AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada					
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed			
Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent		
																			June, 1920	July, 1920	July, 1919
14	2083	74	3.59	12	530	16	3.02	24	1469	1	.07	35	3520	173	4.91	369	50373	1440	2.17	2.86	2.95
3	245	0	0	3	93	0	0	9	688	1	.15	11	1767	105	5.94	189	18634	389	2.00	2.09	4.84
1	36	0						1	18	0		1	126	10		26	2568	20	1.29	.78	5.16
1	24	0										1	6	0		17	1355	15	.01	1.11	1.46
1	185	0		1	25	0		1	120	0		3	1101	60		27	3949	168	3.54	4.25	.78
								1	9	0		1	44	8		10	583	14	1.97	2.40	3.12
																8	279	0	0	0	2.34
				1	58	0		4	461	1		4	474	18		63	7497	159	1.62	2.12	4.66
					10	0		2	60	0		1	16	9		18	2403	13	.81	.54	10.20
2	376	50	13.30	1	150	0	0	4	171	0	0	7	431	24	5.57	32	3397	147	7.00	4.33	1.83
																1	600	0		0	.11
1	350	50		1	150	0										4	665	50	3.31	7.52	0.12
1	26	0						2	79	0		1	176	24		14	1268	47	2.24	3.71	.77
								1	12	0		2	94	0		6	503	50	30.16	9.94	1.21
								1	80	0		4	161	0		7	361	0	2.53	0	.05
1	350	0	0					1	207	0	0	3	253	25	9.88	9	4640	0	.02	0	.60
												1	150	25		19	1590	25	1.84	1.57	.07
1	350	0						1	207	0		2	103	0		7	392	25	5.87	6.38	0.18
																11	948	0	1.12	0	.19
																1	250	0	.22	0	.20
6	773	24	3.10	8	287	16	5.57	8	398	0	0	1	88	0	0	22	4601	0	0	0	.34
2	513	21		5	218	16		4	274	0		5	436	10	1.45	76	9507	145	1.14	1.53	1.86
2	178	3		2	57	0		2	110	0		2	140	9		35	4810	99	1.49	2.06	1.11
												2	96	1		16	2127	24	.86	1.13	2.73
1	29	0		1	12	0		2	14	0		1	17	0		7	1605	18	.42	1.12	.61
1	53	0														7	209	0	0	0	.26
																10	750	4	1.11	.53	7.29
2	319	0	0									1	37	0	0	1	6	0	0	0	.17
								1	10	0		1	125	2	1.6	13	1535	24	1.10	1.56	.02
								1	15	0	0					22	5343	635	3.98	11.88	.06
																4	214	4	27.16	1.87	.31
																2	782	64	0	8.18	.32
																1	130	7	0	5.38	.03
41	7586	15	20	48	3254	8	.25	43	3954	7	.18	57	7653	1434	18.74	590	72979	1842	2.49	2.52	2.05
40	6386	15	23	43	2993	8	.27	40	3465	7	.20	42	3084	9	.29	318	52852	381	1.79	.72	1.83
4	199	1		3	217	2		3	295	0		4	262	0		46	2441	6	.25	.25	.18
4	258	0		8	371	0		5	360	0		6	323	2		77	4927	8	.22	.16	.23
5	508	6		8	559	3		6	547	4		4	351	0		68	6594	113	2.13	1.71	4.15
1	20	0		6	174	0		6	292	0		5	413	0		59	7350	52	5.88	.71	3.50
4	728	8		5	611	3		4	560	0		5	469	6		54	9035	39	2.48	.43	2.85
1	92	0										1	173	0		7	517	0	.64	0	.41
																(	4	7377	6	.07	.08
13	1836	0		7	742	0		9	1041	0		11	861	0		108	11600	1	.02	.01	.14
8	2745	0		6	309	0		7	370	3		6	212	1		99	10383	162	.08	.05	.91
1	1290	0	0	3	215	0	0	1	230	0	0	2	551	6	1.09	19	6796	5	.05	.09	.14
												9	5748	1419	37.86	30	9804	1434	8.04	14.48	3.99
												2	687	62		10	1060	67	4.70	6.32	5.36
												5	1861	692		15	6595	692	9.47	10.49	1.95
												2	1200	675		5	2240	675	1.49	30.01	8.91
				2	56	0	0	2	259	0	0	4	290	0	0	23	3427	21	.23	.61	1.25
								12	2950	81	2.75	4	922	0	0	34	10081	95	.38	.94	.47
								12	2950	81		3	795	0	0	33	9954	95	.42	.95	.24
												1	127	0		1	127	0	0	0	1.75
8	655	55	8.40	16	575	15	2.61	18	1482	53	3.58	14	2006	542	27.02	264	32749	1307	4.28	3.99	3.88
2	359	50		4	122	14		4	114	0		3	165	0		54	5202	201	5.17	3.86	1.43
1	48	0		5	182	0		3	590	28		5	1397	462		89	13386	707	4.66	5.06	5.22
				2	155	0		4	407	4						24	3191	19	.96	.69	1.51
1	69	0		1	13	0						1	50	7		16	676	24	3.68	3.55	3.96
				2	46	1		1	43	0		1	7	0		23	1967	8	1.43	.41	3.08
1	14	4		2	57	0		5	176	10		2	322	68		30	2260	126	7.03	5.58	6.22
1	30	1										1	15	0		8	330	1	28.72	.39	9.91
1	60	0														10	1061	37	4.12	3.49	20.00
												1	50	5		2	202	16	1.51	7.92	.84
1	75	0														8	3874	168	3.32	4.34	1.28
1	38	0	0	8	383	0	0	9	631	0	0	8	682	0	0	72	5952	2	0	.03	.06
				4	223	0		4	421	0		6	594	0		32	4372	2	0	.05	.07
1	38	0		4	160	0		5	210	0		2	88	0		40	1580	0	0	0	.08
												4	1882	0	0	6	2102	0	.24	0	.69
8	880	5	.57	8	303	6	1.98	11	812	19	2.34	10	1581	58	3.59	129	11291	208	2.48	1.84	2.79
												1	24	0		7	1194	3	.64	.25	.11
1	28	0						2	314	16		2	545	55		8	1301	71	2.49	5.46	4.17
2	113	0		1	24	0		4	187	2		3	88	0		31	1396	2	.43	.14	.07
3	658	5		4	187	6		4	283	1		2	82	1		37	3488	116	2.93	3.33	4.78
1	30	0		3	92	0										24	1305	15	5.64	1.15	4.77
1	51	0						1	28	0		2	822	0		22	2607	1	.01	.04	4.34
72	11222	149	1.33	92	5045	45	.89	117	11298	161	1.43	132	18226	2205	12.10	1464	185527	4894	2.48	2.64	2.40



In woodworking, furniture, leather, boots, shoes and rubbers, jewellery, and oil refining, the percentages out of work were somewhat larger than in both months used in this article for comparison. Employment in the pulp, paper and fibre group as reported by 22 unions was well maintained, there having been no members reported as unemployed during July or June, 1920, as compared with a small percentage of unemployment in July of last year. Some short time was reported by unions of boiler-makers, machinists, printing pressmen, wood carvers, musical instrument makers, boots and shoe workers, jewellery workers, tailors, cigarmakers and glass workers.

Reports from 590 organizations of transportation workers, having a total membership of 72,979 persons, indicated that 2.52 per cent of the members were unemployed as compared with percentages of 2.49 in June, 1920, and 2.05 in July, 1919. Employment amongst steam railway employees (whose returns constituted over 72 per cent of the entire transportation membership reporting) showed considerably more activity than in the preceding month and also than in the corresponding month of last year. Street and electric railway employees and teamsters and chauffeurs registered slightly larger percentages of idleness than at the end of June, but in comparison with July of last year they both showed improvement. In the navigation sub-group, however, employment was not as active as in either month used in this article for comparative purposes. This slackness was largely the result of dullness in shipyards in British Columbia. Some short time was reported by unions of engineers, trainmen, railroad and steamship clerks, freight handlers and longshoremen.

In the mining, quarrying and refining of ores group returns were tabulated from 34 unions having an aggregate membership of 10,081 persons and show that .94 per cent of the members were out of work as compared with .38 per cent at the end of June and with .47 per

cent at the close of July, 1919. Miners were slightly less fully employed than in either month, while mill and smeltermen as reported by one union showed no unemployment in July or June, 1920, in comparison with an unemployed percentage of 1.75 in July, 1919.

The percentage out of work in the building and construction group, as reported by 264 organizations having a combined membership of 32,749 persons, was 3.99, as compared with unemployed percentages of 4.28 in June, 1920, and 3.88 in July of last year. Electrical workers, granite and stone cutters, painters, decorators, and paper hangers, plumbers and steam fitters, tile layers, lathers, and roofers and bridge and structural iron workers registered increased employment both as compared with the returns for the previous month and for July, 1919. The percentage out of work among bricklayers, masons, and plasterers was somewhat smaller than that reported at the end of June. It was, however, larger than the percentage for July, 1919. On the other hand, carpenters and joiners showed a slightly larger percentage of idleness than in June, but there was a small decline in unemployment as compared with the returns for July of last year. The percentages out of work among steam-shovel men and dredgemen, and hod carriers and building labourers, as reported by 2 and 8 unions, respectively, were larger than in either of the comparative months. Some short time was recorded by unions of carpenters and joiners, electrical workers and plumbers.

In the public employment group, as reported by 72 unions having a combined membership of 5,952 persons, the percentage unemployed was .03 as compared with no members out of work in both June, 1920, and July, 1919. Civic employees showed a nominal increase in unemployment as compared with the figures for the previous month, and also for July of last year.

Unemployment in the group of miscellaneous trades, as indicated by the returns received from 129 organizations



with 11, 291 members was less prevalent than in either month used in this article for comparative purposes, 1.84 per cent of the members having been reported as unemployed as compared with the percentages of 2.48 and 2.79 in June, 1920, and July, 1919, respectively. Stationary engineers and firemen, and unclassified workers showed smaller percentages of idleness than in both June, 1920, and July of last year. Retail clerks, as reported by 7 unions, were more fully engaged than in June, but the percentage

out of work was slightly larger than in July, 1919. The same is true also of barbers. On the other hand, musicians and theatre employees showed a small increase in the percentage out of work in comparison with the returns for June, 1920, with a decrease as compared with the figures for July, 1919. Employment among hotel and restaurant employees was not quite as well maintained as in June or July, 1919.

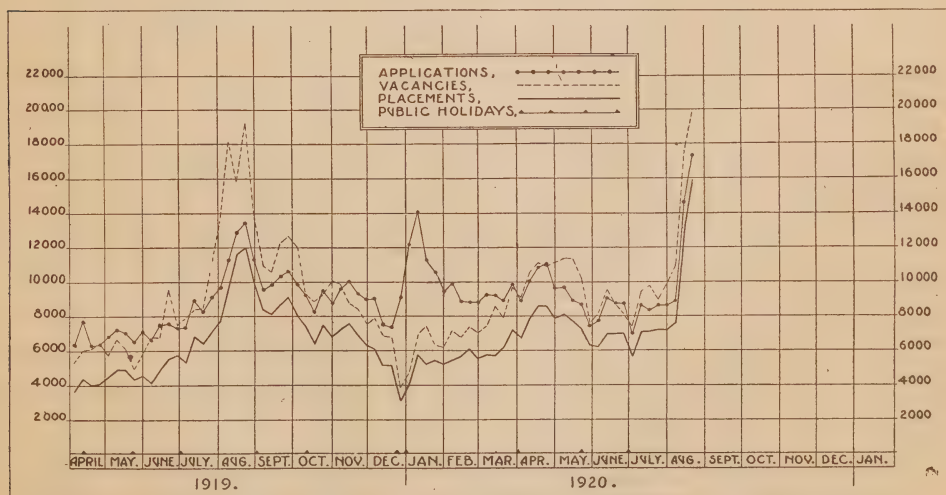
The tabular statement on pages 1214-15 presents the returns in some detail.

## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD OF JULY 19 TO AUGUST 14, 1920

**R**EPORTS from Employment Offices to the Dominion Headquarters of the Employment Service of Canada show an increase in the number of placements during the four-week period July 19 to August 14, as compared with the preceding period. The reports indicate that the placements for the period under review totalled 35,368, while those for the period ended July 17, were 26,995. The greatest increase was reported in the latter part of the period and was due chiefly to the demand for farm labourers at the opening of the harvest season in the West.

During the period under review (July 19 to August 14) regular placements were reported by weeks as follows: For week ended July 24—7,267; week ended July 31—7,216; week ended August 7—7,635; week ended August 14—13,250. In addition 6,836 casual jobs (employment of a duration of less than one week) were supplied and were reported by weeks as follows: Week ended July 24—1,737; week ended June 31—1,558; week ended August 7—1,522; week ended August 14—2,019.

The accompanying chart shows graphically the number of applications and



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED AUGUST 14, 1920.

Office	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Moncton.....	14	7	385	22	43	34	437	19	375	26	347	22
	14	7	385	22	43	34	437	19	375	26	347	22
New Brunswick ..	21		407		77		456		401		369	
Hull.....	63	1	277	0	131	1	73	0	167	0	165	0
Montreal, St. James St.	180	13	642	45	352	80	608	62	532	26	453	21
Quebec.....	139	0	245	0	836	0	220	0	212	0	164	0
Sherbrooke.....	0	0	140	15	60	0	166	15	140	15	140	15
Three Rivers.....	27	5	103	7	31	4	127	4	64	7	45	3
	409	19	1,407	67	1,410	85	1,194	81	1,115	48	967	39
Quebec .....	428		1,474		1,495		1,275		1,163		1,006	
Belleville.....	0	0	141	6	0	0	154	6	141	6	124	5
Brantford.....	1	0	89	10	7	6	89	5	90	10	88	5
Chatham.....	1	0	368	0	0	0	368	0	368	0	355	0
Cobalt.....	1	0	186	0	70	0	245	0	181	0	180	0
Fort William.....	4	2	488	0	192	0	826	0	380	0	392	0
Guelph.....	73	11	207	17	187	505	169	31	190	15	141	14
Hamilton.....	15	44	524	152	82	172	466	157	529	129	496	67
Kingston.....	0	0	126	12	12	1	133	12	121	9	121	9
Kitchener.....	0	0	396	20	153	59	664	240	428	20	379	20
Niagara Falls.....	27	25	357	64	41	119	357	79	316	64	305	50
London.....	0	0	284	1	50	19	283	1	284	1	72	1
North Bay.....	0	0	277	0	5	0	277	0	277	0	252	0
Orillia.....	2	1	20	0	0	0	20	0	20	0	13	0
Oshawa.....	0	0	92	6	12	0	86	6	92	6	87	6
Ottawa, Dalhousie St.			29				7		26		16	
Ottawa, Queen St.....	41	71	548	64	131	235	275	94	543	42	518	27
Pembroke.....	0	0	118	0	7	6	91	0	118	0	118	0
Peterborough.....	36	3	174	14	35	15	127	10	181	12	145	8
Port Arthur.....	0	0	945	5	146	0	920	10	749	4	643	4
St. Catharines.....	7	0	310	20	3	0	342	29	309	18	275	17
St. Thomas.....	3	0	138	4	69	12	166	1	138	4	138	4
Sarnia.....	1	1	127	2	13	0	125	8	126	3	126	3
Sault Ste. Marie.....	0	0	1041	4	171	0	1,127	4	875	4	875	4
Sudbury.....	0	0	1,906	9	71	2	1,787	10	1,898	9	864	8
Timmins.....	0	0	421	2	0	0	421	2	421	2	218	2
Toronto—												
45 King St., W.....	693	176	2,371	1,012	614	1,373	1,603	1,197	1,461	588	1,058	504
47 King St., W.....	0	0	965	0	277	0	248	0	483	0	829	0
Windsor.....	7	1	595	10	98	9	597	9	585	10	581	10
	911	335	13,243	1,434	2,456	2,533	11,873	1,916	11,330	956	9,409	768
Ontario.....	1,246		14,677		4,989		13,789		12,286		10,177	
Brandon.....	33	7	499	41	66	51	651	44	487	40	465	36
Dauphin.....	0	0	92	1	51	0	119	1		0	92	1
Portage la Prairie.....	7	1	1,025	39	53	46	1,242	37	1,247	47	949	36
The Pas.....	1	0	111	4	6	3	138	4	105	2	94	2
Winnipeg—												
220 Bannatyne Ave.....	35		677		225		1,390		668		655	
179 Henry Ave.....	0		1,027		812		1,745		1,027		1,027	
439 Main St.....	25	4	4,417	112	164	16	5,281	128	4,394	92	4,380	92
210 Montreal Trust.....		139		214		62		241		183		101
216 Bannatyne Ave.....		125		321		287		530		320		260
	101	276	7,848	732	1,377	465	10,566	985	7,928	684	7,662	528
Manitoba.....	377		8,580		1,842		11,551		8,612		8,190	
Estevan.....	6	0	381	22	82	14	652	31	345	23	214	21
Moose Jaw.....	65	14	845	69	69	23	807	95	667	48	735	39
North Battleford.....	3	0	61	3	25	5	100	12	51	2	43	1
Prince Albert.....	7	0	185	6	43	5	201	5	155	6	133	3
Regina.....	10	12	1,187	132	35	54	1,111	215	1,181	125	967	120
Saskatoon.....	23	3	1,266	134	128	93	1,387	207	1,222	122	1,127	115
Swift Current.....	11	4	1,382	18	34	11	1,470	39	1,380	18	1,318	13
Weyburn.....	1	0	87	7	8	1	79	9	75	6	64	6
Yorkton.....	6	2	161	4	14	11	214	7	149	0	140	0
	132	35	5,555	395	438	217	6,021	620	5,225	350	4,761	318
Saskatchewan ..	167		5,950		655		6,641		5,575		5,069	

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED AUGUST 14, 1920.

Office	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Calgary.....	155	84	2,586	309	186	158	2,882	462	2,606	293	2,166	204
Drumheller.....	15	0	142	0	0	0	180	0	142	0	139	0
Edmonton.....	142	27	2,071	479	446	33	2,695	514	1,824	345	1,753	317
Lethbridge.....	1	1	736	15	31	6	1,169	16	738	16	589	15
Medicine Hat.....	4	0	293	23	26	6	319	23	294	23	295	23
Red Deer.....	0	0	7	0	10	0	9	0	7	0	7	0
	317	112	5,335	826	699	203	7,254	1,015	5,611	677	4,949	559
<b>Alberta.....</b>	<b>429</b>		<b>6,661</b>		<b>902</b>		<b>8,269</b>		<b>6,288</b>		<b>5,508</b>	
Cranbrook.....	3	0	142	3	103	2	264	3	113	3	133	3
Fernie.....	0	0	53	0	51	0	41	0	51	0	53	0
Grand Forks.....	0	0	42	0	24	0	71	0	44	0	41	0
Kamloops.....	30	0	308	0	46	0	353	0	297	0	243	0
Kelowna.....	0	0	42	6	0	0	45	7	42	6	41	6
Nanaimo.....	27	0	63	1	102	1	49	1	45	1	48	1
Nelson.....	13	9	226	7	130	3	305	6	211	4	206	4
New Westminster.....	58	1	225	3	19	0	196	4	180	4	171	3
Prince Rupert.....	6	0	342	0	40	0	379	0	332	0	291	0
Vancouver—												
Dunsmuir.....	227	30	1,186	339	0	13	658	332	972	339	900	296
Powell Ave.....	46	0	2,131	0	400	0	2,061	0	2,107	0	2,029	0
Vernon.....	9	2	203	11	115	4	256	8	196	4	189	2
Victoria.....	507	24	815	139	26	16	237	116	342	98	310	79
	926	66	5,778	509	1,056	39	4,915	477	4,932	459	4,655	394
<b>British Columbia</b>	<b>992</b>		<b>6,287</b>		<b>1,095</b>		<b>5,392</b>		<b>5,391</b>		<b>5,049</b>	
	2,810	850	40,051	3,985	7,479	3,576	42,260	5,113	36,516	3,200	32,740	2,628
<b>Totals for Canada</b>	<b>3,660</b>		<b>44,036</b>		<b>11,056</b>		<b>47,373</b>		<b>39,716</b>		<b>35,368</b>	

vacancies registered as well as the number of placements made for the full period of the record. The chart indicates that since July 19 (previous periods having been reviewed in other issues of the LABOUR GAZETTE) the applications registered, vacancies notified, and placements reported have all increased notably. It will be observed that vacancies have increased to a much greater extent than applications, due largely to the demand of the Prairie provinces for farm labour. Applications, however, have increased considerably, and during the last week of the report reached the highest number yet recorded. Placements also show a record figure, being higher during the week of August 14 than during any preceding week since the organization of the Service.

The accompanying table shows in some detail the work of the offices for the four weeks' period ended August 14. The report indicates that at the beginning of the period (July 19) there were 3,660 applicants remaining unplaced, of which 2,810 were men and 850 were women, as compared with 2,893 men and 1,109 women, a total of 4,002 applicants unplaced at the end of the four weeks. The number of vacancies remaining unfilled on July 19 totalled 11,055, of which 7,479 were for men and 3,576 were for women, as compared with a total of 14,695 vacancies remaining unfilled at the end of the period. During the period under review employers notified the Service of 47,373 vacancies, of which 42,260 were for men and 5,113 were for women, while the number of



applicants registered at the offices totalled 44,036, of which 40,051 were men and 3,985 were women. This compared with 34,817 vacancies and 34,198 applications reported during the previous four weeks' period. The report shows also that placements in regular em-

ployment numbered 32,740 for men and 2,628 for women, as compared with 24,241 for men and 2,754 for women during the previous period. Placements in casual jobs totalled 6,836 as compared with 7,131 during the preceding period, a decrease of 295.

### EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD JUNE 28 TO AUGUST 1, AS REPORTED BY EMPLOYERS

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the five weeks from June 28 to August 1, inclusive, show fluctuations from week to week in the employment situation, sharp declines in the volume of employment being reported during three of the weeks with increases during the remaining two.

The change recorded for each of the weeks under review as compared with the preceding week was as follows:—

Week ending July 3, a decrease of 2,163 persons, or .3 per cent.

Week ending July 10, an increase of 5,187 persons, or .7 per cent.

Week ending July 17, a decrease of 1,310 persons, or .2 per cent.

Week ending July 24, an increase of 29 persons.

Week ending July 31, a decrease of 4,145 persons, or .6 per cent.

For the five-week period under review employment conditions varied somewhat in the different parts of Canada, declines in employment, however, occurring during one or more weeks in every district. In the Maritime Provinces, there were decreases in the weeks of July 3, 17 and 21 with increases in the remaining weeks. Firms in Quebec recorded increased employment only

during the week of July 10, while in Ontario there were gains for the periods ending July 10 and 17 with sharp declines in the other weeks. In the Prairie Provinces, conditions as reported by employers were better than in other sections of the country, steady increases occurring during the first four weeks of July, with a nominal decrease in the last. Establishments in British Columbia showed reductions in employment during the first and third weeks with additions in the second, fourth and fifth weeks, those registered on July 10 and 24 being especially large for this district. Decreases during one or more of the weeks under review were recorded by all provinces in both the Maritime and Prairie districts, with the exception of Alberta, where firms showed continued gains for the whole period.

A summary of the returns by industrial groups shows that Railway Construction and Telephone Operation, only, reported gains during each of the weeks under review. Building Construction, Pulp and Paper, Wood Distillates, Non-Metallic Minerals other than coal (quarrying), Telegraph Operation, Hotels and Restaurants, Railway and Water Transportation showed fluctuations from week to week with net gains during the period as a whole.

On the other hand; Logging; Edible Animal Products; Lumber and Its Products; Clay, Glass and Stone Products; Edible Plant Products; Fur Goods; Iron and Steel; Mineral Products, n.e.s.; Non-Ferrous Metal Products; Rubber Goods; Textiles; Miscellaneous Manufacturing Industries, (largely tobacco and chemicals); Coal Mining, Mining of Metallic Ores; Wholesale and Retail Trade; Personal Services (chiefly laundries); and Local Transportation reported declines taking the period as a whole with increases during one or more of the weeks under review. In Leather Goods only were there reductions in employment recorded during each week of the period.

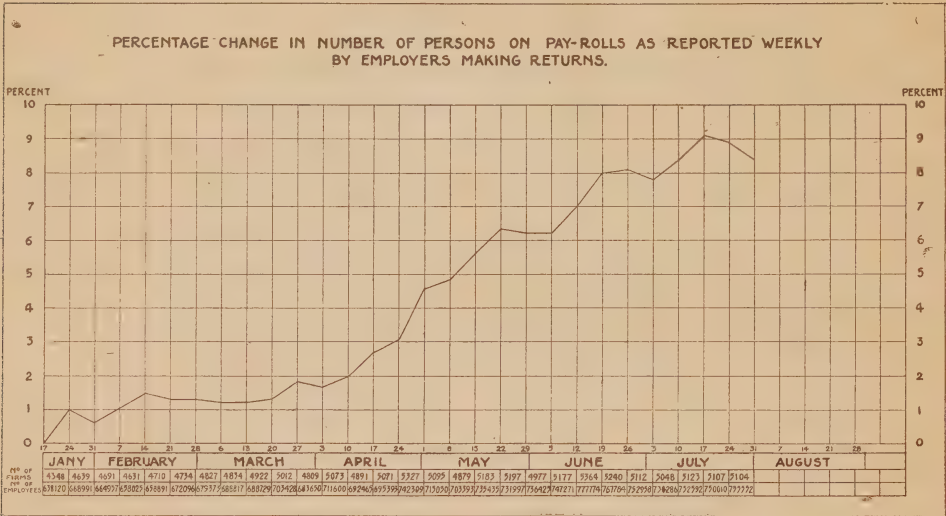
As during the three preceding periods, reviewed in the LABOUR GAZETTE, the additions registered in the Railway Construction group were the most noteworthy, aggregating 2,804 persons. The increases in Hotels and Restaurants may be attributed to activity in summer hotels. Employment in Railway and Water Transportation, as shown by the reports, was well maintained. The declines in Edible Animal Products occurred to a considerable extent in the Maritime Provinces where the close of the fishing season caused reductions in this group. The most noteworthy fluctuations in Lumber and its Products were reported in British Columbia, but in other provinces declines, which have been attributed in some cases to the close of the sawing season for some mills, also occurred. In Edible Plant Products, the changes took place largely in the canning sub-group where employment fluctuated considerably, depending upon the harvesting and arrival of raw material. Most of the reductions in the Iron and

Steel group took place in the vehicle sub-group, in British Columbia and also in Ontario and Quebec. Shortage of fuel and curtailment of staffs for stock-taking purposes and holidays contributed to the net declines in this group. In Leather Goods, Rubber Products and Textiles the decreases in employment were the result of three causes, reductions for inventories, vacations, and seasonal inactivity. It may be noted with reference to the last named that the reductions in staffs during the five weeks under review for the first time caused declines in comparison with the base figures, employment to the end of June having been maintained at a high level as compared with returns from the same establishments for January 17, the base week.

The accompanying chart shows the weekly percentage of change in the number of persons on payrolls in comparison with the figures for the base week (January 17), as reported by those employers making returns, the number of firms averaging over 5,100. The returns for the week of January 17 are being taken as base figures. It had been the intention to use the week of January 1, but this was found impracticable because of the abnormal situation at that time, due to the annual inventory and holiday period and the consequent reductions in staffs. The week of January 17 coincides fairly closely with the termination of this season and accordingly reflects more normal conditions. The chart indicates percentage gains of varying size in the volume of employment during each of the weeks under review, as compared with the returns for the base week. The reports for July 31 show, for those employers making returns on that date, additions to staffs of 56,820 persons or 8.4 per

cent, as compared with the staff of these same firms on January 17. What, in all probability, will be the peak in employment for this year, as compared with the base figure, occurred on July 17, when 62,665 more persons were

employed by the firms reporting on that date than they had employed on January 17, the percentage increase standing at 9.1. During the weeks ending July 24 and 31, slight declines from this level were registered.



REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES, JULY, 1920

**R**EPORTS from 15 cities showing the number of workers temporarily engaged and the wages paid these employees during the month of July, showed an increase of nearly 5 per cent in the number of workers and of not quite 7 per cent in the wages paid as compared with the preceding month. In July 1920, 11,601 persons were temporarily employed and the payrolls amounted to \$1,203,277 as compared with 11,091 employees and an aggregate payroll of \$1,127,293 in June.

In comparison with the same period in

1919 increases of slightly over 12 per cent in the number of employees and of not quite 38 per cent in the wages paid are indicated, there having been 10,322 employees with an aggregate payroll of \$873,190 in July, 1919.

Montreal, Toronto, Hamilton, Moose Jaw and Calgary, reported increases in the number of employees, both as compared with the preceding month, and also with July, 1919. St. John, Ottawa and Saskatoon reported increases as compared with returns for June, but



in comparison with figures for July of last year, declines were indicated. On the other hand, London, Winnipeg, Vancouver and Victoria reported reductions in the volume of employment offered as compared with June, but there were increases over July of last year. Brandon, Regina and Edmonton recorded reductions in both comparisons.

As to wages, St. John, Montreal, Ottawa, Toronto, Hamilton, London, Moose Jaw, Saskatoon, Vancouver and Victoria

reported increases both as compared with returns for June and also July, 1919.

Regina reported an increase as compared with the returns for the preceding month, but a decline as compared with figures of July of last year. Winnipeg and Calgary on the other hand, showed declines in comparison with the returns for June with increases over July of last year, while in Brandon and Edmonton, there were decreases in both comparisons.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, JULY, 1920, COMPARED WITH JUNE, 1920 AND WITH JULY, 1919.

City.	Number of employees temporarily employed during the month of:			Amount of wages paid employees temporarily employed during the month of:		
	June, 1920	July, 1920	July, 1919	June, 1920	July, 1920	July, 1919
St. John.....	157	159	187	12,774.00	15,744.48	\$ 9,342.58
Montreal.....	3,289	3,440	2,894	287,467.36	294,085.96	245,404.18
Ottawa.....	667	690	760	76,436.11	82,643.62	45,563.87
Toronto.....	2,140	2,656	2,026	232,002.53	307,902.02	170,966.12
Hamilton.....	757	768	757	86,847.32	88,312.51	75,474.96
London.....	461	437	415	49,609.44	55,480.98	36,902.63
Winnipeg.....	1,435	1,283	898	170,823.75	143,264.99	85,008.98
Brandon.....	80	73	115	7,288.27	7,007.76	8,178.04
Regina.....	223	204	351	22,797.62	23,999.70	25,809.19
Moose Jaw.....	226	239	125	13,837.80	18,145.16	12,429.05
Saskatoon.....	162	168	196	19,828.37	20,020.37	18,426.54
Calgary.....	472	502	474	52,638.83	49,805.25	46,341.25
Edmonton.....	151	147	313	12,767.65	11,531.28	20,729.10
Vancouver.....	621	588	567	56,698.05	59,592.21	48,757.29
Victoria.....	250	247	244	25,476.19	25,690.74	23,856.69
	<b>11,091</b>	<b>11,601</b>	<b>10,322</b>	<b>1,127,293.29</b>	<b>1,203,227.03</b>	<b>\$873,190.47</b>

### EMPLOYMENT IN THE BUILDING TRADES DURING JULY, 1920, AS INDICATED BY BUILDING PERMITS

**E**MPLOYMENT in the building trades as indicated by the value of building permits issued in 56 cities showed a slight decline during July as compared with preceding month, the total value of building permits falling

from \$13,316,041 in June to \$13,025,560 in July, a decrease of \$290,481 or slightly over 2 per cent. Prince Edward Island, New Brunswick, Quebec, Ontario and Manitoba registered decreases in this comparison, the decline of \$2,-

208,203 reported in Quebec being the largest. In Nova Scotia, Saskatchewan, Alberta and British Columbia, there were increases in the value of the permits issued, that of \$1,219,880 in Saskatchewan being the most noteworthy.

As compared with the figures for the corresponding month in 1919, there was an increase of \$3,751,435, or 40.5 per cent, in the building permits issued, the value for July, 1919, having been \$9,274,125. In this comparison Prince Edward Island, New Brunswick and Quebec reported declines, while of the increases registered in the remaining provinces that of \$1,293,905 in Saskatchewan was the most substantial.

Of the larger cities, Edmonton and Vancouver reported increases in the value of permits issued, both as compared with the figures for June, 1920, and for July, 1919. Toronto and Winnipeg showed decreases as compared with the returns for the preceding month, with increases over July of last year, while in Montreal there were declines in both comparisons.

Of the smaller centres, Halifax, Sydney, Fredericton, Westmount, Ottawa, Windsor, Moose Jaw, Saskatoon, Lethbridge and Victoria recorded substantial increases as compared with both June, 1920, and July, 1919.

The returns from 35 cities formerly used in this report, (which are distinguished by asterisks, and which are also tabulated separately for statistical purposes), show that the total value of building permits issued by these cities amounted to \$12,166,799 a decrease of \$94,130 or 8 per cent as compared with the returns for June. In comparison with the figures for July, 1919, however, an increase of \$3,890,635 or 47.3 per cent was registered.

ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS.

City.	June, 1920	July, 1920	July, 1919
	\$	\$	\$
<b>Prince Edward Island..</b>	<b>21,000</b>	<b>Nil.</b>	<b>6,000</b>
Charlottetown.....	21,000	Nil.	6,000
<b>Nova Scotia.....</b>	<b>615,635</b>	<b>736,833</b>	<b>374,183</b>
*Halifax.....	489,435	530,173	291,422
New Glasgow.....	5,300	4,800	14,000
*Sydney.....	120,900	201,860	68,761
<b>New Brunswick.....</b>	<b>402,469</b>	<b>382,705</b>	<b>418,795</b>
Fredericton.....	26,950	170,000	55,000
*Moncton.....	163,210	112,605	315,295
*St. John.....	213,300	100,100	48,500
<b>Quebec.....</b>	<b>3,622,683</b>	<b>1,414,480</b>	<b>1,846,897</b>
*Montréal—Maisonnette.....	2,440,935	1,105,785	1,484,999
*Quebec.....	332,990	78,270	107,361
Shawinigan Falls.....	17,000	4,500	15,100
*Sherbrooke.....	639,703	21,600	29,200
*Three Rivers.....	72,580	54,700	121,615
*Westmount.....	119,475	149,625	88,622
<b>Ontario.....</b>	<b>5,327,586</b>	<b>5,289,167</b>	<b>4,728,356</b>
Belleville.....	Nil.	4,000	8,500
*Brantford.....	97,873	41,705	73,375
Chatham.....	24,025	28,300	145,202
*Fort William.....	24,480	15,900	37,105
Galt.....	25,750	38,400	32,975
*Guelph.....	46,035	42,470	23,903
*Hamilton.....	452,775	498,025	590,527
*Kingston.....	139,770	51,205	40,804
*Kitchener.....	254,620	151,915	218,945
London.....	174,340	188,195	171,200
Niagara Falls.....	23,100	23,914	71,587
Oshawa.....	132,726	44,625	68,475
*Ottawa.....	224,600	488,936	252,420
Owen Sound.....	10,675	15,000	2,500
*Peterborough.....	31,660	2,640	8,705
*Port Arthur.....	7,044	84,455	140,230
*Stratford.....	52,782	57,795	22,180
*St. Catharines.....	127,224	127,450	81,830
*St. Thomas.....	38,810	6,656	20,660
Sarnia.....	93,966	72,150	119,398
Sault Ste Marie.....	292,790	81,400	121,270
*Toronto.....	2,656,193	2,640,004	2,155,250
Welland.....	30,775	22,115	35,395
*Windsor.....	342,290	514,210	360,300
Woodstock.....	23,283	38,702	15,620
<b>Manitoba.....</b>	<b>1,392,845</b>	<b>1,207,220</b>	<b>346,325</b>
*Brandon.....	26,075	470	8,325
St. Boniface.....	130,320	46,300	56,100
*Winnipeg.....	1,236,450	1,160,450	281,900
<b>Saskatchewan.....</b>	<b>322,825</b>	<b>1,542,705</b>	<b>243,800</b>
*Moose Jaw.....	98,035	809,105	36,275
*Regina.....	158,900	159,850	152,050
*Saskatoon.....	65,890	573,750	60,475
<b>Alberta.....</b>	<b>1,069,796</b>	<b>1,406,914</b>	<b>513,389</b>
*Calgary.....	494,900	277,000	280,000
*Edmonton.....	544,075	1,042,789	199,160
Lethbridge.....	12,550	80,750	32,540
Medicine Hat.....	15,271	6,375	1,089
<b>British Columbia.....</b>	<b>543,211</b>	<b>1,064,536</b>	<b>791,380</b>
Nanaimo.....	1,825	7,445	200
*New Westminster.....	33,400	23,094	29,000
Point Grey.....	173,545	176,290	166,105
Prince Rupert.....	11,655	12,100	54,750
South Vancouver.....	32,606	31,575	25,555
*Vancouver.....	236,630	669,292	488,855
*Victoria.....	53,550	134,720	26,915
<b>Total—56 Cities.....</b>	<b>13,316,041†</b>	<b>13,025,560</b>	<b>\$9,274,125</b>
<b>Total—35 Cities.....</b>	<b>12,210,929</b>	<b>12,116,799</b>	<b>\$8,226,164</b>

†Revised figures.

## WAGES IN THE PAINT AND VARNISH INDUSTRY IN CANADA

**A** STUDY of the paint and varnish industry has been issued by the Dominion Bureau of Statistics as part of the detailed industrial census of Canada for 1918, the first year of the Bureau's operation. This industry, though relatively small in regard to the number of persons engaged in it, is of considerable importance in the value of its products, which for the year under review amounted to \$17,678,049. Of this amount \$9,203,530 is given as the cost of the materials used in manufacture, the balance of \$8,474,519 representing the value added to the materials by the process of manufacture. In the forty-five establishments making paints, varnishes or ingredient materials, the total value of assets invested, including operating and trading capital, was \$15,784,610. The average number of wage earners (as distinct from salaried workers) engaged in the industry during 1918, was 1388, and the total wages paid to these employees amounted to \$948,637, or \$684 per capita for the

year. Of these employees on wages 242 males and 134 females received less than \$10 per week; 134 males and 45 females received between \$10 and \$15 per week; 552 males and 7 females received between \$15 and \$20 per week and 325 males received over \$20 per week. In the salaried class 614 persons (451 males and 163 females) were employed, of which number 128 (126 males and 2 females) were officers, superintendents or managers, the remainder (325 males and 161 females) being clerks, stenographers, salesmen and others. The salaries of this class amounted to \$921,708, of which \$351,647 went to the officers and managers, and \$570,061 to clerks and the other salaried employees. The report refers to the importance of paint as a preservative which "should make for a considerable national economy in building materials." A survey of the industry for 1919, now in process of compilation, will, it is promised, review the industry in fuller detail than has been possible heretofore.

## MINIMUM WAGES FOR WOMEN IN SASKATCHEWAN

**T**HE Minimum Wage Board of Saskatchewan has amended Orders No. 1 and No. 4 referring respectively to shops and hotels, restaurants and refreshment rooms.\*

The Amendment to Order No. 1 refers to millinery and dressmaking establishments and provides for a minimum wage for apprentices in these trades. In the case of milliners the learner is allowed a period of six weeks' probation without pay, after which she is paid \$5, \$7 and \$10 per week respectively for three periods of six months

each. At the end of eighteen months she is considered an experienced worker and receives the minimum wage for shop employees of \$15 per week.

A dressmaking apprentice is to receive \$5, \$8 and \$12 respectively for the three six-month periods of her apprenticeship.

Order No. 4 governing hotels, restaurants and refreshment rooms fixed a forty-eight hour week. The amendment to this order permits a fifty-six hour week in the case of establishments open to the public on seven days a week. All work in excess of forty-eight

\*See LABOUR GAZETTE, October, 1919, p. 1240



hours is, however, regarded as overtime, which is paid at the rate of time and one-half.

The following table shows the hours and wages of each class of employees mentioned in these amendments.

TABLE OF WAGES AND HOURS FOR FEMALE EMPLOYEES IN SASKATCHEWAN

Industry.	Per day	Per Week.	MINIMUM WEEKLY WAGE				Remarks.
			Skilled adults	Apprentices			
				1st period	2nd period	3rd period	
(1) Shops:							
(a) Millinery.....		48	\$15	\$5 for first 6 months	\$7 for second 6 months	\$10 for third 6 months	Probation of six weeks without pay before commencement of first period
(b) Dressmaking.....		48	\$15	\$5 for first 6 months	\$8 for second 6 months	\$12 for third 6 months	
(4) Hotels, Restaurants and Refreshment Rooms.	10	48 In case of es- tablish- ments open 7 days per week, 6	\$14	\$12 1st 3 months	Apprenticeship lasts three months only	Apprentice- ship lasts 3 months only	All time in excess of 48 hours per week is overtime payable at time and one half.

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. By verbal agreement is understood a schedule of rates and conditions agreed upon between the employees and the majority of the employers, and in effect although not signed. The agreements are arranged by industrial groups.

### Metals and Machinery

HAMILTON, ONT.—MASTER SHEET METAL WORKERS' SECTION OF BUILDERS' EXCHANGE OF CITY OF HAMILTON, AND SHEET METAL WORKERS' UNION

No. 61. Agreement in effect May 1, 1920 to April 30, 1921.

Hours of labour: eight per day; four hours on Saturdays.

Minimum rate: Per hour—from May 1, 1920, to October 31, 1920, 85 cents; from November 1, 1920, to April 30, 1921, 90 cents. Any member incapacitated by accident or by old age to work for such rate as may be mutually satisfactory to himself and his employer, subject to consent of the union.

Overtime; until midnight, time and one-half; thereafter and Sundays and holidays, double time. Members of local 61 not to work for employers excepting under this agreement.

Grievances to be referred to a joint Arbitration Board.

No employee to take a job on his own account while working for employers under this agreement.

EDMONTON, ALTA.—DIFFERENT FIRMS IN THE CITY OF EDMONTON EMPLOYING MOULDERS, AND MOULDERS' UNION OF NORTH AMERICA, No. 373. Agreement in effect from August 23, 1920, until August 20, 1921.

Minimum rate: Per hour—Moulders, 87½ cents; apprentices, 30 cents for first year; 5 cents per hour increase each six months of second year; and 10 cents per hour increase each following six months until completion of apprenticeship.

Hours of labour: eight per day; four on Saturday. Overtime, time and one-half; Sundays and holidays double time.

Apprentices: to serve four years, and to be advanced in all branches of the trade, one apprentice for the shop at large, and one for every five journeymen. Contract shops not to discriminate against Union members. Grievances to be referred to shop committee and management, failing an adjustment, to officials of Union.

In event of a strike, or where employees cease to work, no pay to be given for moulds made until there are enough to make a proper cast and same is poured by moulders that put up the moulds.

#### Foods, Liquors and Tobacco

MOOSE JAW, SASK.—SASKATCHEWAN CREAMERY COMPANY AT MOOSE JAW LIMITED, AND SASKATCHEWAN BROTHERHOOD OF STEAM AND OPERATING ENGINEERS, No. 2. Agreement in effect from July 4, 1920, until March 1, 1921.

Hours of labour: eight per day.

Wages: Per hour—fully qualified shift engineers, 65 cents. Overtime and Sundays, time and one-half.

In filling vacancies, seniority of service to be given preference.

#### Clothing

MONTREAL, QUE.—ALL CLOAK AND SUIT MANUFACTURERS OF MONTREAL INCLUDING THE ASSOCIATION, AND THE JOINT BOARD OF THE CLOAK AND SUIT

MANUFACTURERS' UNION OF MONTREAL. Agreement in effect from April 30, 1920, to April 30, 1921.

Firms to employ only union members, if possible; non-union employees to join after one week. Cutters, tailors, basters, operators, finishers, pressers, button and hook and eye sewers to work by week.

Hours of labour: forty-four per week.

No more than eight hours' overtime to be permitted in one week, except in emergency; overtime rate, time and one-half. No time to be regarded as overtime until the full week of 44 hours shall have been worked, unless in case of a holiday or lay-off on account of sickness. No overtime in shops where number of employees is not at full capacity, and as long as there are workers out of employment to fill the capacity of the shop, except where work has to be completed for immediate shipment. No lockouts or stoppage of work to take place. Employers not to work for firms outside of the Association against whom the union has declared a strike. No private agreements to be entered into. Special rules laid down for the making of samples and duplicates.

Permanent council to be appointed for settlement of disputes.

VANCOUVER B.C.—EMPLOYING FIRMS, AND JOURNEYMEN TAILORS' UNION OF AMERICA, No. 178. Agreement in effect from April 1, 1920.

Union shop to be maintained.

Minimum wage: Per week—tailors, \$36; helpers, \$25; "tailors" to include operators, pressers and tailors.

Apprentices to be employed only by special arrangement with the Union.

Hours of labour, forty-four per week. Not more than four hours' overtime in one week, nor than one hour on Saturday afternoon. Dominion Day, Labour Day and Christmas Day to be paid for. Other holidays, time and one-half.

Work to be equally divided in slack season, and always done on premises of employer.

### Printing and Publishing

MONTREAL, QUE. — LABOUR COMMITTEE OF GRAPHIC ARTS SECTION OF CANADIAN MANUFACTURERS' ASSOCIATION OF MONTREAL, AND INTERNATIONAL BROTHERHOOD OF BOOKBINDERS No. 91. Agreement in effect from July 1, 1919, until June 30, 1921.

In this agreement which was summarized in the LABOUR GAZETTE for February, 1920, on pages 173-4, an alteration was made in increasing the rates of wages by 12½ per cent from May 15.

TORONTO, ONT.—MASTER PRINTERS' AND BOOKBINDERS' ASSOCIATION OF TORONTO, AND INTERNATIONAL BROTHERHOOD OF BOOKBINDERS AND BINDERY WOMEN WORKERS, No. 28. Apprentices regulations, to be appended to agreement as published in the LABOUR GAZETTE for July, 1919, page 837. In effect from June 2, 1919, until May 31, 1921.

One apprentice to the first four journeymen, and one for each additional four or major fraction thereof. Joint apprenticeship committee to be formed to recommend instructions to be given to apprentice. Male apprenticeship agreement, for four years beginning June 1, 1919. Apprentices to be registered with Local 28. Apprentice to have every opportunity to become a practical mechanic.

Wage scale to be in effect until present agreement shall expire. Male: Per week—1st year, 1st 6 months, \$10.00; 2nd 6 months, \$12.00; 2nd year, \$14.00; and \$16.00; 3rd year, \$17.00 and \$19.00; 4th year, \$23.00 and \$26.00; thereafter, journeymen's wages. Female: first year, \$9.00 and \$11.00; second year, \$12.00 and \$13; 3rd year, 1st 6 months, \$14.00; thereafter, not less than \$15.00.

The master printers and bookbinders of Toronto in view of the high cost of living agree to pay from May 1, 1920, to May 31, 1921, to journeymen bookbinders and journeywomen and apprentice bindery women, a bonus of 10 per cent on current wage, to be paid weekly; to go into effect on May 1, 1920.

EDMONTON, ALTA.—EMPLOYING PRINTERS, AND EDMONTON BOOKBINDERS' UNION, No. 188. Agreement in effect from November 1, 1919, until October 31, 1920.

Minimum wages: Per hour—bookbinders and rulers, until April 30, 1920, 82 cents; from May 1 to October 31, 1920, 86 cents; women, 36½ cents. Forty-eight hours to constitute a week. Overtime, time and one-half for the first three hours; thereafter and Sundays and holidays, double time. Foreman to receive no less than \$2.00 per week over bookbinders' scales to be retroactive to February 14, 1920.

Members to work only in closed shops. No piece-work to be done. No work coming from non-union shop or shop in which strike is on to be executed in another shop. If possible, employer to employ only union members.

Apprentices: one to two men; two to four men; three to nine men; one to each additional five; provided that in case of two men and only one apprentice, an additional boy may work in shop when senior apprentice has entered his third year. Apprentices to serve five years, and to join Union in fifth year, and to receive at least two-thirds of journeymen's scale.

Apprentice scale: Per hour—1st year, 1st 6 months, 21 cents; 2nd 6 months, 24 cents; 2nd year, 27 and 30 cents; 3rd year, 33½ and 37 cents; 4th year, 40½ and 44 cents; 5th year, 48 and 52 cents; thereafter, the scale. Girl apprentices, serving three years: Per hour—1st year, 20 and 22 cents; 2nd year, 24 and 26 cents; 3rd year, 30 and 34 cents.

Disputes to be submitted to a Board of Arbitration having three members.

MONTREAL, QUE.—EMPLOYING PHOTO ENGRAVERS, AND MONTREAL PHOTO ENGRAVERS' UNION No. 9. Verbal agreement in effect from May 1, 1920, to May 1, 1921.

Employers to employ only Union men if possible. No work to be done by Union men in event of a strike or lock-



out. Foremen to be members of the Union.

Wages: Per week—Journeyman, \$40; no man to receive less than 10 per cent per week increase over scale of February 1, 1920. Night work, \$5 per week above day scale. Overtime, up to three hours in any one day, time and one-half; thereafter and Sundays and holidays, double time.

Hours of labour: forty-four per week, day work, forty per week, night work.

Apprentices: to serve not less than six years, beginning at sixteen or over; after medical examination to be indentured to both parties. One apprentice to be allowed to each five journeymen.

Wage scale for apprentices: Per week—First year, \$8.00; second year, \$10.00 and \$12.00; third year, \$14.00 and \$16.00; fourth year, \$18.00 and \$20.00; fifth year, \$24.00 and \$28.00; sixth year, \$32.00 and \$36.00.

Disputes to be submitted to an Arbitration Committee; during time of arbitration, no strikes or lockouts to be engaged in.

TORONTO, ONT.—EMPLOYING PHOTO-ENGRAVERS, AND INTERNATIONAL PHOTO-ENGRAVERS' UNION OF N. A., No. 35. Agreement in effect from May, 1920, to May, 1921.

Only union men to be employed. No work to be done by union members when such work is the result of a strike or lockout in which union members are concerned.

Minimum wage: Per week, Journeyman, \$38.00; each man to receive \$8.00 per week increase over and above wage of February 1, 1920, and further increase of \$2 per week in 6 months' time, *i. e.*, from November 1, 1920. Foremen to receive not less than \$5.00 per week over journeymen's rate. Overtime, for first four hours, time and one-half, thereafter and Sundays and holidays, double time. Hours of Labour, forty-four per week.

Apprentices: to serve six years in one shop, beginning at age of sixteen or

over. After medical examination, to be indentured to both parties. One apprentice to five journeymen.

Apprentice scale: Per week—First year, \$8; second year, \$10 and \$12; third year, \$14 and \$16; fourth year, \$18 and \$20; fifth year, \$24 and \$28; sixth year, \$32 and \$36.

Night work, forty hours per week. Minimum wage, \$5 per week above day scale.

Disputes to be submitted to an Arbitration Committee.

WINNIPEG, MAN.—NEWSPAPER PUBLISHERS OF THE CITY OF WINNIPEG, AND WINNIPEG WEB PRESSMEN'S UNION, No. 35, AND INTERNATIONAL PRINTING PRESS AND ASSISTANTS' UNION. Agreement in effect from May 1, 1920, to May 1, 1923. Wage scale to be subject to adjustment each year.

Disputes to be settled by conciliation or failing this, by an arbitration board.

All persons operating or working presses for the above publishers to be members of the local.

Eight hours to constitute a day's work; seven hours a night's. Work to be performed within specified hours, outside of which, work performed shall be overtime. Overtime and holidays' rate, time and one-half.

Each shift to have one apprentice, and thereafter the proportion of apprentices to journeymen in a shift to be one to ten or fraction thereof.

Crews for presses to be as follows: for a quad, man in charge, three journeymen, or two journeymen and one apprentice; for a sextuple four journeymen, or three journeymen and one apprentice; for an octuple, six journeymen, or five journeymen and one apprentice.

Wage scale, subject to readjustment each May: Per week—first year, \$20; second year, \$25; third year, \$30; fourth year, \$35; fifth year, \$40; journeymen, \$41; man in charge, \$48.50.

VICTORIA, B. C.—EMPLOYING JOB PRINTERS OF VICTORIA AND VICTORIA PRINTING PRESSMEN AND ASSISTANTS' UNION No. 79. Agreement in effect

from January 1, 1920 to December 31, 1920, and thereafter until a new contract is made.

**Wage scale:** Per week—cylinder and offset, journeymen pressmen, from March 1 to September 1, 1920, \$39; from September 1, to December 31, 1920, \$40.50; feeders, first period, \$23.50; second period, \$24.50; Platen, journeymen pressmen, first period, \$36; second period, \$37; feeders, first period, \$21.50; second period, \$22.50; night work, pressmen, 7 cents per hour over day rate; feeders and apprentices, 5 cents per hour over day rate.

When four or more pressmen are employed in any office, foreman scale of 75 cents per day to be paid.

Shops employing an apprentice pressman or one journeyman feeder or more to be entitled to an apprentice pressfeeder, to be a member of the Union, to receive \$12 per week after one year, and \$14 per week after eighteen months, or after one year if proving competent; after two years, apprentice, if eighteen years of age, to receive a journeyman feeder's card.

Learners on cylinder presses to be taken from platen presses and to receive platen scale. After one year, learners on cylinder presses to receive cylinder scale.

#### Transportation—Electric Railways

HALIFAX, N.S. — NOVA SCOTIA TRAMWAYS AND POWER COMPANY, LIMITED, AND RESPECTIVE EMPLOYEES. Agreement in effect from May 22, 1920, with 90 days' notice of change.

**Platform Employees:** Wages: Per hour—Motormen and conductors, first 6 months, 46 cents; second 6 months, 48 cents; second year, 49 cents; third year, 52 cents. Safety cars, 5 cents per hour above regular rate. Overtime rate, time and one-half; Sunday and holidays, regular rate plus 8 cents per hour; training students, regular rate plus 6 cents per hour; sweepers or levellers clearing

snow, week days 55 cents; Sundays, 64 cents.

**Line and Meter Department:** Wages: Per hour—first class linemen, 66½ cents; second class, 61½ cents; third class, 56½ cents; first class groundmen, 51½ cents; second class, 46½ cents; patrolmen, lamptrimmers, 59 cents; trouble men, 69 cents; first class meter testers, 59 cents; second class, 54 cents; third class, 49 cents; lamp repairmen, 66½ cents; helpers, 49 cents, chauffeurs, 51½ cents.

Hours of labour: April to September, 9½ hours; October to March 9 hours.

Overtime: time and one-half; Sundays and holidays, double time.

**Power House:** Hours of labour: three shift schedule, eight consecutive hours to constitute a day's work.

All power house employees after one year's service to be allowed seven days' annual vacation with pay.

Overtime, Sundays and holidays for steam and electrical repairmen, time and one-half.

**Wages:** Per month—eight hours: Watch engineers, operators, 60 cents; oilers, 57½ cents; firemen, 62½ cents; firemen's helpers, 60 cents; nine hours: ash handlers, 57½ cents, coal conveyor foreman, 55 cents; coal conveyor men, 52½ cents; steam repair foremen, 65 cents; mason and boiler repair man, 57½ cents; senior steam helpers, 52½ cents; general steam helpers, 42½ cents; electrical helpers, 37½ cents to 60 cents; chief electrician, 80 cents.

**Car House Employees:** Per hour—Minimum rate, 40 cents. Employees having completed six months' service in car house to receive 5 cents per hour above rate previous to this agreement, and over six months' service, 10 cents per hour above. Subforeman to receive 5 cents per hour above regular scale. Overtime, time and one-half; Sundays (except for regular Sunday Employees) and holidays, double time.

Grievances in the case of all employees of the company to be referred to a joint committee.



ST. JOHN, N.B.—NEW BRUNSWICK POWER COMPANY, AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES, No. 663. Agreement in effect from June 15, 1920, until June 15, 1921.

Hours of labour: nine per day; for mechanical department, eight hours, with privilege of nine hours from May to August, and Saturday half-holiday during these months.

Snowplow or sweeper work, Sunday work and training students, 10 cents per hour over regular schedule. Overtime and holidays, time and one-half.

Mechanical department to receive union rate of 72 cents per hour, time and one-half for overtime. Sundays and holidays when required.

Wages: Per hour—Motormen and conductors, first 6 months, 49 cents; second 6 months, 51 cents; after 1 year, 53 cents; thereafter, 55 cents. Power house: first engineer, 60 cents; engineers and dynamo tenders, 55 cents; oiler, 50 cents; boilermen, 55 cents; firemen, 51 cents; trimmers, 49 cents; repairmen, 43-55 cents; Linemen: sub-foreman, 66 cents; linemen, 52-57 cents; groundmen, 45-52 cents; trimmers, 49-52c. Trackmen: sub-foreman, 52 cents; track and hillmen, 48 cents; arc welder operators, 55 cents. Gas House: meter repairer, 49 cents; meter setter, yard foreman, street men, 48 cents; fireman, yardmen, 45 cents; stablemen, 42 cents; teamsters, 42-45 cents; chauffeur, 47 cents. Car Barns: day foreman, 57 cents; night foreman, 56 cents; pitman, 55 cents; nightman west, 48 cents; cleaners, 45 cents.

QUEBEC, QUE.—QUEBEC RAILWAY LIGHT AND POWER COMPANY, MONTMORENCY DIVISION, AND TRAINMEN EMPLOYED ON STEAM AND ELECTRIC TRAINS. Agreement in effect from March 15, 1920, with 60 days' notice of change.

Back time from November 1, 1919, to March 15, 1920 to be paid on basis of 9 hours per day on rates shown on this schedule for employees in steam and

electric locomotive service, and on basis of 10 hours for electric trains.

Rates of pay, steam and electric train service; Per day-way freight, steam or electric, conductors, \$5.40; engineers or drivers, \$5.55; experienced brakemen, \$4.00; firemen, \$4.00. Passenger and work steam trains: conductors, \$5.10; experienced brakemen, \$3.70; firemen, \$3.70. Passenger and work electric locomotive trains: Conductors, \$5.10; drivers, \$5.10; experienced brakemen and trolley men, \$3.70. Electric trains: conductors over one year in service, \$5.00; less than one year, \$4.60; drivers, \$5.00; experienced brakemen, \$3.45.

One hundred miles or less in steam or electric locomotive or electric train service or 8 consecutive hours or less to constitute a day. Overtime miles or hours, *pro rata*.

Trainmen required to coal engines in case of emergency to be paid 50 cents extra for service.

OTTAWA, ONT. — OTTAWA ELECTRIC RAILWAY COMPANY, AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, No. 279. Agreement in effect from May 29, 1920, until May 1, 1921.

#### General Clauses:

All employees affected by this agreement may if desirous become and remain members of the association, without their standing being affected.

Hours of labour: nine per day, except in power plant, where eight shall be worked.

Overtime, time and one-half; holidays and Sundays, time and one quarter. Conductors and Motormen:

Spare men with no misses marked against them, or not away on account of sickness, or not on leave of absence to be guaranteed \$42.50 for each pay period of one-half month as a minimum wage. If time credited to them does not amount to \$42.50, difference to be paid on the regular pay days. A student who has passed his preliminary examination and



been accepted to be known as a spare man, and to be considered as on probation for four months, at end of which period he must pass a final examination to be made permanent.

Wage rates: Per hour—Conductors and motormen, first year, 49 cents; second year, 51 cents, third year, 53 cents; thereafter 55 cents. Repair shop and shed men: air brake and fare box repairer, machinist, carpenter and armature winder, 60 cents; painter, pitmen, car changers, 54 cents; glazier, armature winders' assistant, electrical trouble and bench workers, pit helpers, oilers and greasers, 50½ cents; car inspectors, 48 cents; car cleaners, 42 cents. Line department: linemen, 54 cents; chauffeurs, 51½ cents; groundmen, 47 cents; labourers, 45 cents. Track department: trackmen, 48 cents; labourers, 45 cents; switchmen, 42 cents. Power plant: dynamo tenders (main power plant), 60 cents; dynamo tenders, (sub-stations), 53 cents.

BRANTFORD, ONT.—BRANTFORD MUNICIPAL RAILWAY COMMISSION, AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, No. 685. Agreement in effect from June 1, 1920, until May 31, 1921.

Hours of labour: eight hours per day. Overtime rate, time and one-half, except when supplying for a man incapacitated through illness.

Employees not to be discriminated against on account of belonging to a labour organization.

Grievances may be brought before municipal railway commission.

Wages: Per hour—first year, 46 cents; second year, 48 cents; third year, 50 cents. Trackmen, after one year's continuous service, 45 cents; motormen and conductors training students, 3 cents per hour extra.

WINDSOR, ONT.—ESSEX DIVISION, HYDRO-ELECTRIC RAILWAYS, AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, No. 616. Agreement in effect from July 1, 1920, until July 1, 1921.

Hours of labour, conductors and motormen, ten hours, minimum of nine hours.

Wage rate, trainmen: Per hour—first six months, 45 cents; second six months, 50 cents; thereafter, 55 cents. Overtime, plus 20 cents per hour; training students, plus 50 cents per day or part of day exceeding one-half day.

No discrimination against Union members. Members of Association may solicit non-union workmen if such be employed to become members of the Association.

Supplementary Agreement:

Wage rates above accepted for three months ending September 30, pending the obtaining of proper equipment and transportation facilities. At the end of this time conferences to be held to fix wage rate, or settlement to be submitted to arbitration.

FORT WILLIAM, ONT.—CORPORATION OF THE CITY OF FORT WILLIAM, AND EMPLOYEES OF THE FORT WILLIAM ELECTRIC RAILWAY. Agreement in effect from May 1, 1920, until May 1, 1921.

Working hours to be in accordance with requirements of the Ontario Statutes governing Street Railways, or in event of eight-hour day being legalized by Act of Parliament and embracing street railways, same to be adopted.

Wage rate, on and after June 16, 1920: Per hour—first six months, 50 cents; second eighteen months, 53 cents; third year and after, 55 cents; operators on one man cars, 3 cents extra. Holiday rate, time and one-half. Car barn Department: armature winders, per month—\$138; per hour, carpenters, 63 to 65 cents; painters, 61 cents; first class pitman, 59 cents; second class, 53 cents; helpers and labourers 47 to 50 cents; over ten hours, time and one-half. Track Department: trackmen, and track greasers, 47½ to 50 cents. Trackmen to work nine hours per day, five hours on Saturday. Overtime and Sundays and holidays, for barn and trackmen, time and one-half.

WINNIPEG, MAN.—WINNIPEG ELECTRIC RAILWAY COMPANY, AND WINNIPEG STREET RAILWAY EMPLOYEES' UNION, INDEPENDENT. Agreement in effect from May 1, 1920 until April 30, 1921, with thirty days' notice of change.

Wage schedule, motormen and conductors: Per hour—first six months, 50 cents; second six months, 53 cents; second year, 57 cents; thereafter, 60 cents; Sundays, 5 cents extra per hour. Extra motormen and conductors, minimum per week, \$20.00. Overtime, time and one-half. With students, 5 cents extra per hour.

Wage schedule, shops and barns: Per hour—machinists, 75 cents; machinist apprentice (advance  $2\frac{1}{2}$  cents each six months), 36 cents; helpers and drill press men, first six months, 47 cents; second six months, 49 cents; after one year, 56 cents; babbitt men, first six months, 49 cents; second six months, 52 cents; after one year, 58 cents; wheelmen, 58 cents; blacksmiths, 75 cents; welder, 75 cents; blacksmiths' helpers, first six month, 47 cents; second six months, 49 cents; after one year, 56 cents; armature winders, 75 cents; apprentice (advance  $2\frac{1}{2}$  cents each six months), 36 cents; helpers, first six months, 47 cents; second six months, 49 cents; after one year, 56 cents; car wiring men and controllermen promoted from pitmen, first six months, 58 cents; second six months, 61 cents; after one year, 64 cents; car carpenters, 70 cents; painters, 70 cents; fender repairmen, first six months, 47 cents; second six months 49 cents; after one year, 52 cents; pitman leader, first three months, 47 cents; second three months, 49 cents; second six months, 52 cents; 3rd six months, 56 cents; fourth six months, 58 cents; pitman helpers, first three months, 47 cents; second three months, 49 cents; afterwards, 52 cents; air brake repairmen promoted from pitmen, first six months, 58 cents; second six months, 61 cents; after one year, 64 cents.

Wages, car house inspection and cleaning: Day work—Per hour, car repair men or car inspectors, first three months, 44

cents; second three months, 46 cents; second six months, 48 cents; third six months, 51 cents; fourth six months, 57 cents. Night and shift work—Per hour—first three months, 46 cents; second 3 months, 48 cents; second six months, 51 cents; third six months, 53 cents; fourth six months, 60 cents; car cleaners, sweepers, stove tenders, etc., day work, 44 cents, night and shift work, 46 cents.

Hours of labour: Fort Rouge construction shop: eight hours; Saturdays in May, June, July and August, four hours. Overtime, time and one-half. Main street shop and car barn: same as above except for painters, carpenters, controller men, airbrake men, pitmen and car cleaners, who must work Saturday afternoons when necessary; night work, forty-eight hours per week. Holidays, time and one-half.

Track Department Minimum wage: per hour—track labour, 44 cents; foremen, leading trackmen, or sub-foreman, first six months, 45 cents; thereafter, 50 cents.

Hours of labour, day or night, forty-eight per week; overtime, time and one-half.

Sub-station operators, Wages: per month—first class operators, \$145, second class, \$130; senior third class, \$125; junior third class, \$120; fourth class, \$115, floormen, \$95, wipers, \$90; Transcona operators, each, \$140, Station maintenance men: per hour—wiremen journeymen, 80 cents; helpers, 65 cents; apprentice, first six months, 33 cents; second six months, 38 cents; third six months, 44 cents; fourth six months, 51 cents; third year, 57 cents; fourth year, 65 cents. Miscellaneous, per month—telephone and bonding men, \$150; batteryman, \$100. Hours of labour, forty-eight per week in stations operating twenty-four hours; forty-seven and one-half hours in stations operating nineteen hours; station maintenance men, forty-four hours per week, with overtime over forty-eight hours at overtime rate; shift duty, forty-eight hours per week.



Apprentices: employees not having had four years' experience in one or more branches of the trade to work only under supervision of a journeyman, except during last six months of apprenticeship.

Truck drivers: Wages, per hour—52 cents; eight hours per day; overtime, time and one-half.

General:

No discrimination for being or not being a member of the union. Grievances to be referred to traffic superintendent, or foreman in charge, or to a joint committee. There shall be no strike or lockout pending negotiations.

WINNIPEG, MAN.—WINNIPEG ELECTRIC RAILWAY COMPANY, AND INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, No. 1037. Agreement in effect from May 1, 1920 until April 30, 1921.

Company at any time to receive a grievance committee of employees to whom charges against employers shall be made in writing.

Hours of labour, eight per day, four on Saturdays. Overtime, time and one-half; Sundays and holidays, double time.

Journeymen to have had four years' experience in one or all branches of the trade.

Apprentices to have had under four years' experience in one or more branches of the trade, to work only under supervision of a journeyman, except during last six months of apprenticeship.

Wages: Per hour—linemen, foreman, 98½ cents; troublemen, and linemen on emergency truck, 94½ cents; sub-foreman, 94½ cents; linemen journeymen, 92½ cents; linemen, apprentice, first year, 65½ cents; second year, 73½ cents; third year, 81½ cents; linemen hired to do out of town work, 92½ cents; or board and 80½ cents; foremen hired to do out of town work, 98½ cents; or board and 86½ cents; lamp trimmers, first six months, 50 cents; second six months, 60 cents; second year, 70 cents.

## Transportation—Forwarding and Storage

EDMONTON, ALTA.—EDMONTON CARTAGE AND WAREHOUSEMEN'S ASSOCIATION, AND INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS OF AMERICA, No. 514. Agreement in effect from June 26, 1920, to June 26, 1921.

Minimum rate need not apply to employees engaged prior to signing of this agreement. Employers may discharge unsatisfactory men. No discrimination against employees by reason of belonging to Union.

Hours of labour, nine per day. Overtime and Sundays and holidays, time and one half; this not to apply to mail baggage, express or theatrical moving.

Disputes to be referred to a joint committee. Employees to perform usual work but no extra work in case of a strike.

Minimum scale: Per day—draymen, 6,000 pounds and over, \$5.00, under 6,000 pounds \$4.75; furniture drivers, and helpers, horse van, and auto van over one ton, \$5.00; piano men, \$5.00; baggage wagon drivers single horse, \$4.00, team, \$4.50; auto truck drivers up to and including one ton, \$4.50; over one ton, \$5.00; general helpers, \$4.50; Barnforemen, \$4.50 each day, Sundays and holidays included. Man and team \$1.25 per hour, whole equipment provided by the team owner; or \$10 per day when team owner provides man, team and harness. Men without previous experience, 50 cents per day less than the above for three months.

When cost of living according to statistics in the LABOUR GAZETTE has increased or decreased 7½ per cent or over, wages shall be increased or decreased in proportion.

CALGARY, ALTA.—CITY OF CALGARY, AND INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS. Agreement in effect for the year 1920. Employment to be monthly.



Wage rate: Per month—teamsters, single horse drivers, truck drivers, stablemen, \$131.50; helpers, \$117.50.

Hours of labour: eight and one-half from March 16 to November 15, eight hours from November 16 to March 15. Horses to be cared for morning and evening. Overtime, time and one-half for four hours; thereafter, and Sundays and holidays, double time.

Men working fourty-four hours per week (daily men), and teamsters with two years' continuous service, to be allowed one week's holiday with pay. Not more than one month's sick pay to be claimed, except at discretion of the City Commissioners.

An employee incapacitated through accident while in service of the City to receive such compensation from city as, added to the amount received under the Workmen's Compensation Act will equal his regular wage. No discrimination against employees on account of their connection with trade organizations. No reduction of pay for inclement weather.

#### Construction—Other than Railway

HUMBERSTONE, ONT.—FOUR LOCAL FIRMS, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA, No. 1168. Agreement in effect from May 1, 1920, to April 30, 1921, and from year to year unless notice of change be given before February 1.

Hours of labour: eight per day, four hours on Saturdays.

Overtime, and Sundays and holidays, double time.

Minimum rate: Per hour—journeymen, 85 cents; foreman (who must be a Union member), 90 cents.

Apprentices: one for every five journeymen.

Carpenters in planing mills or contractors' shops, nine hours per day, five hours on Saturdays, at 75 cents per hour.

Only Union men to be employed where available.

Journeymen on job work for other than contractor, 5 cents per hour additional.

OSHAWA, ONT.—LOCAL BUILDERS AND CONTRACTORS, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA, No. 2209. Verbal agreement, in force from May 1, 1920, to May 1, 1921.

Hour of labour: eight per day, four hours on Saturdays. Overtime and holidays, time and one-half, but work to be done only to save life or property.

Minimum rate: Per hour—journeymen, 85 cents; foremen, at least 10 cents in advance. No piecework to be done.

This agreement not to apply to men in mills or factories.

PETERBORO, ONT.—THREE LOCAL CONTRACTORS, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS, No. 219. Verbal agreement, in effect from June 1, 1920, to June 1, 1921, and from year to year thereafter.

Hours of labour: eight per day, four hours on Saturdays.

Overtime, time and one-half. Work on Labour Day only to save life or property, and double time to be paid.

Work in two or more shifts: second and third shifts to be paid nine hours for eight hours' work.

Minimum rate: Per hour—carpenters, 75 cents; foreman, 10 cents additional.

No sub-contracting or piece work to be done.

Agreement not to apply to men in mills or factories.

MOOSE JAW, SASK.—BUILDERS' EXCHANGE, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS, No. 619. Agreement in effect from May 1, 1920, to April 30, 1921.

Minimum rate: Per hour, 90 cents.

Hours of labour: nine hours per day, five hours on Saturday. Overtime, until midnight, time and one-half; after midnight, and Sundays and holidays, double time.

Only Union carpenters to be employed when possible.

HAMILTON, ONT.—MASON BUILDERS' ASSOCIATION, AND BRICKLAYERS' AND MASONS' INTERNATIONAL UNION, No. 1.

Agreement in effect from May 1, 1920, to April 30, 1921.

Minimum rates: Per hour—journeymen, \$1.02½; apprentices, increase of 5 cents per hour.

Hours of labour: eight per day, four hours on Saturdays. Overtime, emergency only, time and one-half; weekends and holidays, double time.

Certain brick work to be paid for at rate of \$1.10 per hour.

No strike to be permitted in case of disputes, which shall be settled by shop steward, or Joint Arbitration Committee.

In firms of over two members, only two to use the tools.

EDMONTON, ALTA.—GENERAL CONTRACTORS' ASSOCIATION, AND BRICKLAYERS' AND MASONS' UNION, No. 1. Agreement in effect from June 1, 1920, to May 31, 1921.

Hours of labour: eight hours per day, four hours on Saturdays.

Minimum rate: Per hour—journeymen, \$1.25. Overtime, until 9 p.m., time and one-half; thereafter and Sundays and holidays, double time.

Only Union men to be employed where possible.

VANCOUVER, B.C.—GENERAL CONTRACTORS' AND MASTER BUILDERS' ASSOCIATION, AND BRICKLAYERS' AND MASONS' INTERNATIONAL UNION, No. 1. Agreement in effect from May 1, 1920, to October 15, 1920, and thereafter, with thirty days' notice of change.

Wage rate: Per day—from May 1, 1920, to July 15, 1920, \$8.50; on and after July 15, 1920, \$9.00.

HAMILTON, ONT.—DISTRICT ELECTRICAL ASSOCIATION, CONTRACTORS, AND OTHER CONTRACTORS IN THE ELECTRICAL TRADE, AND ELECTRICAL WORKERS' UNION, No. 105. Agreement in effect from May 1, 1920, to May 1, 1921.

Standard rate: Per hour—journeymen, 90 cents. Closed shop to be observed.

Hours of labour: eight per day; Saturdays, four. Overtime, until 10 p.m., time and one-half; thereafter and Sundays and holidays, double time.

Shift work, night men, nine hours' pay for eight hours' work.

Apprentices: four year term, with annual examination and supplementary electrical course in Hamilton Technical Schools. First half year, probationary, wage per week, \$6.00. Apprentice then to be eligible for membership in Union No. 105, and for a wage of \$12. Wage rate: Per week—second year, first half, \$14.00; second half, \$16.00; third year, first half, \$18.00; second half, \$20. Per hour—fourth year, first half, 55 cents; second half, 60 cents. Fourth year apprentice may work as journeyman; not more than one to every four. One apprentice to every journeyman or fourth year apprentice.

HALIFAX, N.S.—MASTER PAINTERS OF HALIFAX AND DARTMOUTH AND BROTHERHOOD OF PAINTERS DECORATORS AND PAPERHANGERS No. 425. Verbal agreement, in effect from July 20, 1919, to December 31, 1920.

Hours of labour: eight hours per day, four hours on Saturdays.

Minimum rate: Per hour—journeymen, 66 cents. Overtime, until 8 p.m., time and one-half; thereafter, and Sundays and holidays, double time. No work on Labour Day. Shipwork, bridge and structural iron work, 67½ cents, with overtime double time.

SASKATOON, SASK.—BUILDERS' ASSOCIATION, AND PAINTERS, PAPERHANGERS, AND DECORATORS OF AMERICA, No. 227. Agreement in effect from May 1, 1920, to April 1, 1921.

Wages: Per hour—journeymen painters, 85 cents.

Hours of labour: nine per day, five on Saturday. Overtime; after nine hours' work, time and one-half until midnight, thereafter, double time; night work, time and one-quarter; holidays, double time.

WINNIPEG, MAN.—BUILDERS' EXCHANGE, ORNAMENTAL AND STRUCTURAL STEEL SECTION, AND BRIDGE, STRUCTURAL AND ORNAMENTAL IRONWORKERS' UNION, No. 82. Agreement in effect from May 1, 1920 to May 1, 1921.

Wage rate: Per hour—journeymen, from May 1, 1920 to August 31, 1920, \$1.15; from September 1, 1920 to May 1, 1921, \$1.25; foreman, \$1.40.

Hours of labour: eight hours per day, four hours on Saturday. Overtime, Sundays and holidays, double time.

FORT WILLIAM, ONT. AND PORT ARTHUR, ONT.—MASTER PLUMBERS AND STEAMFITTERS, AND UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS OF AMERICA, No. 378. Agreement in effect from June 1, 1920 to May 31, 1921.

Minimum rate: Per hour—journeymen plumbers and steamfitters, \$1.00; steamfitters' helpers, 65 cents.

House of labour: eight per day; four hours on Saturdays. Overtime: until midnight, time and one-half; thereafter and Sundays and holidays, double time.

Apprentices: one to each shop, and one additional to each four, up to twenty; to serve five years, and for first three years to be under control of employer; fourth and fifth, under local union, and to receive, per hour, fourth year, 55 cents; fifth year, 65 cents. No apprentice to work with tools except under direct supervision of a journeyman.

One helper for each steamfitter.

Union men only to be employed.

Disputes to be settled by a joint arbitration committee.

SASKATOON, SASK.—SOCIETY OF SANITARY AND HEATING ENGINEERS, AND UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS OF AMERICA, No. 264. Agreement in effect from June 1, 1920 to June 1, 1921.

Hours of labour: eight hours per day; four hours on Saturdays, except from December 15 to March 15, when Saturday afternoon shall be single time for freeze-ups.

Minimum rate: Per hour—journeymen, \$1.00. Overtime, until midnight, time and one-half; thereafter, and Sundays and holidays, double time.

Union journeymen to work only for registered masters; master plumbers to employ only Union men, or prospective members.

One apprentice to three journeymen plumbers.

Grievances to be referred to a joint committee.

TORONTO, ONT.—TORONTO LOCAL OF No. 4 DISTRICT OF THE INTERNATIONAL CUT STONE CONTRACTORS' AND QUARRY MEN'S ASSOCIATION OF NORTH AMERICA, INC., AND JOURNEYMEN STONE CUTTERS AND PLANERMEN OF TORONTO. Agreement in effect from May 1, 1920 to April 30, 1921.

Wage rate: Per hour—journeymen stonecutters, \$1.00; planermen, 80 cents.

Hours of labour for stonecutters: eight per day; Saturdays, four hours. Overtime, necessity only, first two hours, time and one half; thereafter, double. Hours for planermen, fifty per week, of which four are optional.

Six months to be term of apprenticeship for planermen.

WINNIPEG, MAN.—WINNIPEG, ST. BONIFACE AND TYNDALL CUT STONE CONTRACTORS, AND JOURNEYMEN STONECUTTERS, CARVERS, PLANERMEN AND LATHEMEN'S ASSOCIATION OF AMERICA, WINNIPEG BRANCH. Agreement in effect from January 1, to December 31, 1920.

Hours of labour: eight per day, four on Saturdays.

Minimum rate: Per hour—planermen and lathemen, 90 cents; stonecutters, \$1.00; carvers, \$1.00 per day extra.

When desired, a journeyman stonecutter to go on a planer for one month, at 75 cents per hour. After one month, to become a journeyman planerman.

VANCOUVER, B.C.—EMPLOYERS OF GRANITE CUTTERS IN VANCOUVER AND LOCAL BRANCH OF GRANITE CUTTERS' INTERNATIONAL ASSOCIATION OF AME-



RICA. Agreement in effect from March 1, 1920, to expire on three months' notice.

Minimum rate: Per day—cutters, sharpeners, machine and lathemen, \$8.00; polishers and sawyers, \$7.00.

Hours of labour: eight per day; four on Saturdays; hours to be reduced to seven and one-half from December 1 to January 15 inclusive if darkness interferes. Emergency cases to be paid \$8.50 per day.

Overtime and holidays, emergency only; double time, except for sawyers, who shall receive time and one-half for overtime.

Tool sharpeners' gang to consist of thirteen cutters, surfacing machine to count four men, but in case of emergency a tool sharpener to sharpen for not more than two extra cutters, and to receive 75 cents per day for each extra man. Grindstones driven by power to be provided; tools to be kitted, and each cutter to use his own kit only. A gang on Haddington Island stone to consist of twenty-five men, but in case of emergency, two men may be added. Sharpener to receive 25 cents per day for each extra man.

One apprentice for each gang or fraction thereof, to serve three years cutting granite; one apprentice tool sharpener for three tool sharpeners, to serve two years.

No granite cutter to be employed at below minimum unless incapacitated by old age or disability, and then only by consent of his Branch; this clause not to be construed so as to prevent an old man from receiving minimum if he does an average day's work.

In case of scarcity of stone or inclemency of weather, one man off, all off.

Vancouver branch not to cut stone for any contractor who supplies cut or rough stock to any non-union firm.

HAMILTON, ONT.—LOCAL CONTRACTORS, AND WOOD WIRE AND METAL LATHERS INTERNATIONAL UNION, No. 145. Agreement in effect from May 1, 1920, to May 1, 1921.

All schools, churches, banks, theatres,

hotels, and all city and Government jobs will be done day work.

Only union men to be employed.

Hours of labour: eight per day; Saturday four.

Overtime: until 10 p.m., time and one-half; thereafter, Saturday afternoons, Sundays and holidays, double time; no work on Labour Day.

Minimum rate: Per day—journey-men, \$7.00; foremen, \$7.50. 4 ft. lath, 11½ inches wide, 6½ cents per sq. yd. on new houses; 32 inch lath, 11½ inches wide, 8½ cents per sq. yd. on new houses; 4 ft. lath, 1 inch wide, 8½ cents per yard on new houses.

Grievances to be settled by a joint committee.

A member having reached 55 years of age or having been incapacitated through accident or sickness, not to be permitted to work on any job for less than \$1.50 per day below minimum wage; extent of disability to be determined by union, but no member to receive less than union rate per sq. yd. on house work.

QUEBEC, QUE.—EASTERN CANADA STEEL AND IRON WORKS LIMITED, AND SHOP MEN. Agreement in effect from June 4, 1920 to June 4, 1921.

Hours of labour: fifty per week.

Overtime, time and one-half; holidays, double time.

Disputes to be settled by arbitration, and no strike or lockout to occur unless settlement has been found impossible.

Wages: Per hour—from 45 to 73 cents.

QUEBEC, QUE.—EASTERN CANADA STEEL AND IRON WORKS LIMITED, AND ERECTION MEN. Agreement in effect from June 4, 1920, until June 4, 1921.

Hours of labour: fifty-four per week.

Overtime and disputes as in Road agreement.

Foremen to be judges of their men.

Wages: Per hour—Bridge and structural iron workers, city work, 80 cents; pushers, 85 cents; engineers, straight time, 80 cents; apprentices, 50 cents.

Road scale: Per hour—15 cents additional.

EASTERN CANADA, FORT WILLIAM TO HALIFAX—EMPLOYING CONTRACTORS, AND INTERNATIONAL BROTHERHOOD OF STEAM, SHOVEL AND DREDGE MEN. Verbal Agreement, effective May 1, 1920.

Trade rules:

Minimum wage: per calendar month—engineers, \$250; cranemen, \$200; firemen, \$150.

Hours of labour: eight or any fraction thereof to constitute a day.

Double time for overtime.

Statutory holidays to be observed.

WESTERN CANADA, DISTRICT No. 6, WEST OF PORT ARTHUR AND FORT WILLIAM.—CONTRACTORS OF WESTERN CANADA, AND INTERNATIONAL BROTHERHOOD OF STEAM SHOVEL AND DREDGE MEN, No. 62. Verbal agreement, effective May 1, 1920.

Minimum wage for steam shovels, drag lines, dredges, orange peels, clam shells, locomotive cranes, ditchers and other excavating machines: Per calendar month—engineers, \$215 and board; cranemen, \$165 and board; firemen, \$125 and board; watchmen, \$100 and board.

Hours of labour: eight per day.

Public holidays to be observed.

When company agrees to work a regular 10-hour day, overtime first two hours to be *pro rata*, then time and one-half. Sundays and holidays double time.

WESTERN CANADA, DISTRICT No. 6, CONTRACTORS, AND INTERNATIONAL BROTHERHOOD OF STEAM SHOVEL AND DREDGE MEN, No. 75. Verbal agreement in effect May 1, 1920.

Minimum wage: Per calendar month—dinkey locomotive engineers and pump men, \$130 and board; pump men, \$100 and board.

Hours of labour: eight per day.

Public holidays to be observed.

Overtime as in previous agreement.

TORONTO, ONT.—EMPLOYING FIRM AND CANADIAN PORTABLE STEAM AND OPERATING ENGINEERS OF TORONTO. Agreement generally in force although signed by only one firm, from May 1, 1920 until December 31, 1920.

Hours of labour: sixty per week.

Wage rate: Per hour—for locomotive cranes, derricks with two or more drums with swingers and cableways, 85c.; pile drivers single or double cage hoists, air compressors, steam rollers, dinkey locomotives, pumps, syphons, trench machines, concrete mixers, 80 cents. Overtime, time and one-half; Sundays and holidays double time.

When pump, pulsometer or other machine is connected to same boiler in addition to hoist compressor or concrete mixer, engineer to be paid time and one-half or furnished a fireman.

Engineers to be paid for all time they are held on the job, whether working or not.

Members longest out of work to be given preference.

#### Civic Employment—(Not covered elsewhere)

LONDON, ONT.—CITY OF LONDON AND EMPLOYEES IN THE GARBAGE DEPARTMENT. Agreement in effect from March 1, 1920 to March 1, 1921.

Hours of labour, fifty-three per week, inclusive of cleaning up and attending to horses. Overtime up to fifty-seven hours, time and one-quarter; thereafter, time and one-half. Time lost by not working on legal holidays to be made up by overtime work at regular rate.

Wages: Per week—\$25.00 for fifty-three hours. Arranging of beats to be at the discretion of the City Engineer. No employee to enter cellars to remove garbage and ashes. No employee to collect, pick out or dispose of junk or waste; same to pass from householder to corporation.

MOOSE JAW, SASK.—CITY OF MOOSE JAW, ELECTRICAL DEPARTMENT, AND SASKATCHEWAN BROTHERHOOD OF STEAM AND OPERATING ENGINEERS, No. 2. Agreement in effect from February, 1, 1920 to February 28, 1921.

Hours of labour: eight per day. Overtime and Sundays and holidays, time and one-half.

Wages: Per hour—fully qualified shift engineers, 75 cents, payable weekly.

## FAIR WAGE CONTRACTS, AUGUST, 1920

**D**URING August the Department of Labour received for insertion in the LABOUR GAZETTE the following information relative to twenty fair wage contracts, of which seventeen were awarded by the Department of Public Works, and three by the Department of Railways and Canals. All the contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

### DEPARTMENT OF PUBLIC WORKS.

Construction of poultry office building, Experimental Farm, Ottawa, Ont. Name of contractors, Charles Holbrook & Sons, Ottawa, Ont. Date of contract, August 9, 1920. Amount of contract, \$27,741, and for (earth) excavation per cu. yd., \$2, and for (rock) excavation per cu. yd., \$5, and addition in cost if ash is used in place of pine, \$590; and addition in cost if birch is used in place of pine, \$675.

Alterations and additions to Printing Bureau (over boiler room), Ottawa, Ont. Name of contractors, The Geo. C. Graves Construction Co., Ottawa, Ont. Date of contract, August 17, 1920. Amount of contract, \$89,103. Any increase in price of cement used for said works over \$3.75 per barrel up to \$4.39 net shall be added to amount of contract, and any decrease below \$3.75 per barrel to be deducted from amount of contract.

Restoration of Ross Park School,

Moose Jaw, Sask. Name of contractor, H. E. Forbes, Moose Jaw, Sask. Date of contract, August 20, 1920. Amount of contract, \$11,297.

Construction of floating wharf, Kuskonook, B.C. Name of contractors, Frederick Cogle & Henry Perryleake, Proctor, B.C. Date of contract, August 16, 1920. Amount of contract, \$7,950.

Conversion of existing building (Royal Canadian Mounted Police barracks) into garage and stores building, Fairmont, Vancouver, B.C. Name of contractors, E. Chrystal & Co., Ltd., Vancouver, B.C. Date of contract, August 17, 1920. Amount of contract, \$3,083.

Alterations and additions to main building (Royal Canadian Mounted Police barracks), Fairmont, Vancouver, B.C. Name of contractor, Jos. Wm. Bye, Vancouver, B.C. Date of contract, August 17, 1920. Amount of contract, \$4,917.

Supply and installation of gravity tank at Westminster Psychopathic Hospital, London, Ont. Name of contractors, Canadian Des Moines Steel Co. Ltd., Chatham, Ont. Date of contract, August 16, 1920. Amount of contract, \$13,280.

Repairs to landing pier, Pointe aux Trembles, Que. Name of contractor, Albert Giguère, Shawinigan Falls, Que. Date of contract, August 23, 1920. Amount of contract, schedule of prices.

Repairs and reconstruction of public wharf, Ste. Famille, Island of Orleans, Que. Name of contractor, Onésime Poliquin, Portneuf, Que. Date of contract, August 24, 1920. Amount of contract, schedule of prices.

Dredging, Cobourg, Ont. Name of contractors, The Frontenac Dredging Co., Ltd., Toronto, Ont. Date of contract, August 9, 1920. Amount of contract, Class "B" \$0.55 per cu. yd. (scow).



Dredging. Kingston, Ont. (above Cataraqui Bridge). Name of contractors, The Frontenac Dredging Co., Ltd., Toronto, Ont. Date of contract, August 9, 1920. Amount of contract, Class "B" \$0.50 per cu. yd. (in situ.).

Dredging. Kingston, Ont. (Harbour Front). Name of contractors, The Frontenac Dredging Co., Ltd., Toronto, Ont. Date of contract, August 9, 1920. Amount of contract, Class "B" \$0.50 per cu. yd. (in situ.).

Dredging. Port Hope, Ont. Name of contractors, The Frontenac Dredging Co., Ltd., Toronto, Ont. Date of contract, August 9, 1920. Amount of contract, Class "B" \$1.70 per cu. yd. (in situ.).

Dredging. Oakville, Ont. Name of contractors, The C. S. Boone Dredging & Construction Co., Ltd., Toronto, Ont. Date of contract, August 21, 1920. Amount of contract, Class "B" per cu. yd. \$0.65½ (in situ.).

Dredging. Whitby, Ont. Name of contractors, The C. S. Boone Dredging and Construction Co., Ltd., Toronto, Ont. Date of contract, August 21, 1920. Amount of contract, Class "B" per cu. yd. \$0.64½ (in situ.),

Dredging. Bowmanville, Ont. Name of contractors, The C. S. Boone Dredging & Construction Co. Ltd., Toronto, Ont. Date of contract, August 21, 1920. Amount of contract, Class "B" per cu. yd. \$0.64 (in situ.).

Dredging. Grande Anse, N.B. Name of contractors, Miramichi Dredging Co., Ltd., Newcastle, N.B. Date of contract, August 28, 1920. Amount of contract, Class "B" per cu. yd. \$0.63½ (on barge).

DEPARTMENT OF RAILWAYS AND CANALS.

Delivery of an additional quantity of 125,000 cu. yds. of clean, sharp coarse sand for the Welland Ship Canal, under contract No. 23444, dated September, 16, 1919. Name of contractors, The National Sand & Material Co., Ltd., of Welland, Ont. Date of Supplemental Agreement, August 20, 1920. Amount of Supplemental Agreement, 90c. per cu. yd.

Erection of a one-stall frame engine house at Albert, N.B. Name of contractors, Hillsboro Woodworking and Manufacturing Co., Ltd. Date of contract, August 27, 1920. Amount of contract, \$4,300.

Erection of a freight shed and platform at Hillsboro, County of Albert, N.B. Name of contractors, Hillsboro Woodworking & Manufacturing Co., Ltd. Date of contract, August 27, 1920. Amount of contract, \$2,825.

POST OFFICE DEPARTMENT.

The following is a statement of payments made in August for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type and other hand stamps and brass crown seals. ....	\$1,760.20
Making and repairing rubber stamps, daters, etc. ....	261.72
Supplying stamping material, pads and ink. ....	825.00
Supplying mail bag fittings. ....	6,196.40
Hampers and letter boxes repaired. ....	53.50
Making up and supplying letter carriers' uniforms, etc	42,332.02
Scales repaired. ....	431.45
Making and repairing miscellaneous articles. ....	4.50

## PRICES RETAIL AND WHOLESALE IN CANADA, AUGUST, 1920

THE prices movement was marked by a steep decline in potatoes, and there were also a number of decreases in other lines, particularly in grain, live stock (except hogs), fish, textiles, hides and leather, but there were increases in dairy products, iron goods, and in coal and petroleum products. In building materials some lines of lumber were lower and there were steep decreases in linseed oil, turpentine, shellac, and putty.

In retail prices the average cost of a weekly family budget of staple foods in some sixty cities was \$16.42 at the middle of August as compared with \$16.84 at the middle of July, \$14.43 in August, 1919, and \$7.68 in August, 1914. The decrease for the month was due chiefly to the drop in potatoes, and there were also slight decreases in meats, but eggs, butter, and sugar advanced. Coal, wood, and coal oil also showed increases.

In wholesale prices the index number fell to 330.2 for August as compared with 346.8 for July, 349.3 for June, 356.6 for May, 301.1 for August, 1919, and 136.3 for August, 1914. The decrease for the month was due chiefly to the decline in potatoes, but there were lower levels in other fruits and vegetables, and decreases in grain, cattle, sheep, fish, textiles, hides and leather, in some metals, in some building materials, and in raw furs. In other groups many slight decreases occurred. There were, however, increases in dairy products, in iron products, in fuel and lighting. Wool recovered somewhat in price and hogs were somewhat higher, while hay was also firmer.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately

10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workingmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central, without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood, coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For instance the only fruits are evaporated apples and

prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained.\* In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

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\*At times when the price of an article heavily weighted for this purpose rises (or falls) abnormally the increase (or decrease) in food prices so indicated is exaggerated and this should be taken into account in using the budget as an indicator of changes in the cost of living.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and averaged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

In beef, prices averaged slightly lower, slight increases in some cities being more than offset by decreases in others, but in most localities the prices were unchanged. In mutton there were also some decreases. Fresh roast pork averaged higher. Eggs were up 5c. per dozen in the average. Flour averaged slightly higher. Evaporated apples and prunes showed slight increases. Sugar averaged  $1\frac{1}{2}$ c. per pound higher. Potatoes declined \$2.00 per bag in the average, being lower in all the provinces, but prices were still high in New Brunswick, Northern Ontario and Manitoba. Coal averaged 50c. per ton higher. Wood and coal oil also advanced.

### Wholesale Prices

GRAINS AND FODDER.—The wheat market was freed from government control during August. Ontario winter wheat came on the market early in August at \$2.20-\$2.30 per bushel for No. 2, and advanced 10c. in the third week. The market for western wheat was opened in the fourth week, and Mani-



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		Ham, boiled, sliced, per lb.
	St loin steak, per lb.	Round steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, per lb.	Stewing, per lb.				Fresh, leg roast, from ham, p. lb.	Fresh chops, loin, per lb.	Salt mess, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	
<b>Dominion Average.</b>	cents 41.5	cents 36.9	cents 32.6	cents 26.6	cents 22.3	cents 28.2	cents 36.9	cents 41.0	cents 41.6	cents 44.2	cents 37.1	cents 57.9	cents 62.2	cents 78.5
<b>Nova Scotia (Average).</b>	41.0	36.4	34.2	28.0	24.9	22.7	35.0	37.0	38.6	40.8	36.9	54.0	56.6	71.3
1-Sydney.	45	40	38	28-32	28-30	22.7	28-32	40	40	40	40	60	65	85
2-New Glasgow (a).	40	35	33	25	22-25	28	30	35	38	35-40	35	58	58	65
3-Amherst.	35	35	25	23	22	28	38	50	35	35	35	58	60	65
4-Halifax.	45	35	40	30	25	18	40	40	35	50	35	50	50	75
5-Truro.	40	37	35	32	25	25	25	33	35	35	35	45	50	60
<b>6-P.E.I.—Charlottetown.</b>	35-40	32-35	30-32	28-30	20-22	14-18	35-40	35	35	35	35	52	54	60
<b>ew Brunswick (Average).</b>	40.0	34.4	28.9	23.8	19.6	22.0	31.3	40.0	35.1	35.6	35.3	62.5	57.5	73.3
7-Moncton.	40-45	35-40	28-32	24-28	18-20	24-28	35	40	35-40	35-40	35	48	50	70
8-St. John.	50	40	35	28	22	24	35	45	38	40	35	55	60	80
9-Fredericton.	35	30	28	23	20	18	30	35	35	35	36	52	55	75
10-Bathurst (b).	30-35	30	20-25	18	17	20	25	30	30	30	35	55	55	65
<b>Quebec (Average).</b>	33.4	33.6	28.1	23.3	20.3	23.8	30.8	35.8	38.5	36.6	34.4	57.4	61.3	75.6
11-Quebec.	29-30	28-30	23-24	16-19	14	22-27	25-28	35-38	30-32	28-30	30-32	48	48	70
12-Three Rivers.	40	38	30	25	25	25	30	35	35	35	35	60	70	75
13-Sherbrooke.	25	25	25	20	18	18	30	35	35	35	35	55	60	90
14-Sorel.	38	38	30	25	22	30	35	35	35	35	35	65	65	75
15-St. Hyacinthe.	25	25	18	18	15	15	25	32	38	38	38	70	70	90
16-St. John's.	38	38	38	25	25	35	40	38	38	38	38	55	55	70
17-Thetford Mines.	30	35	30	28	22	20	30	55	35	35	35	55	55	70
18-Montreal.	35	32-34	23	18-25	15-18	15-28	35-38	38-40	47-48	48	35-38	57-62	60-65	55-85
19-Hull.	40	40	30	30	20	25	35	50	38	38	38	60	60	65
<b>Ontario (Average).</b>	43.9	39.5	34.4	28.6	23.3	30.5	37.8	42.1	43.4	45.9	38.0	55.9	60.7	76.3
20-Ottawa.	38-40	38-40	28-32	25	18-20	20-22	40	40	35	40	35	60	60	75
21-Brockville.	45-50	40-45	30-40	30	25	25	30	35-40	40	40	38	63	8-70	75
22-Kingston.	40-45	35-40	30-35	25-28	20-22	22	35	38	40-45	40-45	35	55	55	65-75
23-Bellefleur.	45	42	40	30	25	30	40	45	40	40	30	60	60	70
24-Peterborough.	45	40	35	28	22-26	30	40	45	48	48	30	60	65	75
25-Orillia.	45-48	40	35-38	25-28	20-25	32-33	35-38	38	40	38	38	50	50	70
26-Toronto.	35-40	30-35	25-35	15-20	12.5-15	20-30	25-30	40-45	35-45	40-50	35-40	50-55	55-60	65-75
27-Niagara Falls.	50	45	30	25	20	25	45	45	42	48	38	55	55	80
28-St. Catharines.	35	32	30	25-28	18-22	27-32	35-37	38	38-40	44	35	45	50	70
29-Hamilton.	42-45	38-42	32-40	26-28	20-28	25-30	35-40	33-40	40-45	48	38-40	55	58	75
30-Brantford.	45	40	35	32	25	35	40	50	55	55	40	60	65	80
31-Galt.	48	40	40	35	30	35	45	45	55	55	40	55	60	75
32-Guelph.	45	38	37	28-30	25-30	30-35	40	45	40	48	35	53	55	75
33-Kitchener.	45	42	30-32	30	28-30	35	45	50	50	50	45	55	60	75
34-Woodstock.	43-48	40	38	28	25	35-40	35	45	45-50	50	50	57	60	80
35-Stratford.	38	36	32	30	28	28	33	38	48	45	32	62	62	80
36-London.	45	40	35	32	25	32	40	45	50	50	50	56	60	80
37-St. Thomas.	45	43	35	30	22	35	35	35	50	55	50	55	60	70
38-Chatham.	45	40	32	30	25	35	35	50	40	49	35	55	60	75-80
39-Windsor.	38	35	28-36	28	24-28	35	40	40	38-45	55	55	60	65	85
40-Owen Sound.	38	35	30	25-28	20-25	28-30	35	35	40	40	32-35	50	50	75
41-Cobalt.	48	40-45	40	22-30	15-30	40	45	40	40	40	40	50-58	60	80
42-Sault Ste. Marie.	50	45	40	35	15-22	30	40	40	45	45	45	55	60	75
43-Port Arthur.	45	40	32	30-32	18	25	45	45	45	50	45	60	65	85
44-Fort William.	45	40	35-38	30-33	20-25	30	40	45	45	45-55	45	65	65	85
<b>Manitoba (Average).</b>	42.5	35.0	31.0	23.5	21.0	28.8	40.0	41.0	45.0	50.0	65.0	72.5	80.0	80.0
45-Winnipeg.	45	35	32	22	20	25	40	42	45	55	60	70	75	90
46-Brandon.	40	35	30	25	22	30-35	40	40	45	45	60	70	70	70
<b>Saskatchewan (Average).</b>	42.5	35.0	29.3	25.8	22.0	28.0	39.5	41.3	41.3	41.7	35.0	66.3	70.0	81.7
47-Regina.	45	35	30	25	25	35	40	45	45	45	35	65	75	85
48-Prince Albert.	40	35	30	28	25	30	40	40	40	40	38	75	75	80
49-Saskatoon.	45	35	30	25	15	20	43	45	40	40	40	65	70	80
50-Moose Jaw.	40	35	27	25	23	27	35	45	35	40	32	60	65	80
<b>Alberta (Average).</b>	39.3	33.3	32.0	25.0	18.8	27.5	37.5	42.0	45.0	47.5	39.5	61.5	65.8	75.5
51-Medicine Hat.	40	30	25	22	15	25	40	40	40	40	38	60	65	70
52-Edmonton.	35	30	35	25	20	30	40	40	45	50	40	60	65	75
53-Calgary.	42	38	38	28	20	30	45	50	55	55	40	61	63	87
54-Lethbridge.	40	35	30	25	20	30	35	38	40	45	40	65	70	70
<b>British Columbia (Average).</b>	45.4	37.9	35.7	26.4	23.6	33.7	41.5	45.4	43.4	48.6	38.8	62.4	67.7	82.1
55-Fernie.	45	40	37	30	22	25	45	45	50	55	35	62	64	90
56-Nelson.	45-50	40	40	20-27	18-29	33-38	38-43	40-45	40-45	45	38	65	70	80
57-Trail.	45	40	35	18-25	15-25	30-35	35	40	40	45	40	70	75	80
58-New Westminster.	40	30	25	25	18-22	30	45	45	40	45	40	65	70	80
59-Vancouver.	48	38-42	45	25	25	35	35	45	42-45	45-55	45	60	70	80
60-Victoria.	42	35	30	25	25	38	40	45	38	50	40	50	55	85
61-Nanaimo.	50	40	38	35	30	40	50	55	50	50	35	65	70	80

(a) Including Westville, Stellarton and Trenton.

(b) Representing former Newcastle district.

AND RENTALS IN CANADA AT MIDDLE OF AUGUST, 1920

FISH																					
Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, fresh, per doz.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	Other fish, fresh, per lb.	Other fish, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod, boneless, per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. tin.	Canned salmon, medium, lb. tin.	Canned salmon, pink, lb. tin.	Lard, pure lard, best, per lb.
cts. 17.8	cts. 16.6	cts. 14.5	cts. 11.3	cts. 31.6	cts. 26.9	cts. 9.5	cts. 13.0	cts. 38.2	cts.	cts. 19.7	cts. 15.8	cts. 27.5	cts. 24.0	cts. 13.8	cts. 63.6	cts. 24.4	cts. 21.5	cts. 48.7	cts. 40.5	cts. 30.5	cts. 38.0
14.4		13.0		30.8											55.0	25.0		40.0	37.5		39.9
10				25-30											60	25		35			45
15		15		30											50-60	25		35			42-45
15															60	22		40			35
14		19		35		7		50						7	40	25		45	35		38
18		15										40			60	28	18		40		5
8-10		8													54	20		45			38
14.0		13.0		35.8											60.0	24.8	17.3		37.5	30.0	36.5
12		12		35-40										12	70	24	20	35	30		35
18		18		35											60	25	15		35		8
18		14		35		12						50			70	25	16				35
8		8													40	25	18		40	30	38
14.5		11.7	11.0	30.8	30.0					19.3				10.0	72.5	16.3	26.3	45.3	35.0	32.0	38.5
10		10	10		30					15					75	12	30	50	40	35	38
	15	13	13	35											75			45	40	35	40
		15								25								45		35	45
										18											16
										15					60						15
18-20		10-10.5	10	25		15		70-75		25				10	70-90	12	25	38-50	30-35	25-28	35-37
		10-10.5	28-38	30						10-25				8		25	18-22	40-45	25-30	30-35	37
18.8	15.7	16.3	10.2	33.9	27.9	14.3	13.3	30.0	19.8	20.7	17.3	23.3	23.0	13.6	65.6	24.6	21.0	50.4	40.7	29.5	37.1
25				35						20								55	35	35	40
12.5-15	10	12.5	10	35	25	10	10	50		18-20	15-18	20-35			50	17-25	18	50	45	35	20
16		16								15								50	38	25	22
15		12.5		34						27					75	25	18-22	50	40	25	23
20		14		33	25-30	15-18				17		35	20-22		70	22	18	50	40	25	24
22				30						30-35				15				50	40	25	27
20		15		35-40		15				25				15	75	25	25	50-55	40-45	30-40	28
20	20	20		35		20				15-25		25			25-30	20	50	40	25-35	32-34	29
18		15		33		15				20		25	25					50	40	30	30
				35						17		20	20					55	40	35	31
				35						30		30	22					40	30	35	32
				30		17				17		18		10		30	28		40	30	34
				40		12.5				30					60	18-23	18	50	40	29	36
18		10	10	30	30	15	15			17					25	25	18	50	30	25	37
20		15		35		12-15		12		23				10	50	27	20	50	42	30	38
20		35		35		20				25		20		15-20		20	30	55	42	35	39
				30		15				20					8	70	25	45	40	30	40
16-18	16-18			30	25-30			25		15-17		15		15-25		25	20	55	50	40	42
20	20	15	15	35	25-30	5		25-30	25-30	15		15			75	25	18-20	50	40-45	25	40-45
				32.5						18.0								52.5	45.0	35.0	42.5
				35	25					18	15							55	50	45	45
				30														50	40	25	46
22.5				30.0	28.5					17.7	15.0					87.5	25.0	50.0	42.5	31.3	41.3
25		25		30	30					18	15				100	30	25	50	45	25	47
				30	28					15	15					20	25	55	40	35	48
				30	25	12.5											45	40	30	40	49
				30	23					15				15	75	20	20	45	40	25	50
21.3				27.5	22.5	15.1	12.5			16.9		35.0	25.0	17.5		27.0	22.3	48.8	40.0	31.3	39.6
20				30	30	15				20		40		20		30	25	55	40	30	51
22	17.5			25	23	15	12.5			12.5		30	25	15		25	20	45	40	35	52
22				25	22	18				20				15		28	22	50	40	25	53
18				30		12.5				15				20		25	22	45	40	35	54
19.7				28.0	10.5							27.5		12.5		26.3	22.2	49.0	43.0	28.9	36.0
22	20			30	30					20				15			23	50	25	25	55
22				32		12.5				15				15		30	22	55	50	35	56
22				28													25	45	38	27	57
18				25		10						30	25			25	25	50	40	25	58
22				28		8						30		10		25	22	50	40	30	59
16				28		7		25				25		10	30	25	16	44		25	60
18				25								25						50	40	35	61

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY.	Eggs					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
	Fresh, specials per doz.	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage per dozen.		Dairy solids, pr. lb.	Creamery, prints, per lb.		Old, per lb.	New, per lb.
<b>Dominion Average.....</b>	cents. 64.5	cents. 57.7	cents. 55.6	cents. 60.0	cents. 56.3	cents. 14.7	cents. 60.9	cents. 66.8	cents. 43.6	cents. 40.8	cents. 38.9
<b>Nova Scotia (Average).....</b>	70.0	70.0	60.0			14.6	63.0	71.5	45.8	39.3	40.0
1-Sydney.....		70				14-16		75	48	40	
2-New Glasgow.....	70					16	65-69	70-75		40	
3-Arthur.....		70	60			13	65	70	45		40
4-Halifax.....	75					15	60	70	45	38	40
5-Truro.....	65					14	60	70	45		40
6-P.E.I.—Charlottetown...	53	48	46			12-13	54	60		35	35
<b>New Brunswick (Average)...</b>	58.3	63.3				13.9	59.8	67.9	44.8	40.0	37.0
7-Moncton.....	60	55				14-15	55-60	65-68	45		38
8-St. John.....		70				14	65-68	70	44	40	35
9-Fredericton.....	70	65			55	15	65	75	45	40	38
10-Bathurst.....	45					12	50	60	45	40	
<b>Quebec (Average).....</b>	69.3	62.0	63.7	62.5	58.3	13.3	60.5	65.1	40.2	40.3	37.1
11-Quebec.....	65	60			55	16	56-59	62-64	38	38-40	34-36
12-Three Rivers.....	70				15	60		65	35	45	40
13-Sherbrooke.....	75					c12.5		72	45		40
14-Sorel.....	60	55				14		60	40	35	35
15-St. Hyacinthe.....		60				12		64			35
16-St. John's.....	70	70	65	60	60	13	62	64	40	45	35
17-Theftord Mines.....	75			65		10	65	70	40	40	37
18-Montreal.....	68-70	65	63-65			14-16	57-64	65	40	40	38-40
19-Hull.....	70		62			12	58	63	38-49	38	38
<b>Ontario (Average).....</b>	65.0	60.9	55.0		57.5	14.5	61.7	65.7	42.6	41.4	39.8
20-Ottawa.....	70	60				12	60	65	40	45	40
21-Brockville.....		60				10-13	63	65-70	40-42	40	40
22-Kingston.....	60		55			12	55-60	63-65	37-40	40	38
23-Belleville.....	60	58			50	c13	68	65	45		40
24-Peterborough.....	62	60				c12.5	60	64	45	44	40
25-Orillia.....	60					15	60	65	42	45	
26-Toronto.....	70					c14.3		68	43	38	37
27-Niagara Falls.....	70					16		67			38
28-St. Catharines.....	65					15	55-60	65	42-45	40	38
29-Hamilton.....	70	65				15	64	65	40	40	37
30-Brantford.....	65				60	14-15	64	66	43	45	42
31-Galt.....	60	60				c12.5	65	62	40	35	30
32-Guelph.....	60	60				c12.5	60	64	45	45	40
33-Kitchener.....	58					c14.3	d60	63	40	42	
34-Woodstock.....	60					12	d60	65	45	40	40
35-Stratford.....		60				12	60	62		40	42
36-London.....	65	62				14	62	65	40-42	40	40
37-St. Thomas.....	65	65				c13.5	63	65	45	43	40
38-Chatham.....			50			16	60	65	42	40	38
39-Windsor.....	62	60	60			16-20	65	72	45	48	45
40-Owen Sound.....		54				12	60	60	40	38	
41-Cobalt.....	70	55				20		70	42	40	40
42-Sault Ste. Marie.....	68	65				15	65	68	45		45
43-Port Arthur.....	75	70				20		70	45	40	
44-Port William.....	70					20		70	45	40	40
<b>Manitoba (Average).....</b>	55.0					14.0	56.5	67.5	45.5	42.5	
45-Winnipeg.....	65	60				15	63	70	48	45	45
46-Brandon.....	45		35			13	50	65	43	40	
<b>Saskatchewan (Average).....</b>	53.8					16.0	57.5	62.5	43.8	41.7	
47-Regina.....	55					15	60	65	45	40	40
48-Prince Albert.....	60					c15	65	45	40		
49-Saskatoon.....	45					16	55	75	45	40	
50-Moose Jaw.....	55					18	50	65	45	45	
<b>Alberta (Average).....</b>	58.8	52.5				15.3	52.5	65.6	45.0	37.5	38.3
51-Medicine Hat.....	50					17	d50	65	45		40
52-Edmonton.....	50	45	45			c13.3		65	45	35	35
53-Calgary.....	65			55		14		60-65	45	40	
54-Lethbridge.....	70	60				c16.7	55	70	45		40
<b>British Columbia (Average).....</b>	71.4	65.0			52.5	17.1	65.2	72.7	47.9	41.2	39.0
55-Fernie.....	80		70			c16.7	60	70	50		40
56-Nelson.....	70	65				c19	60	70	50	45	
57-Trail.....	75					20		70	50	40	
58-New Westminster.....	60				50	16.5	d72	75	45	40	40
59-Vancouver.....	70	65			55	15	70	64	45	38	35
60-Victoria.....	70					c15.4	64	80	45	42	38
61-Nanaimo.....	75					17		75	50	42	42

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Price per single quart is higher. (d) Dairy prints.



AND RENTALS IN CANADA AT THE MIDDLE OF AUGUST, 1920—(Continued)

Bread, plain white, per lb.		Soda biscuits (bulk), per lb.		FLOUR		per lb.		per lb.		RICE		per lb.		CANNED VEGETABLES		per can.	
cents.		cents.		cents.		cents.		cents.		cents.		cents.		cents.		cents.	
9.7		22.1		9.8		8.4		8.9		9.1		11.3		17.0		19.8	
10.0		22.0		9.3		9.0		8.9		9.0		9.0		16.7		18.0	
10	10	24	10			9	9	9	9	20				22.8	24.1	23.1	22.2
10.7	10	20			9.2	8-9	9	9	8		18			22-25	25	25	25
9.3	10.7	22	9		9.2	9	9	9	8				20	20-25	25	25	25
9.3	10	24	8.8		9.4	9	9	9	10	15	18			25	22-25	22-25	18-20
	10.3								10	15	18			20	25	22	22
9.3	22		8.3		7.9	8		8	8					20	18-20	18-20	18-20
10.5	21.0	9.2	8.5	9.0	8.5	9.3	18.0	25.0				17.3	20.5	20.5	20.0	20.0	20.0
9.3-10	22	9.4	8.8	7-9	9	9						16	20	20-22	18-20	20-22	20-22
10.7	22	9.4	9	5-9	10	18	18-20					18	22	20	20	20	20
10.7	20	9.2	9	10	8	10	18	30	18			18	22	18-20	20-22	18-20	18-20
10.7	20	8.8	7.1	8	10	8	18					18	18	22	20	20	20
8.9	22.1	9.1	8.8	9.3	10.0	11.4	15.7	20.1	20.5	19.5	19.7	19.9	20.3	20.7			
9.5	22	9.5	9.5	8				18	20		16	20	18	20	11		
9.3	22	9.4	9.4	8	12.5	12	15	20			20	20-25	19-20	23-25	12		
9.3		9	9	10	10	10	18	20	25		20	20	20	20	13		
8.3	22		7.9	10	10	12	15	18			25	17	23	20	14		
8.3			8.3				22	24			18	20	20	20	15		
8	22	9.2	9.2	10	10	13	15	20	20		20-22	20-22	20	20-22	16		
8.7	25	8.3		9		8	16-25	16-25	16-25		20	20	25	23	17		
10-10.3	22	8.4-9.6	8.2-9.4	10	10	12-13	15-18	22-23	18		18-20	18-20	18-20	16-20	18		
8.7	20	9.4	8.5	9	7.5	12	10	16			18	20	18	20	19		
9.4	21.8	9.8	8.2	8.6	8.8	11.6	17.9	20.1	22.4	19.6	18.7	20.2	20.5	20.3			
8.7	20	8.7	7.9	9	8	12		25	20		20	20	20	20	20		
9.3	25	8.8	8.8	8.5	8	10	18				20	20	20	18	21		
9.3	20	8.3	8.3	8	6	13	17	20			18	18	18	18	22		
7.7	20	8.3	8.8	10	9	12.5	18				25	20	20	20	23		
9.3	22	9	7.9	8	10	10	15	25	25		18	22	19-20	17-20	20-22	24	
9.3	25	7.7	8.8	7	7	15	15	25	25	15	20	22	22	25	25	25	
8.7	22	9.8	8.8	8.3	10	12		20			18	20	20	18-20	26		
9.3	24		8.1	8	10	10		25	22	18	20	19	20	20	27		
9.3	18	9.2	7.5	7.1	8.3	10	18	20			18	19	19	19	28		
8.7	20	8.8	7.3	8.3	6.3	10		20-22	17-19	15	16.7-17	18	18	18	29		
9.3	22	9.4	8.3	10	10	10	20	20	25	25	20-22	23-25	20-22	20-22	30		
9.4	20	7.3	8.1	8.3	8.3	10	15	20	20	15	15	17-18	20	17-18	31		
9.3	22	9.2	8.1	8.3	8.3	15	20	20	25	20	18	22	20	20	32		
9.3	24	7.7	7.4	8.3	10	15		25	25	20	20	23	20	20	33		
8.7	22	7.3	7.3	8.3	8.3	12.5	20	25	25	20	20	20	20	20	34		
9.3	22		8.1	10	8	8	20	25	25		20	20	20	20	35		
8.7	22	7.5	8.3	8.3	8.3	10	15	20	22		20	20	20	20	36		
9.3	22	9	9	7	10						18	20	15-22	20	37		
9.3	25	8.3	7.7	8.3	8	10	20	24	24	24	20	23	22-25	20-22	38		
9.3	22	11	9.8	9	15	15	20	15	18		18-20	23-25	20-22	20-22	39		
8.7	25	8.3	7.3	9	9	17	20	18		18	15	18-20	18-20	20	40		
12	20	9.4	9.4	10	10	10	20	25			20	24-25	24-25	24-25	41		
10	20	9.4		9	9	15	25	25	25	20	20-23	20-23	20-23	20-23	42		
11.1	22		8.3	10	8	12.5	12.5	20	13	20	16.7-20	19-20	24-25	24-25	43		
11.1	18-20	8.3	8.3	7.5-8	8	12	15	15	12.5	15	20	19-20	20	20	44		
9.2		8.1	8.8	9.0	11.3	12.5	16.5			14.0	16.5	24.0	22.0	24.0			
8.8	22	8.8	8.8	11	12.5	15	20		20	15	15	25	25	25	45		
9.6		7.3		7	10	10	13		15	13	18	23	18-20	23	46		
9.6	26.0	8.6	8.4	9.4	10.6	12.5	14.2	13.8	17.8	20.1	23.9	23.7	24.2				
8.9		8.3	8.3	8	8	10	12.5	12.5	18	18	23	23	23				
			8.3	10					20	20	22.5-25	22.5-25	22.5-25				
10	22	8.8	8.8	8.1	9.2	12.5	15		18	17.5	25	23	25	25	47		
10	30	8.8	7.9	12	15	15	15	15	15	25	25	25	25	25	48		
10.0	21.8	8.7	8.5	9.5	7.9	10.8		18.9	17.7	15.8	23.3	23.9	23.9				
8.7	20	9.2		10	7.5	8.3		17.5	17.5	17.5	22.5-25	21-25	21-25	21-25	51		
10	22	8.1	8.1	8	9	10		20		12.5	22.5	22.5	22.5	22.5	52		
10.4	25		8.3	10	8	12.5		20	18	15	22	25	25	25	53		
10.8	20		9	10	7	12.5		12	18	17.5	25	25	25	25	54		
10.8	22.7	9.0	8.7	9.4	9.3	13.0	17.5	19.6	15.8	14.2	22.9	22.6	21.7				
10	22	8.8	8.8	9.5	10	15		22.5		17.5	25	22.5	22	55			
12.5	22	8.8		10.6	10	15		20		15	25	25	25	56			
11.5	22	9.8		9	8	12.5		20		15	22-23	22-23	24-25	57			
10.7	20	9.6		10	10	12.5	20		15	12.5	22.5	20	20	58			
9.8	22	8.8	8.5	10	10	12.5		18	15	12	20	20	20	59			
10.7	30	8.8	8.8	9	9	12.5	15	17	15	12.5	20	23	20	60			
10.7	21	8.5		8	8	11		20	18	15	25	25	20				

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow, red, etc per lb.	POTATOES		APPLES			Prunes, medium size, per lb.	Raisins, seeded choice, per packet (16 oz.)	Currants, per lb.
			Per bag, 1½ bu. (90 lb.)	Per sack, (15 lbs.)	Per bush, best or eating, per gal.	Per bush, cooking, per gallon.	Evapo rated, per lb.			
<b>Dominion Average.</b>	cents. 12.2	cents. 10.9	\$ 3.808	cents. 69.5	cents. 39.9	cents. 33.4	cents. 29.5	cents. 27.3	cents. 28.0	cents. 31.0
<b>Nova Scotia (Average).</b>	12.8	8.8	4.520	76.3		33.0	26.7	25.1	27.5	30.0
1-Sydney.	15	10	6.00	1.00		33	25	25-30	25-30	30
2-New Glasgow (a).	12	8	6.00							
3-Amherst.	13	7	3.80	55				25	30	
4-Halifax.	13	9	2.50	70			25	25	30	30
5-Truro.	12	10	4.80	80			30	23	25	
<b>6-P.E.I.—Charlottetown.</b>	12	12	4.50	75			30	24	25	25
<b>New Brunswick (Average).</b>	12.5	9.5	4.638	90.0			27.5	27.0	25.8	34.5
7-Moncton.	13	10	4.50	90			30	22	22	35
8-St. John.	13	8	4.80	80			28	30	26	35
9-Fredericton.	12	10	5.00	90			27	26	28	35
10-Bathurst (b).	12	10	4.25	1.00			25	30	27	33
<b>Quebec (Average).</b>	12.1	13.4	2.986	60.9	47.9	37.0	28.5	28.4	28.0	31.3
11-Quebec	9	12	3.00	75			20	30	20	
12-Three Rivers.	12.5	15	c3.38	50	50	35	30	30	30	35
13-Sherbrooke.	15	15		65				35	25	35
14-Sorel	13	20	3.50	65	40		30	25	30	30
15-St. Hyacinthe.	10		2.25			15		18		
16-St. John's.	10	15	c3.38	50	d75	d50	35	30	35	25
17-Thetford Mines.	12	10	3.00	75	30			35	35	
18-Montreal.	12-13	5	2.75-3.00	50-65	30-75	30-60	30-32	25-30	30-32	35
19-Hull.	15	15	2.50	d50	40	40	25	25	28	28
<b>Ontario (Average).</b>	12.8	11.5	3.626	61.3	35.6	31.5	29.2	28.1	28.3	29.9
20-Ottawa.	15		2.00	45			30	30	30	30
21-Brockville.	10-12.5	10-15	2.75	50	25	20	30	25	27-30	30-35
22-Kingston.	12	12	1.80	40	25	20		25	22-25	28
23-Belleville.	12.5	15		40		d30		35	28	30
24-Peterborough.	12.5	12.5	2.25	45	d20	d20	30	28	25	25
25-Orillia.	10	10	2.50	50		25	28	25	25	30
26-Toronto.	13		2.75	60	d27.3			25	30	30
27-Niagara Falls.	13	15		80				27	28	30
28-St. Catharines.	12.5	15	c8.00	d46.7					25	28-30
29-Hamilton.	10	8.5	5.50	65	40	40		25	28	25-27
30-Brantford.	12.5	12.5	2.50	50	d12.5	d12.5	35	32	30	30
31-Calt.	12	8.3					28	25-30	25	25
32-Guelph.	12.5			55	35	30		30	28	30
33-Kitchener.	12.5			50	10	10	35	35	28	30
34-Woodstock.	12.5	8.3	2.50-3.00	60		15	30	25	30	30
35-Stratford.	10	10	3.50	60	15	15	20	25	33	33
36-London.	12.5	10		60	20	20		30	30	28
37-St. Thomas.	12.5	14	3.60	60	35	35		35	30	30
38-Chatham.	12.5	8	3.00	50	40-50		30	25-30	30	28
39-Windsor.	20		4.00	70	30	30	35	35	25	32
40-Owen Sound.	12.5	20	5.00	90				25	30	25
41-Cobalt.	15	20	7.00	1.15	80		25	35	35	35
42-Sault Ste. Marie.	15	8	4.00	75	70	60	25	30	35	35
43-Port Arthur.	12.5	8.3	5.00	90		70-90	25	20	25-30	30
44-Fort William.	10-15	6.3	6.00	75	80	90-90	30-35	20	20	35
<b>Manitoba (Average).</b>	13.0	7.5	5.125	92.5				30.0	21.5	30.0
45-Winnipeg.	13	7	5.25	1.00	70			30	25	30
46-Brandon.	13	8	5.00	85			30	30	18	30
<b>Saskatchewan (Average).</b>	11.3	16.3		98.7	17.5		31.7	26.3	25.8	35.0
47-Regina.	10	10		1.00	20			25	23	30
48-Prince Albert.	12.5	20					35	30	25	35
49-Saskatoon.	12.5	25		d1.06	15		25	25	30	35
50-Moose Jaw.	10	10	5.00	90		12.5	25	25	25	40
<b>Alberta (Average).</b>	10.0	8.1					31.3	26.3	31.0	31.3
51-Medicine Hat.	9	12.5					35	25	30	25
52-Edmonton.	10	6					30	25	30	30
53-Calgary.	11	5.7	3.95	75			30	30	38	35
54-Lethbridge.	10	8					30	25	25	35
<b>British Columbia (Average).</b>	12.3	7.8	3.300	73.3			31.8	30.1	30.7	32.1
55-Fernie.	10	12.5			75	70	25	30	30	35
56-Nelson.	12.5	10					35	35	30	35
57-Trail.	11	12.5		1.20				30	30	35
58-New Westminster.	10	5	4.50				35	25	30	30
59-Vancouver.	10	3.5	3.15	55			30	28	30	[25
60-Victoria.	10	5	c2.25	45			34	33	30	30
61-Nanaimo.	12.5	6						30	35	35

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per bag from price quoted. (d) Calculated price per gallon from price quoted.

AND RENTALS IN CANADA AT MIDDLE OF AUGUST, 1920—(Continued)

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Corn syrup, per 5-lb. tin.	Honey, clove, st ain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's per can.	Pears, 2's per can.	Plums, 2's, per can				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black medium (in bulk), per lb.	Black medium (packets), per lb.	Green medium (in bulk), per lb.	Green medium, (packets, per lb.
\$ 1.502	\$ 1.444	cents. 42.0	cents. 41.5	cents. 31.1	\$ 1.173	cents. 75.3	\$ 1.823	cents. 25.0	cents. 23.4	cents. 65.0	cents. 66.8	cents. 68.1	cents. 67.9
1.233	1.200	38.3	40.0	32.5	1.100	80.0		25.8	23.3	63.0	65.5		
1.10	1.10							27	26	60-75	70		
								27	26	65-70	60-65		
1.35	1.25	35		30				25	22.2	65	65		
1.25	1.25	40	40	35	1.20	95		25	20	50	65		
		40			1.00	65		25	22.2	65	65		
1.50	1.50	35	30	25	1.25	60		23.5	22	60	65		
1.517	1.487	45.4	47.1	35.0	1.133	70.0		25.0	23.0	57.5	62.5	70.0	65.0
1.35	1.25	40	40	40	1.00	65		23	22	55	55		
1.35	1.35	40	40	35	1.00	75		26	25	60	65	70	65
1.85	1.80	60	65		1.40	70		25	20	55	65	70	
		38-45	40-47	30				26	25	60	65		
1.536	1.429	42.9	42.9	30.7	1.188	68.9	1.850	24.9	23.1	68.4	63.1	67.8	60.4
1.50	1.40	40	40	30	1.25	60	2.50	22-25	20-22	70	65	70	65
1.50	1.50	50	50	35	1.25	65	1.50	24	23	60	50	70	50
1.50	1.50	45	45	25		70	2.25	26	25	70	70	55	
								23	22	70		70	
1.50	1.50	45	40	35	1.50	70	1.50	25	23.3		60		60
2.00	1.40	35	40	35	1.10	65		28.6	25	70	60	70	60
1.50	1.40-1.50	40	45	30	95-110	70-85	1.50	23-25	22-23	55-60	70	55-60	70-75
1.25	1.25	45	40	25	1.00			24	23	70	60	70	50-75
1.504	1.470	40.7	39.0	30.9	1.161	71.9	1.729	24.8	23.7	65.8	67.0	64.5	67.0
1.75	1.75	40	40	35	1.25	70	1.75	26	25	70		70	
1.50	1.30	40	40	35	1.00	65	1.75	26.7	26.7	70	70	70	70
1.50	1.40	40	35	25	1.25	75		25	23	60	50-55	60	50-55
1.50	1.45	35	50	35	1.25	75	1.75	22.2	22.2	70	60	70	60
1.85	1.25	40	40	35	1.25	70	1.60	26.3	26.3	70	70	75	70
1.50	1.50		20	1.10	70		1.50	25	25	50-60	70	50	70
1.35	1.35	40	30	30	1.25		1.65	25	24	60	70	60	70
1.60	1.55	45	30		1.15			25	22.9	75	70	60	70
1.50	1.40	35-40	45	35	1.00	75-85	1.75	20	20	60-70	70	55-65	70
1.50	1.45	32	35	23	1.00	70		23-25	22-24	60	70	60	70
1.60	1.60	45	35	35	1.10	70	1.50	25	22	70	70	80	70
1.50	1.50	30	80	25	1.15	68	1.75	22	21	60		60	70
1.40	1.30	40-50	30-40	1.25	70		1.85	25	25	60	65	60	65
1.50	1.50	40	35	30	1.15	70	1.75	25	25	65	70	65	70
1.50	1.50	45	40	35	1.25	75		25	23.5	70	60	70	70
1.50	1.50	30	30	35	1.00	80	1.50	25	20	60	65	60	65
1.65	1.65		60	35	1.25	70	1.75	26	25	65	68	65	68
1.40	1.40	35	30	25	1.25	65	1.50	25	22.2	80	70	60	70
1.50	1.50	50	45-50	30	1.00-1.25	70	1.75	25	22.2	60-80	70-80	60-80	70
1.60	1.60	45	45	45	1.35	95	1.85	29.4	29.4	50-80	50-80	50-80	50-80
1.50	1.50				90	60	1.60	25	22.2	70	60	70	70
1.50	1.45	35	35	30	1.25	85	2.25	22.9	22.9	65	70	70	40
1.75	1.75	60	60	30	1.50	75	1.85	26.7	25	80	70	70	42
1.40	1.35	40-60	35	25-30	1.00	65	1.75	26	26	60-70	65	60-70	60
1.25	1.25	30-50	25	25	1.00	60	1.90	22.2	20	60-70	55	55-60	55
1.475	1.425	40.0	40.0	35.0	1.050	85.0	1.875	27.3	26.8	70.0	70.0	75.0	75.0
1.50	1.40	35	35	35	1.10	85	1.85	26	25	70	70	80	80
1.45	1.45	45	45	35	1.00	85	1.90	28.6	28.6	70	70	70	70
1.438	1.350	41.3	37.5	27.0	1.113	80.0	1.875	25.3	22.2	70.0	67.5	73.3	66.7
1.50	1.35	40	35	28	1.00	85	1.75	25	25	65-75	70	65-75	75
1.50	1.35	40	30	30	1.10	95		27	25	75		80	
1.40	1.35	45	45	20	1.10	75		24	22	65		60	49
1.35	1.35	40	40	30	1.25	65	2.00	25	16.7	65-75	65	65-75	60
1.475	1.375	47.5	47.5	31.3	1.213	85.0	2.100	25.0	24.1	62.5	72.5	73.3	72.5
1.50	1.50	40	40	35	1.35	90	1.85	26	25	55	70	75	65
1.40	1.30	50	50	30	1.25	75	2.10	24	23	60	70	75	70
1.60	1.40	45	45	30	1.15	90	2.20	25	23.5	70	75		80
1.40	1.30	55	55	30	1.10	85	2.25	25	25	65	75	70	75
1.771	1.550	45.7	46.4	32.5	1.276	86.5	2.013	24.6	23.1	61.8	69.3	74.3	77.5
1.50	1.50	45	45	30	1.50	85	2.25	26	25	70	70	85	
1.75	1.75	40	40	30	1.50	1.15		24.5	23.5	70-75	85	70	75-80
1.60	1.60	40	40		1.20			23	22.5	55	65	60	65
1.60	1.40	60	60	45	1.15	85	1.85	24	22	70	60	80	57
1.70	1.45	45	45	30	1.15	85	1.85	23.5	22.2	50	75	75	90
1.65	1.65	50	50	20	1.18	74	2.10	25	22.2	60	65	75	80
1.60	1.50	40	45	40	1.25	75		26	24	55	65	75	75



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½-lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ½ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans, roasted, Rio, etc., per lb.								Laundry standard, per bar.	Toilet, castile, per lb.
<b>Dominion Average</b> .....	cents. 62.3	cents. 62.5	cents. 31.6	cents. 16.5	cents. 11.0	cents. 15.2	1.773	cents. 9.8	cents. 14.9	cents. 10.7	cents. 31.9
<b>Nova Scotia Average</b> .....	64.0	58.0	34.3	12.2	10.2	14.4	1.000	8.6	15.0	11.8	30.0
1-Sydney.....	60		33	13	8	14	1.00	10	15	12	30
2-New Glasgow (a).....	60		35	10	10-12	12-14	1.00	6-10	15	12	
3-Amherst.....	75			10	12	15		7	15	12	
4-Halifax.....	60	60	35	15	12	15		8	15	12	
5-Truro.....	65	65		13	8	15	1.00	10	15	10-12	
<b>6-P.E.I.—Charlottetown</b> .....	65-70	60	25	22	12	18	1.00	8	15	11-12	25
<b>New Brunswick (Average)</b> ...	67.5	57.5	30.0	12.3	10.3	14.8	92.5	6.5	14.5	11.5	27.5
7-Moncton.....	65	55	25	12	6	15	90	6	15	10-12	25
8-St. John.....	65	60	35	12	15	14	90	6	12	12	20
9-Fredericton.....	65		30	10	8	15	90	7	16	12	30
10-Bathurst (b).....	75		30	15	12	15	1.00	7	15	11	35
<b>Quebec (Average)</b> .....	58.1	58.9	30.4	15.0	11.1	16.5	1.257	11.9	14.7	10.4	28.3
11-Québec.....	55-60	55	25	18-22	8	10-12.5		20	12-14	8-10	
12-Three Rivers.....	60	50	30	15	10	15	1.20	15	15	9-10	20
13-Shorbrooke.....	65		35	15	10	15	1.20	6	15	11.5-12	25
14-Sorel.....	50	70	30	15	15	20	2.00	10	15	10	50
15-St. Hyacinthe.....	70	60		14	16	20		20	12		
16-St. John.....	60	70		16	12	25	1.60	7	15	12	30
17-Thetford Mines.....	60		32-35	15	7-8	12.5-18	1.00	10	15-18	8.3-10	15-25
18-Montreal.....	50-70	50-65	30	10	15		1.00	10	13	9.5-10	25
19-Hull.....	50	50	30	10							
<b>Ontario (Average)</b> .....	62.1	57.9	32.4	13.4	10.6	15.2	1.172	9.8	14.2	11.5	33.5
20-Ottawa.....	60	60	30		8	15	1.10	10	16	10.5-11	25
21-Brockville.....	65-70		30	15	10	20	1.00	8	15	11-12	40
22-Kingston.....		60	30	12.5	10	15	1.00	8	14	11	25
23-Belleville.....	60		35	12.5	10	15	80	10	15	10	39
24-Peterborough.....	65	60	40	15	12	15	1.20	8	14	9-11	20
25-Orillia.....	50	60	30	15	10	15	1.00	10	15	12	24
26-Toronto.....	60	60	35	15		20	80	10	15	11	30
27-Niagara Falls.....	65	60	35	14	10	15		6	15	11-12	35
28-St. Catharines.....	60-70		30	13	10		1.35	10	15	12	40
29-Hamilton.....	50	40	30	10	7.10	15		5	14	10	27
30-Brantford.....	65	65	35	12.5	10	15	1.20	10	18	12	40
31-Calt.....	65	65	35	12		13	80	7	14	10	25
32-Guelph.....	65	60	30	15	14	15	1.00	12	13	12	
33-Kitchener.....	50	40	30	12	10	17	1.00	10	15	12	
34-Woodstock.....	65	50	35	13	7	15	1.40	10	15	12.5-13	20
35-Stratford.....	60	60	25	14	14	10	1.60	10	12.5	12.5-13	30
36-London.....	65	65	35	15	10	15	1.25		15	12	35
37-St. Thomas.....	60	50	35	1.25	10	15	1.00	8	15	12.5-15	35
38-Chatham.....	65-75	65	25	13	10	15	1.25	10	15	11-12	35
39-Windsor.....	50-65	50-65	50	12	10	18	1.50	8	12.5	12.5	35
40-Owen Sound.....	75	65	30	12.5		15	1.10	7	12.5	11-12.5	45
41-Cobalt.....	65	55	35	15	15	15	1.25	15	15	12-12.5	35
42-Sault Ste. Marie.....	65	55	35	15	15	15	1.25	15	15	11.7-12	35
43-Port Arthur.....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Fort William.....			25	10		12.5	1.70	10	10	10	50
<b>Manitoba (Average)</b> .....	60.0		30.0					10.0	15.5	9.4	
45-Winnipeg.....	65	60	35	15		18	1.25	10	16	11	
46-Brandon.....	55		25		8			10	15	7.5-8	30
<b>Saskatchewan (Average)</b> .....	60.0		31.3	22.5	12.5	15.0	1.267	10.0	18.7	9.4	31.0
47-Regina.....	65		35	15		15	1.20	10	18		28
48-Prince Albert.....	60		40	25		15	1.00	10		8.3-10	
49-Saskatoon.....	50	50	30	30		15		10	18	8-10	25
50-Moose Jaw.....	65		20	20	10	15	1.60	10	20	10	40
<b>Alberta (Average)</b> .....	65.0	56.3	35.0	17.5	13.3	13.8	1.175	10.0	16.3	10.0	33.3
51-Medicine Hat.....	65	55	35	20	15	15	1.35	10	17.5	8-10	25
52-Edmonton.....	60	55	30	15		10	1.10	10	17.5	10	35
53-Calgary.....	65	65	40	15		15	1.10	10	15	11	
54-Lethbridge.....	70	50	35	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average)</b> ...	62.1	57.9	29.9	25.7	11.6	14.9	1.286	10.6	15.4	8.6	33.0
55-Fernie.....	65		25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	85	55-75	40	h40	15	15	1.60	10	20	9.10	50
57-Trail.....	55	50	30	h25	10	15	1.20	10	16	8.3-10	25
58-New Westminster.....	65	65	35	20	15	15	1.20	10	15	7	21
59-Vancouver.....	50	45	20	30	10	15	1.15	10	12.5	7	21
60-Victoria.....	60	60	34	h30	9	14	1.10	12	17	6.8-8	35
61-Nanaimo.....	55	55	25	20	10	15	1.35	10	12	10	30

(a) Including Westville, Stellarton and Trenton. (b) Representing farmer Newcastle district. (c) Calculated price per cord from price quoted. (d) Natural gas used. (e) Jackpine, poplar, etc. (f) Including delivery charges \$1.25-\$1.50. (g) Lignite.

## AND RENTALS IN CANADA AT MIDDLE OF AUGUST, 1920—(Concluded)

COAL		WOOD					Coal oil, per gallon.	Matches, per box.	RENT	
Anthracite, per ton.	Bituminous, per ton.	Hard (long) per cord.	Hard, (stove lengths), per cord.	Soft, best (long), per cord.	Soft (stove lengths), per cord.	Millwood cuttings, etc., per cord.			Six-roomed house with modern conveniences per month.	Six-roomed house with incomplete conveniences or none, per month.
\$ 17.604	\$ 13.014	\$ 13.145	\$ 14.941	\$ 10.257	\$ 11.537	\$ 10.445	cts. 38.3	cts. 14.8	\$ 25.484	\$ 18.366
	9.644	9.625	10.500	6.825	7.250	10.000	40.0	15.0	22.500	17.375
	7.20	6.00	7.00	5.00	6.00		40	15	16.00-25.00	10.00-14.00
	7.75-8.00	8.00	c8.00	8.00	c8.00		40	15	16.00-25.00	10.00-18.00
20.00	12.50	14.50	15.00	9.30	9.00	10.00	40	15	30.00-45.00	25.00-35.00
	11.00	10.00	12.00	5.00	6.00		40	15	18.00-20.00	12.00-15.00
22.00	11.00-12.00	10.00	12.00	8.00	10.00	c9.75	35-37	15	16.00-18.00	12.00-13.00
18.500	11.938	12.500	14.500	7.625	8.750	7.327	32.9	15.0	24.500	18.000
	10.00-12.25	10.00	12.00	7.00	8.00		34-35	15	25.00-45.00	18.00-24.00
20.00	11.75-14.50	15.00	16.00	8.00	9.00	c7.58	29-35	15	18.00	15.00
18.00	12.00	15.00	16.00	7.00	8.00	c6.40	28-32	15	25.00	18.00
17.50	11.50	10.00	14.00	8.50	10.00	c8.00	35	15	20.00	18.00
16.838	15.250	14.490	16.107	11.375	12.222	13.750	35.8	14.9	18.839	13.000
17.00	15.00	c16.00	c16.00	c13.33	13.33	c9.75	35	15	20.00-25.00	
17.00	18.00	12.00	18.00	9.00	12.00	c8.00	38-43	15	20.00	12.00
16.50	14.50	12.00	14.00	12.00			40	15	20.00	18.00
19.00	18.50	14.00	15.00	13.00-14.00	14.00-15.00	c8.00	35-45	15	14.00	7.00
18.00		c18.67		c14.67			37-40		15.00	10.00
16.00	10.00	14.00	17.00	9.00	c10.00	c12.00	25-30	15	15.00-20.00	10.00-15.00
16.50-17.00	12.00-19.00	14.50-16.00	16.50-17.00	10.00-12.00	12.00-13.00	c12.00-15.00	38	15	18.00	12.00-15.00
15.00-15.50		14.00	16.00	8.50	11.00	11.00	30-38	14-15	18.00-25.00	13.00-18.00
							28.30	15	19.00-24.00	13.00-18.00
16.818	14.971	14.072	15.182	11.294	13.304	12.111	34.4	14.7	26.669	19.200
15.00		k14.00	k16.00	k8.50	k11.00	11.00	28-35	15	22.00-30.00	17.00-22.00
16.00			c22.15		c18.52	c16.04	32	15	19.00	13.00
15.50	13.00	15.00	16.00	11.00	12.00	c14.00	33-35	15	18.00-25.00	15.00-20.00
15.50	13.50	14.00	15.00	11.00	12.00	10.00	25-30	15	25.00-30.00	20.00-25.00
18.00	16.00	15.00	16.00	9.00	10.00	7.00	28-30	15	20.00-30.00	18.00-20.00
16.25-19.00	12.00-18.00	11.00	12.00	8.00		c8.40	35	15	15.00-20.00	13.00-15.00
15.00	d	19.00	20.00	16.00	17.00	13.00	40-43	15	40.00	25.00
16.00-17.00	d	d	d	d	d	d	34	15	20.00-28.00	18.00-23.00
17.00	14.00		14.00	12.00	12.00	12.00	33	15	30.00-35.00	20.00-35.00
16.00	13.50		14.00	12.00	12.00	c10.00	37	12	25.00-35.00	20.00-25.00
17.50	17.50		16.00	13.50	14.50	c12.00	32	13	20.00-35.00	17.00
18.00	15.00	17.00	18.00	11.00	12.50	c14.50	35	15	20.00-26.00	14.00-18.00
18.00		14.00	16.00	11.00	12.50		32	15	30.00-35.00	20.00
17.00	15.00	12.50	15.00	11.00	14.00	c13.33	38	15	20.00	15.00
19.00	19.00	16.00		13.00			35		25.00-35.00	15.00-18.00
16.00			18.00		14.00	14.00	36	14	25.00-40.00	16.00-25.00
16.00	14.00	12.00-3.00	17.00		14.00		33	15	18.00-25.00	12.00-17.00
12.00	12.00					c9.00-15.00	34	15	20.00-25.00	18.00-20.00
18.00	12.00						22-28	15	35.00-40.00	25.00-38.00
17.00		12.00	14.00	10.00	10.00		38	15	15.00-18.00	12.00-15.00
20.00	19.00	12.00	c15.00	10.00	c14.25		30	15	22.00	14.00
17.50	13.50	13.00	18.00	9.00	13.50	c10.50	38-40	15	35.00	20.00-25.00
17.50	15.50			12.00	13.50		40	13.3	25.00-40.00	15.00-30.00
18.00	17.00			13.00	14.00		40	15	25.00-40.00	15.00-30.00
20.00	13.625						37.5	15.0	31.250	22.625
21.00	14.75						35	15	30.00-40.00	22.50-30.00
19.00	12.50	13.00	10.00	11.00			40	15	25.00-30.00	18.00-20.00
22.250	12.838	11.250	12.500	10.500	11.333	12.00	42.5	15.0	34.375	22.625
19.50	12.35	c13.00	c14.00	c11.00	12.00		40-45	15	35.00-50.00	30.00
25.00	12.00	e9.50	e11.00	8.50	10.00		42.5	15	20.00-30.00	15.00-25.00
	9.50-11.50				c11.50-12.50		40	15	30.00-40.00	20.50
	12.50			12.00			45	15	35.00	20.00
	8.333			d	d	10.500	43.8	16.3	32.500	20.375
	d					d	35	15	25.00	15.00
	7.50					c10.00	45	15	40.00	25.00
	8.50-10.50					c11.00	50	15	40.00	27.50
	8.00				c14.00		45	20	25.00	14.00
	11.607			9.875	12.340	6.957	52.6	12.5	22.929	18.333
	3.25-7.15				12.00		50		20.00	18.00
	10.25-13.00			11.50	14.25		60		20.00	16.00
	12.50			12.00	14.50	8.50	70	15	30.00	20.00
	14.00					c6.00	40	15	18.00-20.00	12.00-14.00
118.25	14.50			8.00	10.00	7.00-8.00	55-60	10	29.00	25.00
	13.50-4.50			c8.00	c10.95	c5.33	56		18.00-22.00	
	9.80-9.55					7.00-8.00	35	10	20.00-25.00	16.00-20.00

(h) Bottle furnished.

(j) Hard coal.

(k) 3.3 ft. load.

COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT IN TERMS OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA.

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	Aug. 1914	Aug. 1915	Aug. 1916	Aug. 1917	Aug. 1918	Aug. 1919	July 1920	Aug. 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	49.8	48.8	52.6	62.6	78.6	78.4	84.0	83.0
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	34.4	33.4	34.2	43.4	57.2	53.2	54.4	53.4
Veal, roast, forequarters....	1 "	10.0	11.3	12.8	14.0	14.4	15.7	17.6	17.6	19.1	23.0	28.3	26.6	28.1	28.2
Mutton, roast, hindq'r.....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	21.3	21.2	23.8	28.8	37.4	37.0	37.3	36.9
Pork, fresh, rost ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.9	19.4	22.7	30.6	37.9	42.2	40.7	41.6
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	37.2	35.6	38.8	55.6	70.2	76.2	74.0	74.2
Bacon, break'ast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	25.7	25.6	29.2	40.4	51.2	58.1	57.0	57.9
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	36.7	36.0	40.4	62.2	73.6	85.8	75.8	76.0
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	29.5	26.5	33.3	45.0	53.6	57.6	59.2	64.5
Eggs, sotrage.....	1 "	20.2	23.4	28.4	27.9	31.2	23.1	24.3	25.7	29.7	41.2	57.0	53.5	52.6	56.3
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	52.2	50.4	51.0	60.0	72.0	79.8	88.2	88.2
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.0	58.4	58.0	53.0	58.0	62.6	80.2	93.4	108.4	118.8	121.8
Butter, creamery, prints....	1 "	25.5	27.7	31.9	31.5	31.7	33.9	31.9	32.2	35.6	44.9	52.3	62.1	66.3	66.8
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	21.4	24.5	25.5	33.5	33.4	39.7	40.6	40.8
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	19.7	21.6	23.5	30.1	30.8	37.3	38.4	38.9
Bread, plain, white.....	15 "	55.5	53.5	66.0	64.5	60.0	61.5	64.5	73.5	73.5	110.0	117.0	118.5	144.0	145.5
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	37.0	40.0	40.3	69.0	67.0	67.0	84.0	84.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	24.0	25.5	24.0	31.5	40.0	38.5	44.0	44.5
Rice, good, medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	12.0	12.0	13.4	17.2	23.8	27.4	34.2	34.0
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	12.2	14.6	19.4	32.6	33.6	22.6	22.2	24.4
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	13.5	12.0	13.1	16.0	23.3	24.5	29.1	29.5
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	12.9	13.1	13.1	19.1	18.1	23.1	27.2	27.9
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	24.4	31.6	38.0	40.4	44.8	48.4	93.6	100.0
Sugar, yellow.....	2 "	10.0	9.8	10.3	11.0	12.0	11.0	11.6	14.4	17.4	18.6	20.6	22.6	43.4	46.8
Tea, black, medium.....	1 1/4 "	8.2	8.3	8.7	8.9	8.8	8.9	9.3	9.6	9.8	12.0	15.2	15.6	16.4	16.5
Tea, green, medium.....	1 1/4 "	8.7	8.7	9.1	9.4	9.5	9.3	9.4	9.3	10.3	11.6	14.5	14.1	16.8	17.0
Coffee, medium.....	1 1/4 "	8.6	8.8	8.9	9.2	9.3	9.4	9.5	9.9	9.9	10.1	11.3	13.6	15.4	15.6
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	50.3	35.3	57.7	97.3	89.7	110.3	197.4	126.9
Vinegar, white wine.....	1/8 pt.	.7	.7	.7	.7	.8	.8	.8	.8	.8	.8	.9	1.0	1.0	1.3
<b>All Foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.96</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.68</b>	<b>\$7.78</b>	<b>\$8.63</b>	<b>\$11.68</b>	<b>\$13.41</b>	<b>\$14.43</b>	<b>\$16.84</b>	<b>\$16.42</b>
Starch, laundry.....	1/8 lb.	2.9	3.0	3.1	3.1	3.2	3.2	3.2	3.2	3.3	4.1	4.7	5.0	5.0	5.0
Coal, anthracite.....	1 1/8 ton.	39.5	45.2	48.1	48.8	51.9	55.0	53.4	52.3	55.0	67.7	74.9	81.3	105.0	110.0
Coal, bituminous.....	1 1/8 "	31.1	32.3	35.0	35.0	37.5	38.7	37.6	36.6	38.5	54.2	59.6	61.9	76.6	81.3
Wood, hard.....	" cod.	32.5	35.3	38.8	41.4	41.3	42.5	42.5	41.6	42.6	53.2	70.7	76.2	82.2	82.0
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	31.3	30.6	30.5	39.1	51.9	57.8	63.3	64.1
Coal, oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	23.8	23.1	23.0	25.8	28.0	29.2	37.2	38.3
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.89</b>	<b>\$1.84</b>	<b>\$1.50</b>	<b>\$2.40</b>	<b>\$2.85</b>	<b>\$3.06</b>	<b>\$3.64</b>	<b>\$3.76</b>
<b>Rent.....</b>	<b>1/4 mo'th</b>	<b>\$2.37</b>	<b>\$2.89</b>	<b>\$4.05</b>	<b>\$4.05</b>	<b>\$4.60</b>	<b>\$4.75</b>	<b>\$4.81</b>	<b>\$4.09</b>	<b>\$4.08</b>	<b>\$4.36</b>	<b>\$4.89</b>	<b>\$5.31</b>	<b>\$6.38</b>	<b>\$6.37</b>
<b>Grand Totals.....</b>		<b>\$9.37</b>	<b>\$10.50</b>	<b>\$12.79</b>	<b>\$13.00</b>	<b>\$13.79</b>	<b>\$14.02</b>	<b>\$14.46</b>	<b>\$13.74</b>	<b>\$14.63</b>	<b>\$18.48</b>	<b>\$21.20</b>	<b>\$22.86</b>	<b>\$26.92</b>	<b>\$26.60</b>

# AVERAGE COST OF STAPLE FOODS BY PROVINCES†.

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.49	\$7.90	\$8.51	\$11.90	\$13.75	\$14.73	\$17.09	\$16.97
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.54	6.60	7.39	10.27	12.08	12.83	14.52	15.38
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.59	7.69	8.58	11.51	13.52	13.56	16.63	16.25
Québec.....	5.15	5.64	5.33	6.46	6.97	6.87	7.19	7.24	8.30	11.33	12.51	13.39	16.03	15.54
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.53	7.68	8.69	11.75	13.50	14.64	17.05	16.44
Manitoba.....	5.35	6.19	7.46	7.41	7.88	7.87	8.00	7.76	8.43	11.22	13.02	13.71	16.54	17.24
Saskatchewan.....	6.86	6.92	7.86	8.08	8.16	8.25	8.02	8.11	8.71	11.23	12.23	14.61	16.25	16.75
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	7.98	7.79	8.72	12.01	13.84	14.69	16.70	16.31
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	9.36	8.72	9.20	12.19	14.17	15.06	18.23	17.09

\*December only.

†See footnote, page 1243.



toba Northern No. 1 closed at \$2.71 $\frac{7}{8}$  at the end of the first day, and at \$2.77 $\frac{1}{2}$  a week later. No. 1 Northern Spring wheat at Minneapolis had risen to \$2.60-\$2.65 at the end of July, fell to \$2.35-\$2.40 in the first week of August, advancing during the next two weeks and reaching \$2.70-\$2.80 at the middle of the month. Toward the end of the month the price fell to \$2.45-\$2.52. Most of the other grains fluctuated in sympathy with the violent changes in wheat. Barley at Winnipeg had fallen 30c. towards the end of July and in the last week fell 14c., being as low as \$1.34 $\frac{1}{8}$  but recovered about 10c. by the next week and was thereafter relatively steady. Barley at Toronto fell from \$1.84 to \$1.20, but rose to \$1.35. Oats at Winnipeg fell from \$1.20 to 97c. in the last two weeks of July but changed little during August, being down to 96 $\frac{7}{8}$ c. at the end of the month. American corn at Toronto rose to \$2.49 at the beginning of August, fell to \$1.85 but rose to \$2.00. Flaxseed fell to \$3.42 $\frac{1}{2}$  but rose to \$3.50. Rye, No. 3, at Toronto fell from \$2.20 to \$1.75. Hay rose to \$31.00 per ton at Montreal and good grades were reported to be very scarce.

**ANIMALS AND MEATS.**—At Toronto, butcher cattle eased off \$1.00 from \$14.00-\$15.50, per hundred pounds, but recovered slightly at the end of the month. Beef, dressed hindquarters, fell from 28-34c. per pound to 27 $\frac{1}{2}$ -31 $\frac{1}{2}$ c. Forequarters also declined. Veal was firmer at 16-26c. per pound. Hogs eased off from \$21.00 per hundred to \$20.25 but rose to \$20.50 by the end of the month. Dressed hogs were firmer at 26-28c. per pound. Breakfast bacon advanced to 49-50c. per pound. Hams had risen to 43-44c. in July but declined

1c. in August. Mess pork was down to \$47.00 per barrel at Toronto and later fell to \$40.00 per barrel. Lard was 1c. lower at 26 $\frac{1}{2}$ -27c. per lb. Sheep fell from \$8.50-\$9.50 to \$7.00-\$8.00 per hundred. Dressed lamb was down to 25-32c. per pound.

**DAIRY PRODUCTS.**—Butter was nearly 2 cents lower at 56 $\frac{7}{8}$ c. per pound for finest creamery at Montreal, but rose to 59 $\frac{1}{2}$ c. Creamery prints at Toronto fell from 62-63c. to 59-61c. Cheese had fallen to 23 $\frac{1}{2}$ c. per pound at Montreal but rose to 27 $\frac{1}{2}$ c. Eggs rose from 68c. per dozen at Montreal to 72c.

**FISH.**—The export market for dried fish was reported to be very poor, there being surplus stocks both in Newfoundland and in Norway. The opening price of the summer catch at Lunenburg was down to \$9.25 per quintal. Dried cod was down to 9 $\frac{1}{2}$ c. per pound, and had-dock to 6 $\frac{1}{2}$ c. Salt mackerel was down to 7c. per pound.

**FRUITS AND VEGETABLES.**—Strawberries went off the market at Toronto at the end of July. Raspberries fell to 25-30c. per box at the beginning of August and were as low as 10-30c. at the middle of the month. Cherries were down to \$1.00-\$1.25 per eleven-quart basket at the beginning of August but rose to \$1.50-\$1.75. Early peaches came on at 50-75 per basket, and rose to 60c.-\$1.00. Pears were at the same prices as peaches. Plums came on at 35-75c. per six-quart basket but fell to 25-50c. per box. Valencia oranges were firmer. Potatoes were down to \$2.25 per bag at Montreal and Toronto. Fresh tomatoes were as high as \$2.50-\$3.75 per basket at the middle of July but were down to

# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR AUGUST, 1920, JULY, 1920, AND AUGUST 1919, 1918, 1917, 1916, 1915, 1914, AND 1913.

(Average price 1890-1899=100.)

		INDEX NUMBERS									
		Number of commodities.	Aug.* 1920	July* 1920	Aug.* 1919	Aug.* 1918	Aug. 1917	Aug. 1916	Aug. 1915	Aug. 1914	Aug. 1913
I.—GRAINS AND FODDER—											
Grains, Ontario.....	6	400.0	436.3	343.2	377.1	342.6	206.3	182.2	162.2	140.8	
Grains, Western.....	4	359.4	416.7	392.0	339.1	307.3	195.9	159.6	151.6	126.8	
Fodder.....	5	349.6	346.0	274.0	211.9	193.9	159.4	191.9	168.1	144.3	
All.....	15	372.4	401.1	333.1	311.9	296.2	187.9	179.4	161.3	138.3	
II.—ANIMALS AND MEATS—											
Cattle and beef.....	6	371.3	392.4	360.0	353.8	285.2	216.7	237.1	231.9	183.0	
Hogs and hog products.....	6	380.8	380.8	431.4	366.2	316.1	224.8	172.1	178.9	173.3	
Sheep and mutton.....	3	253.2	283.4	270.7	323.3	239.9	213.6	176.4	166.8	139.6	
Poultry.....	2	476.6	378.8	520.5	409.9	298.6	294.1	218.6	216.8	186.5	
All.....	17	366.2	378.9	388.3	359.3	289.4	228.1	201.3	199.9	172.3	
III.—DAIRY PRODUCTS											
.....	9	305.5	299.6	292.0	255.2	226.5	169.4	141.6	140.5	139.7	
IV.—FISH—											
Prepared fish.....	6	217.7	225.8	219.9	248.8	197.7	154.7	145.7	153.0	151.3	
Fresh fish.....	3	288.3	288.3	282.1	249.9	209.0	163.7	140.0	158.4	149.7	
All.....	9	241.3	244.4	240.6	249.2	201.5	157.7	143.8	154.8	150.7	
V.—OTHER FOODS—											
(a) Fruits and Vegetables—											
Fresh fruits, native.....	5	133.3	235.8	88.6	158.3	120.1	99.5	65.0	95.7	96.9	
Fresh fruits, foreign.....	3	237.2	238.8	191.3	178.9	134.4	124.8	105.3	89.0	109.7	
Dried fruits.....	4	259.7	259.7	262.0	271.1	214.3	153.4	127.4	121.7	111.4	
Fresh vegetables.....	2	312.7	648.1	383.9	428.7	465.3	394.5	154.0	176.1	158.9	
Canned vegetables.....	3	216.3	216.3	230.6	254.0	237.5	123.5	87.2	100.3	101.8	
All.....	17	170.3	352.9	251.6	259.0	255.5	155.6	111.4	116.7	115.8	
(b) Miscellaneous groceries—											
Breadstuffs.....	10	337.1	336.8	274.0	263.4	266.2	168.7	152.7	130.7	126.3	
Tea, coffee, etc.....	4	217.4	222.7	221.2	179.9	151.2	127.9	121.9	112.5	109.7	
Sugar, etc.....	6	433.5	455.6	276.9	260.4	228.8	163.4	143.3	105.9	113.3	
Condiments.....	5	226.5	231.1	232.4	250.8	181.8	149.3	125.7	118.3	99.6	
All.....	25	319.3	325.9	257.9	246.8	221.9	157.0	140.1	119.3	115.2	
VI.—TEXTILES—											
Woolens.....	5	353.2	337.2	377.5	432.6	348.4	224.6	196.4	146.4	139.0	
Cottons.....	4	390.5	408.0	334.6	354.8	240.9	162.5	127.6	141.0	147.5	
Silks.....	3	186.9	200.9	179.7	147.4	124.5	113.6	85.9	93.6	89.4	
Jutes.....	2	487.0	524.4	549.8	609.5	467.9	316.8	246.4	255.2	251.1	
Flax products.....	4	597.3	595.9	458.0	438.9	289.7	224.8	165.6	119.8	114.1	
Oilcloths.....	2	306.7	306.7	272.3	220.2	159.8	132.5	116.4	104.6	104.7	
All.....	20	392.8	398.3	362.0	372.0	274.7	195.6	156.8	138.7	132.0	
VII.—HIDES, LEATHER, BOOTS & SHOES											
Hides and tallow.....	4	232.5	257.2	610.3	352.4	329.3	290.0	196.2	202.9	188.7	
Leather.....	4	310.8	312.0	311.0	251.0	265.1	206.9	174.3	151.4	151.4	
Boots and shoes.....	3	312.6	312.6	332.3	224.6	232.9	198.6	162.4	155.7	155.7	
All.....	11	282.8	292.2	425.7	285.7	279.7	234.8	179.0	171.3	166.1	
VIII.—METALS AND IMPLEMENTS—											
Iron and steel.....	11	282.9	275.1	201.0	278.8	285.1	150.5	108.8	100.5	103.0	
Other metals.....	12	218.0	224.6	203.9	282.7	271.9	215.4	195.6	124.7	130.1	
Implement.....	10	256.8	255.4	240.7	232.1	199.5	138.7	113.2	106.6	105.6	
All.....	33	251.4	250.8	214.2	266.1	254.3	169.9	156.8	111.5	113.9	
IX.—FUEL AND LIGHTING—											
Fuel.....	6	409.7	405.6	231.1	248.2	288.6	152.3	116.3	120.3	134.9	
Lighting.....	4	267.2	261.5	241.9	233.6	112.6	86.8	90.0	90.9	92.2	
All.....	10	352.7	348.0	235.3	242.4	218.2	126.1	105.8	108.6	117.8	
X.—BUILDING MATERIALS—											
Lumber.....	14	516.2	512.0	308.4	275.5	225.5	182.2	174.1	182.1	183.0	
Miscellaneous materials.....	20	273.3	267.7	221.7	233.6	217.3	154.0	120.0	109.8	112.5	
Paints, oils and glass.....	14	443.3	467.4	417.7	318.6	267.2	199.9	161.6	140.4	142.9	
All.....	48	393.3	397.2	304.2	271.6	234.2	175.6	147.9	139.8	141.9	
XI.—HOUSE FURNISHINGS—											
Furniture.....	6	451.3	451.3	381.4	276.7	195.8	170.3	145.9	146.6	147.2	
Crockery and glassware.....	4	504.9	504.9	394.2	334.4	280.0	195.5	170.3	133.9	130.9	
Table cutlery.....	2	164.1	164.1	163.4	155.1	150.7	132.2	80.3	72.4	72.4	
Kitchen furnishings.....	4	273.2	292.2	253.8	272.3	202.3	132.4	125.5	125.3	117.8	
All.....	16	383.2	389.2	325.4	274.9	212.8	162.3	138.7	128.8	126.4	
XII.—DRUGS AND CHEMICALS.....											
.....	16	247.1	247.1	222.0	283.4	261.3	249.4	175.2	121.4	113.3	
XIII.—MISCELLANEOUS—											
Raw furs.....	4	868.2	915.9	1034.0	581.0	388.4	292.3	150.2	208.6	302.0	
Liquors and tobaccos.....	6	315.1	315.1	286.5	221.7	163.9	139.0	134.7	128.3	134.4	
Sundries.....	7	215.2	215.8	216.6	218.9	197.6	142.6	116.0	106.5	111.1	
All.....	17	404.1	415.6	431.6	305.1	230.6	176.6	130.6	138.2	164.3	
All commodities.....	264†	330.2	346.8	301.1	284.3	247.3	180.7	151.5	136.3	134.1	

\*Preliminary figures. †Seven commodities off the market, fruits, vegetables, etc.; one line of spelter was dropped in 1915.

65-85c. in the second week of August, and to 30-40c. in the last week.

**MISCELLANEOUS FOODS.**—Bread had risen to 10c. per 18 ounce loaf in Victoria, B.C., in July. Rolled oats were easier at \$6.00-\$6.50 per bag. Winter wheat flour was easier at \$12.50 per barrel, and lower prices for all flour were expected owing to the low wheat market. Rio and Santos coffee were from 1c. to 4c. per pound lower. Sugar declined 2c. per pound by the end of the month. Glucose declined 1c. per pound. Honey came on the market at 23-25c. per pound at Toronto. Maple sugar was lower at 25-28c per pound. Cream of tartar was 5c. per pound lower at 75-80c.

**TEXTILES.**—Prices for Canadian wool were firmer, fine wool being up to 60c. per pound and coarse wool up to 20c. Raw cotton was down to 36½c. per pound at New York at the middle of August as compared with 42½c. at the middle of July. Coloured cotton goods averaged higher. Raw silk was again lower, Japan filatures being down to \$5.90 per pound and Italian classical being down to \$8.30 for extra and \$7.30 for best. Spool silk was lower at 85c. per dozen and machine twist at \$22.75 per pound. Jute was slightly firmer, but hessians were again lower. Hemp rope was slightly higher at 60c. per pound.

**HIDES, LEATHER, BOOTS AND SHOES.**—No. 1 beef hides were down to 31c. per pound at Toronto. Calfskins were down to 15c. per pound. Leather was again lower in some grades. Prime slaughter

oak fell from 65c. per pound to 61-62c., smooth grain from 54c. to 51½c., harness leather from 94-95c. to 92-94c. Boots, women's dongolas, recovered from the drop in May.

**METALS AND IMPLEMENTS.**—Iron black sheets advanced. Steel bar was lower. Lead, quicksilver, solder and tin were lower. Horse shoes advanced.

**FUEL AND LIGHTING.**—Anthracite coal advanced 50c. per ton to \$14.00 at Montreal. Bituminous coal was higher on Vancouver Island. Foundry coke at Connellsville was again higher at \$18.00-\$20.00 per ton. Gasolene advanced from 38c. per gallon to 40c., and coal oil from 27½c. per gallon to 29½c.

**BUILDING MATERIALS.**—The demand for lumber for export was reported to have fallen off. Oak advanced, but British Columbia fir and shingles were lower. Flooring declined at Victoria, B.C. from \$80.00 per M to \$75.00. Roofing pitch, coal tar, red lead, cut nails, and copper wire advanced. Linseed oil, turpentine, shellac, and putty fell steeply but benzine advanced.

**HOUSE FURNISHINGS.**—Glass tumblers advanced 10 per cent at the end of the month. Brooms declined.

**DRUGS AND CHEMICALS.**—Bleaching powder and caustic soda were off the market.

**MISCELLANEOUS.**—In raw furs muskrat skins were down 25c. each. In pulp and paper, pulp was reported to be very scarce. Raw rubber fell to 31c. per pound.



## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

**T**HE accompanying tables and the following notes give the latest statistics available as to the movement of prices in the United Kingdom and in other countries.

### United Kingdom

In the British *Labour Gazette*, August, 1920, the Ministry of Labour reported the cost of food to have risen by the beginning of August to a level 162 per cent higher than in July, 1914, as compared with an advance of 158 per cent by the beginning of July. The advance was chiefly due to the rise in the prices of meats, following on the removal of the maximum retail prices on British beef and mutton on July 4. There was also an increase in the prices of eggs, but a decrease in potatoes. The increase in rent was estimated to have been between 15 per cent and 20 per cent, the increase in clothing 330 per cent, fuel and light, 130 per cent, miscellaneous items 120 per cent, and all items 155 per cent.

### Belgium

The *Revue du Travail*, published by the Belgian Government, reported that the general level of retail prices of foods and other necessities on May 15 in sixty-two localities indicated a rise of 2.1 per cent over prices in April and 371 per cent over prices in April, 1914.

### Italy

The Municipal Labour Office in Rome

reported the general level of food prices in June to be slightly higher than in May and 225 per cent higher than in 1914. Other household necessities were 211 per cent higher than in 1914. In Milan the Municipal Labour Office reported the cost of maintaining a family in July to be 1.6 per cent lower than in June, but 341 per cent higher than in 1914. Clothing had increased 492 per cent, heat and light 511 per cent, rent 8.3 per cent, and food 345 per cent over pre-war prices.

### Iceland

The Icelandic Statistical Department reported that the general level of prices of necessities, including food, washing materials, fuel, and oil, in April, 1920, had risen by 6 per cent over prices in January and 309 per cent over prices in July, 1914.

### United States

The Index numbers of wholesale prices calculated by various bodies showed decreases in August as compared with July, continuing the decline which set in about May. There were, however, increases in certain foods, and in some metals. The chief decreases were in meats, clothing, especially cotton goods, hides and leather, and oils, but there were increases in coal and coke. There were notable decreases in sugar, tea, coffee, and rice.

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES.

Date	Canada 29 Foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New- Zealand 59 foods 25 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Norway Foods	Sweden 51 articles 44 towns	United States 22 foods 45 cities
1900	\$ 5.48	88.5a		906b									
1905	5.95	91.0a		990b									
1910	6.95	96.3a		991b			98.4c	1000					93
1911	7.14	96.3a		983b			101.7c						92
1912	7.33	101.3a	1.140	1,017b			101.3c	1020	100				98
1913	7.33	101.6a	1.106	1,037b			102.0c			100.0			100
1914	7.73	103.4a	1.155	1,003b						103.0			102
1915	7.86	131.5a	1.428	1,201b						117.2			101
1916	8.79	106.0	1.506	1,268b						120.9			114
1917	11.42	199.0	1.481	1,360b						150.4			146
1918	13.02	214.7	1.523	1,487b						180.6			168
1919	13.87		1.523	1,555b						201.9			186
1914													
January	7.73		1,099										104
April	7.50		1,161				107.1d						97
July	7.42	100	1,164	1,070				1004e	92		100	100	102
October	7.99	112	1,156	1,096			106.9c						105
1915													
January	7.97	118	1,240	1,190				1105e	98				103
April	7.79	124	1,318	1,212			107.7d						99
July	7.80	132.5	1,522	1,200	116.3	120.3		1235e	102				100
October	7.82	140	1,551	1,202	120.0		113.8c						103
1916													
January	8.28	145	1,504	1,236		126.0*		1134e	118		143		107
April	8.34	149	1,520	1,258		129.4*	117.6d	1379e			155		109
July	8.46	161	1,516	1,276	135.9	139.5*		1420e	126		176		111
October	9.30	168	1,454	1,289		143.8*	120.3c	1466e			182		121
1917													
January	10.27	187	1,453	1,359		147.9*		1547e	142			160	128
April	10.77	194	1,473	1,357		157.9*	123.6d	1717e	160		212	175	145
July	11.62	204	1,470	1,357	154.7	178.8*		1845e	183		261	177	146
October	11.81	202	1,506	1,392		192.0*	136.1c	2008e	198		273	192	157
1918													
January	12.42	206	1,505	1,427		197.4*		2120e	211	179.6		221	160
February	12.54	208	1,510	1,430	166.1				215	191.2		227	161
March	12.66	207	1,519	1,434		203.7	145.4d		225	174.9		235	154
April	12.57	206	1,528	1,464				2331e	233	176.1	239	247	154
May	12.66	207	1,539	1,484					245	175.9		258	158
June	12.79	208	1,541	1,485		229.7			268	178.7		261	162
July	13.00	210	1,523	1,491	181.8			2446e	270	175.6	279	268	167
August	13.41	218	1,491	1,507					272	171.3		284	171
September	13.21	216	1,489	1,509		251.0	161.8c		278	197.8	270	310	178
October	13.54	229	1,521	1,515				2608e	280	201.6		320	181
November	13.65	233	1,547	1,535					278	203.1		330	183
December	13.65	229	1,565	1,603		252.0			289	203.1	275	330	187
1919													
January	13.78	230		1,553	189.9			2780e	290	194.9	279	369	185
February	13.41	230	1,645	1,522					291	212.4	278	334	172
March	13.05	220	1,661	1,505		257.4	167.7d		291	205.1	278	331	175
April	13.35	213	1,636	1,516				2942e		195.8	276	336	182
May	13.53	207	1,696	1,524						155.9	271	323	185
June	13.72	204	1,706	1,528		261.4				204.3	290	319	184
July	13.77	209	1,714	1,539	211.1			2893e	274	210.4	289	310	190
August	14.45	217	1,723	1,565					283	206.7	291	313	192
September	14.31	216	1,718	1,565			138.6c		304	203.2	298	309	188
October	14.21	222	1,814	1,605				3010e	358	203.7	300	307	188
November	14.23	233	1,839	1,635					371	202.4	297	309	192
December	14.70	234	1,834	1,662		244.6				199.0	299	307	197
1920													
January	15.30	236		1,688	241.9			3210e		202.3	299	298	201
February	15.70	235	1,892	1,708					295.1	207	297	290	200
March	15.93	233	1,903	1,730		244.4			284.9	208	291	291	200
April	15.99	235		1,733				3799e		205.6	305	297	211
May	16.65	246		1,746						206.5	311	294	216
June	16.92	255								210.3		294	
July	16.84	258										297	
August	16.42	262											

aCalculated from annual index number prior to war and price level Aug.-Dec. 1914.  
 ending September. d6 months ending March. eQuarter beginning in specified month. \*Previous month.

c6 months.

## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada		United Kingdom			United States				France	Italy	Sweden	Australia	New Zealand	South Africa	Japan
	Department of Labour	Board of Trade Index No.	Economist	Statist†	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bacchi Index No.	Official	Bureau of Census and Statistics	Government Statistician	Census and Statistics Office	Bank of Japan
No. of commodities.	272*	47	44	45	346	25‡	96	200	22‡	45	44		92		188	50
Date.	1890—1899 =100	1900 =100	1901—1905 =100	1897—1877 =100	1913 =100	1890—1899 =100				1901—1910 =100			1913—1914= 100	1911 1000	1909—1913 100	Jan. 1914 1000
1890.....	110.3	103.3	102.2	72	83.5	109.252	8.4346	80.876	43.4	.....	.....	.....	1,053	.....	.....	.....
1895.....	95.6	98.7	87.6	62	69.2	9.604	6.4346	81.251	42.0	.....	.....	.....	760	.....	.....	.....
1900.....	108.2	100.0	110.5	75	81.7	9.388	7.8839	93.355	44.2	.....	.....	.....	894	.....	.....	.....
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3	.....	.....	910	.....	.....	.....
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	.....	.....	948	.....	.....	.....
1907.....	126.2	106.0	118.0	80	95.8	11.940	8.9045	110.462	50.9	109.0	.....	.....	1,021	.....	.....	.....
1908.....	129.8	103.0	109.0	73	90.8	12.766	8.0094	110.728	54.2	100.9	.....	.....	1,115	.....	.....	.....
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	.....	.....	993	949	.....	.....
1910.....	124.2	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1	.....	.....	1,003	984	.....	.....
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	.....	.....	1,000	994	.....	.....
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	.....	.....	1,172	1,041	.....	.....
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	126.0	100	1,088	1,051	.....	132.2
1914.....	136.1	117.2	120.8	86	99.0	146.069	9.9030	122.188	60.8	117.9	119.8	116	1,149	1,077	.....	126.3
1915.....	148.0	143.9	150.6	108	100.0	143.050	9.8530	124.563	64.0	161.6	167.2	145	1,604	1,269	.....	127.8
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	217.6	251.6	185	1,504	1,380	.....	154.9
1917.....	227.0	243.0	250.0	175	175.0	261.796	15.6385	204.121	110.8	302.4	385.9	244	1,662	1,555	.....	196.4
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	515.5	339	1,934	1,809	1,870	259.0
1919.....	293.2	296.3	287.9	205.6	214.0	295.607	18.6642	230.846	121.4	412.0	460.9	330	2,055	1,834	.....	.....
1914																
January.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	128.6	.....	a 1,085	a 1,045	1,000	.....
April.....	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	118.5	.....	a 1,113	a 1,067	.....	.....
July.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	115.6	.....	a 1,185	a 1,073	.....	.....
October.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	123.3	.....	a 1,225	a 1,123	.....	.....
1915																
January.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	132.7	.....	a 1,387	a 1,323	1,109	.....
April.....	146.4	.....	151.2	105.9	100.0	153.21	9.7763	125.090	67.8	156.3	152.3	.....	a 1,660	a 1,344	.....	.....
July.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	164.4	.....	a 1,822	a 1,403	.....	.....
October.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	186.4	.....	a 1,544	a 1,449	.....	.....
1916																
January.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	232.3	.....	a 1,502	a 1,450	1,229	.....
April.....	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.690	71.3	.....	252.7	.....	a 1,493	a 1,510	.....	.....
July.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	242.8	.....	a 1,505	a 1,503	.....	.....
October.....	188.2	.....	208.7	141.5	124.0	190.13	12.0399	152.385	82.2	223.0	260.2	.....	a 1,514	a 1,665	.....	.....
1917																
January.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	290.0	.....	a 1,525	a 1,684	1,470	.....
April.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	236.7	333.7	.....	a 1,587	a 1,759	.....	.....
July.....	248.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	383.3	.....	a 1,715	a 1,849	.....	.....
October.....	244.7	.....	259.1	186.0	181.0	280.20	16.9117	219.679	120.1	327.9	441.8	.....	a 1,804	a 1,944	.....	.....
1918																
January.....	258.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	457.6	.....	a 1,887	1,677	1,663	.....
April.....	269.4	.....	270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	505.6	.....	a 1,940	1,741	.....	.....
July.....	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	540.6	.....	a 1,954	1,808	.....	.....
October.....	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	556.4	370	a 1,905	1,917	.....	285.5
November.....	290.9	286.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7	550.7	367	.....	1,995	.....	283.4
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	467.9	372	.....	1,961	.....	282.6
1919																
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	410.1	369	1,959	1,888	1,799	283.2
February.....	279.8	285.5	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	403.9	358	1,914	1,848	.....	281.6
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.1	410.1	354	1,925	1,789	.....	272.7
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.073	129.8	384.0	417.9	339	1,952	1,770	1,758	273.2
May.....	284.1	274.6	273.2	194.6	207.0	313.041	17.2326	222.193	128.0	375.8	426.3	330	1,956	1,760	.....	283.7
June.....	284.1	277.8	281.3	194.7	207.0	301.485	18.0900	227.973	123.9	381.5	451.0	324	1,972	1,762	.....	301.6
July.....	294.0	281.6	293.2	206.4	219.0	313.647	18.8964	231.607	127.9	403.0	456.6	320	2,008	1,788	1,831	326.8
August.....	301.1	299.8	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	465.5	321	2,070	1,828	.....	332.2
September.....	301.5	308.2	299.4	214.8	221.0	280.279	19.4720	238.342	116.0	416.2	468.3	319	2,111	1,868	.....	340.5
October.....	299.6	323.8	348.9	224.3	223.0	277.028	19.5215	235.867	111.2	441.4	492.0	307	2,278	1,886	2,079	352.1
November.....	307.7	336.6	317.5	231.0	230.0	282.486	19.9028	238.573	114.6	463.2	552.8	308	2,267	1,899	.....	370.2
December.....	322.7	345.8	344.7	235.2	238.0	280.876	20.1756	244.639	119.4	458.6	576.2	317	2,250	1,925	.....	381.5
1920																
January.....	338.4	356.5	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	634.7	319	2,311	1,999	2,360	398.0
February.....	343.5	368.5	370.9	260.4	249.0	296.672	20.8690	253.748	127.3	603.3	701.0	342	2,354	2,039	.....	414.6
March.....	349.0	375.1	379.6	261.8	253.0	298.909	20.7950	253.016	133.8	641.0	780.0	354	.....	2,123	.....	425.2
April.....	353.1	374.3	374.2	261.5	265.0	321.000	20.7124	257.961	147.4	679.2	855.7	354	.....	2,153	2,500	397.2
May.....	356.6	371.7	372.7	260.0	272.0	321.898	20.7341	263.332	155.4	635.9	830.3	361	.....	.....	.....	359.7
June.....	349.3	.....	356.7	255.7	269.0	281.758	19.8752	262.149	154.7	659.6	773.5	366	.....	.....	.....	.....
July.....	346.8	393.4	358.0	254.6	.....	307.680	19.8528	260.414	141.9	.....	.....	.....	.....	.....	.....	.....
August.....	330.2	.....	352.0	.....	.....	309.820	18.8273	252.288	125.8	.....	.....	.....	.....	.....	.....	.....
September.....	.....	.....	.....	.....	.....	.....	17.9746	248.257	.....	.....	.....	.....	.....	.....	.....	.....

\*280 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1920.

†Food only. aQuarter beginning in month specified.

†Continuing Sauerbeck's index number.



## RECENT LEGAL DECISIONS AFFECTING LABOUR

**O**F the three legal decisions summarized below, one refers to the rights of seamen on foreign vessels in the United States ports, as decided by the

Supreme Court of the United States, and the other two refer to the liability of employees for accidents in Alberta and Quebec respectively.

### **Foreign seaman landing at United States port may claim half the wages then earned notwithstanding contract signed abroad**

A British seaman sailing from Liverpool on the English vessel "Strathearn," on arriving at Pensacola, Florida, in July, 1916, brought an action against his employers claiming one-half the wages earned by him up to that time, although his contract bound him to complete the voyage back to Liverpool within three years when his wages would be paid. The action was based on a provision of the La Follette Seamen's Act of 1915 permitting seamen on foreign as well as American vessels to demand one-half of the wages earned by them at every port where the vessels load or discharge cargo. The case finally came before the Supreme Court of the United States. The defendants opposed the claim on the ground that a contract legally signed in a foreign country could not be cancelled in the United States. The Supreme Court pronounced in favour of the plaintiff.

In its decision the Court declared that the jurisdiction of the government of the United States over foreign merchant vessels in United States ports was such as to give authority to Congress to make provisions of the character then under consideration; that it was for this government to determine upon what terms and conditions vessels of other countries might be permitted to enter harbours of the United States and to impose conditions upon the shipment of sailors in their ports and make them applicable to foreign as well as domestic vessels. "We have no doubt as to the authority of Congress to pass a statute of this sort, applicable to foreign vessels in our ports and controlling the employment and payment of seamen as a condition of the right of such foreign vessels to enter and use the ports of the United States." (*United States—Dillon vs. The Strathearn Steamship Company.*)

### **Employer not liable if workmen voluntarily assumes risk when off duty**

A coal miner when off duty was injured by an explosion when helping to stop a fire on the premises where he worked. He brought an action for damages against his employers. The trial judge decided against the injured miner and he appealed to the Supreme Court of Alberta. The evidence showed that the fire was in a small lamphouse near the mine where sufficient explosives were stored every evening for the following day. The plaintiff claimed that he was ordered by superior officers of his

employers to go where he was in danger, in consequence of which he suffered the injury. It was held by the Court, however, that at the time of the accident the plaintiff was not subject to the orders of the defendants. The plaintiff knew of the risk and was warned and took precautions to avoid it, but afterwards when he thought the risk was over he voluntarily put himself in the place of danger. While the accident would not have resulted but for the defendant's act in putting the explosives

where they were, yet under the law it was held that a defendant is not liable if notwithstanding his negligence the plaintiff's own act is the immediate

cause of the injury. The appeal was, therefore, dismissed with costs. (*Alberta-Strapazon vs. Oliphant Munson Collieries, Limited*).

**Agreement signed by employed workman relieving employer from liability for compensation declared null and void**

A workman at a mine in Quebec received an injury when at work which rendered him totally incapacitated for more than six months. While he was still incapacitated, a representative of an insurance company persuaded him to sign an agreement for the sum of \$63 declaring that this sum was in final settlement of all claims in connection with the accident. The workman subsequently refused to accept the \$63 and brought action against the company claiming the sum of \$270 under the law

of industrial accidents and requesting that the agreement be declared null and void. The company did not invoke this settlement in defence but confined itself to a denial of the plaintiff's allegations.

The Superior Court awarded the plaintiff the sum of \$225 and declared the above mentioned agreement to be null and void as being prejudicial to the plaintiff and contrary to law. (*Quebec—Gagnon vs. The Asbestos Corporation of Canada*.)

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# THE LABOUR GAZETTE

Prepared and edited in the Department of Labour, Ottawa

MINISTER—THE HONOURABLE GIDEON D. ROBERTSON.  
DEPUTY MINISTER—F. A. ACLAND.

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Number 10

## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### The month in brief

This issue of the LABOUR GAZETTE contains a full report of the annual convention of the Trades and Labour Congress of Canada which met in September at Windsor, Ont.; also reports of conventions of other labour organizations including the British Trades Union Congress. There is also a report of the Second International Labour Conference under the League of Nations, which met at Genoa, Italy, on June 15. A conference of the Employment Service Council of Canada, and the annual meeting of the International Association of Public Employment Services took place at Ottawa, and accounts of the proceedings of these meetings appear in this number. This issue also contains an article summarizing the various provincial laws relating to the regulation and inspection of factories in Canada.

The cost of the weekly family budget of staple foods showed a decline, averaging \$15.95 at the middle of September as compared with \$16.42 in August, \$14.33 in September, 1919, and \$7.83 in September, 1914.

At the beginning of September, the percentage of unemployment among trade unions was 3.16 as compared with 2.64 at the beginning of August and 2.33 at the beginning of September, 1919. According to returns from over 5,000 firms, the volume of employment in Canada showed a very slight decline during the

first half of the month with a recovery during the latter half.

The time loss due to industrial disputes during September was less than during either August, 1920, or September, 1919. There were in existence during the month 28 strikes, involving about 2,449 workpeople, and resulting in a time loss of 25,890 working days. At the end of the month there were on record 15 strikes involving about 521 workpeople.

### Proceedings under the Industrial Disputes Investigation Act

During September the Department received a report from the Board of Conciliation and Investigation established to deal with the dispute between the Canadian Press, Limited, and their press telegraph operators, members of the Canadian Press System Division No. 52, Commercial Telegraphers' Union of America.

One application was received for the establishment of a Board, and a Board was established in connection with a dispute for which the application had been received during a previous month.

### Programme of Third International Labour Conference

The third International Labour Conference, established under the League of Nations, will meet at Geneva, Switzerland, on April 4, 1921. The International Labour Office has an-



nounced the following agenda of this Conference: (1) Reform of constitution of the Governing Body of the International Labour Office. (2) Agricultural questions: (a) the adaptation of the Washington decisions to agricultural labour—(i) regulation of the hours of work, (ii) measures for the prevention of or providing against unemployment, (iii) the protection of women and children; (b) Technical agricultural education; (c) Living-in conditions of agricultural workers; (d) Guarantee of the rights of association and combination; and (e) Protection against accidents, sickness, invalidity and old age. (3) (a) Disinfection of wool infected with anthrax spores; (b) Prohibition of the use of white lead in painting. (4) The weekly rest day in industrial and commercial employment. (5) (a) The prohibition of the employment of any person under the age of 18 years as trimmer or stoker; and (b) Compulsory medical examination of all children employed on board ship. The Conference will also be furnished with a report from the International Commission on Emigration set up by the Governing Body in conformity with a resolution adopted by the Washington Conference; a report of the chairman of the Governing Body dealing with the work of the International Labour Office from the time of its creation after the Washington Conference, and a report of the Director of the International Labour Office dealing with the application of the draft conventions and recommendations adopted at that Conference.

#### **Employment Agencies Act, Nova Scotia**

The Employment Agencies Act, noted in the September issue of the LABOUR GAZETTE as having been passed at the last session of the Nova Scotia legislature, has been proclaimed in effect, October 1, 1920. Similar legislation is already in force in the provinces of British Columbia, Alberta, Saskatchewan and Manitoba, where the operation of commercial employment agencies is virtually prohib-

ited. This action on the part of the provincial authorities is in line with the recommendation of the International Labour Conference, which urged that all practicable measures be taken to abolish such agencies as soon as possible. (LABOUR GAZETTE, December, 1919, p. 1445.)

#### **Progress of "Mothers' Allowances" in Canada**

In the August issue of the LABOUR GAZETTE appeared the names of three of the five commissioners to administer the Ontario Mothers' Allowances Act. Since then Major Thomas J. Murphy of London and Mr. A. J. Reynolds of Hampton have been appointed to complete the personnel of the Board. The Board has decided to establish local committees or boards in each city, town, county and judicial district—about 89 in all—throughout the province, to receive the applications for pensions and pass upon them, guided by such information as they may secure themselves or from the provincial investigators. Each board will have five members nominated by the municipality and the provincial board, and will have its own staff of investigators who may later become supervisors of the work. The following temporary flat rate has been adopted by the Board: City: widow with five or more children, \$55 per month; with four children, \$50 per month; with three children, \$45 per month; and with two children \$40 per month. County: widow with five or more children, \$45 per month; with four children, \$40 per month; with three children, \$35 per month; with two children, \$30 per month. The payments which for any reason are delayed will be made retroactive to October 1.

Announcement has already been made of the appointment of a number of advisory boards, under the provisions of the Mothers' Pensions Act of British Columbia, whose duty it will be to co-operate in an advisory capacity with the superintendent in charge of the work of investigating claims for pensions. The report of these boards will,

to a large extent, be taken as the recommendation upon which the applicant will be brought under the benefit of the law. The Honourable J. W. de B. Farris, Attorney-General of British Columbia has charge of the administration of the Act.

#### **First conference of Association of Canadian Workmen's Compensation Boards**

The first annual meeting of the Association of Workmen's Compensation Boards (see LABOUR GAZETTE, January, 1920) was held in Toronto during October

4-6. Representatives were present from each of the various provincial boards, including in each case an officer of the Board and a medical officer from the district. Among the subjects discussed were the adoption of a uniform partial disability rating schedule, and the question of merit rating assessment so that the rating of employers who have no accidents, or a small number, will be reflected in their assessment. The delegates favoured the extension of the Workmen's Compensation Act to cover employees in all industries instead of the limited number which now come under the Act. A resolution was passed interpreting the Federal statute of 1918, which provides for compensation to employees of the Dominion government, as covering all branches of the Federal service, and asking that the act be amended to give effect to this interpretation. - Another resolution adopted favoured the placing of all accident prevention work under the jurisdiction of the various Workmen's Compensation Boards.

The following officers were elected: President, Mr. E. S. H. Winn, chairman of the British Columbia board; Vice-president, Mr. John A. Sinclair, chairman of the New Brunswick board; Member of the Executive, Mr. J. A. Kinney, commissioner of the Alberta board; and Secretary-treasurer, Mr. F. P. Archibald, chief-accountant of the British Columbia board.

#### **Safety regulations for power plants**

As a result of joint conferences held in Calgary and Edmonton between representative employers and workmen of municipal and privately owned electric light and power plants, the Workmen's Compensation Board of Alberta, in accordance with the Electrical Protection Act, have adopted certain tentative regulations which became effective on October 15. Among the points covered by these regulations are: the construction of electrical machinery so as to insure a maximum degree of safety; pole spacing in electrical construction; distance of spacing between wires; different size of wires; and other provisions which have the idea of giving maximum protection to workmen. Employers are required to protect machinery in such a way as to minimize the danger of accidents; to furnish rubber gloves and shields to all their employees engaged at work on wires having a potential of more than 250 volts, and a first-aid kit to all gangs of men engaged on electrical work having a potential of more than 250 volts, and to maintain and keep in order, and in readiness for use, a resuscitating device; all of which must be of patterns approved by the Board.

#### **Industrial value of moving pictures**

The Goodyear Tire and Rubber Company recently installed a moving picture equipment in the cafeteria of their plant at New Toronto, Ont., to ascertain to what extent educative films would be of value to their employees. The pictures were shown in the company's time, and two experiments were made; the first was a "safety first" demonstration showing comparisons of statistics and methods of accident prevention in other plants, and the other illustrated the methods used in the collecting and manufacturing of the rubber for tires. In order that they might make a tangible tabulation of results to justify the expenditure, the company asked each employee to submit a report giving a brief outline of the subjects covered in



the pictures and what he considered their instructive value both to himself and his fellow workmen. The following are extracts from some of the reports: "The pictures enable a man successfully to answer the questions from new men coming in his department." "There was no doubt that the majority of the men working in the factory had a very hazy idea of the natural history of rubber until these demonstrations took place." "Pictures of this nature are a blessing to the working man as they enable him to see foreign lands which could not otherwise be visited. These films are educative from every point of view and are an incentive to the workman to learn more of his business, promote an interest in his work and take pleasure in things well done." "I think the more knowledge a workman has relative to the materials in his department, the more intelligent his work will be."

**Industrial programme of clothing manufacturers in the United States**

An industrial programme, which will form the basis of negotiations for an agreement between the Clothing Manufacturers' Association of New York and the New York Joint Board of the Amalgamated Clothing Workers of America for the next lightweight manufacturing season, was recently adopted by the association. The resolution embodying their views states: "Now therefore, be it resolved that the following be submitted to the union and the impartial chairman as essential to establish competitive conditions which are fair to the New York clothing industry: (1) the right of the manufacturers to install piece-work; (2) scales prevailing in other clothing markets to be the base rates for New York workers; (3) the co-operation of workers in maintaining individual records of production in shops and cutting rooms; (4) individual standards of production for week-workers in shops and cutting rooms; (5) the right of the manufacturer to change contractors;

(6) adequate freedom to discipline and hire workers and to introduce improved machinery; (7) the agreement maintained by the union in other markets in which adjustment machinery is functioning successfully to be made the basis of relationship between the association and the union." This programme also states that arbitration and negotiation are the proper methods for reaching an agreement with the union.

Under a co-operative contracting plan to be operated by the Amalgamated Clothing Workers of America at Rochester, N. Y., the union will contract work from the manufacturers on the same basis as other contractors with whom they would compete; they will manufacture the garments in the union shops and receive the profits which now go to the contractor.

**Amendment to Constitution of Nebraska**

By an amendment to the constitution of the State of Nebraska, which was carried by vote of the electors on September 21, provision is made that "laws may be enacted providing for the investigation, submission, and determination of controversies between employers and employees in any business or vocation affected with a public interest; and for the prevention of unfair business practices and unconscionable gains in any business or vocation affecting the public welfare. An industrial commission may be created for the purpose of administering such laws, and appeals shall lie to the Supreme Court from the final orders and judgments of such commission." This amendment was opposed by the American Federation of Labour.

**Housing to have first claim on Building Trades in Great Britain**

A national agreement under which work on the various housing schemes in Great Britain will be accelerated has been under discussion during the past two months between the Housing Committee of the Cabinet and the Resettlement Committee of the National Industrial Council.



for the Building Industry. Progress on these schemes has been hampered hitherto by the prevailing shortage of skilled labour, stoppages of work, the prohibition by the unions of overtime work, and other causes. To remedy these conditions, the Government at first proposed that union rules in regard to apprentices and hours of labour in house-building should be relaxed, and that the Building Trades Council should provide guarantees against stoppages of work or strikes. The representatives of the Industrial Council replied that no such guarantee was possible, but agreed that the rule regarding overtime should be suspended in regard to housing; they maintained that the labour shortage was largely due to the lack of proper distribution of available labour; which they believed could be remedied by a proper distribution of contracts, and asserted that labour was deliberately diverted from housing operations by means of special inducements offered to the workers to engage on commercial buildings. A compromise was finally reached to the effect that, in future, housing schemes should have the first call on labour, to which end trade union organizers should prepare returns of all men willing to work on housing schemes in their own districts, and ascertain the extent of labour shortage on the various schemes. It was further agreed that steps should be taken to prevent the offer of extra inducements to workmen to abandon housing for commercial building. On the suggestion of the Building Industrial Council it was agreed that as labour objected to the principle of payment by results, the output of houses should be increased by augmenting the personnel of the trades, by the improvement of existing working conditions; and by payment for "wet time," or idle time due to weather. Increased personnel will be obtained by doubling the number of first-year apprentices at present allowed, and by fixing the apprenticeship term at three years for ex-service men, adult apprentices to receive a minimum wage for the first six months of indenture equal to 50 per cent

of the journeyman's wage, with successive advances, and with definite provision for the instruction of apprentices.

#### Jottings

The Dominion Fire Chiefs' Association has accepted an offer of the Federal Government for a fire training school at Ottawa. The offer provides for free training for six months to any person desirous of taking advantage of the course.

By an amendment to Section 52 of the Municipal Act, passed at the last session of the Ontario legislature, every person, irrespective of his financial status, who is a British subject and whose name appears on the last revised voters' list as qualified to vote at municipal elections, shall, irrespective of his financial status, be qualified to be elected as a member of a municipal council.

The Toronto local of the Painters' and Decorators' Union have under consideration the adoption of a co-operative contracting scheme by which they would tender for work in competition with members of the Master Painters' Association, if they fail to secure a working agreement satisfactory to them for next year. A committee of five has been appointed to make arrangements for independent action along these lines.

On August 1, about 9,000 employees of the Boomer-du Pont chain of hotels in the United States were affected by the inauguration of a six-day week system. It is reported that while this change has necessitated an increase in the working force, the benefits derived have given satisfaction to the management.

Following a decision of the New York Supreme Court to the effect that the State's Workmen's Compensation law did not extend to maritime workers, the Compensation Inspection Board, representing all the private insurance companies in the state which carry compensation insurance, have proposed new accident insurance policies for long-shoremen and other maritime workmen

by which they may be insured by employers at a reduced rate.

At the annual convention of the United Brotherhood of Carpenters and Joiners of America, held at Indianapolis recently, general officers of the brotherhood were empowered to make plans for old age pensions for its members. The matter will be submitted to a referendum vote of the organization.

Several New England locals of the International Brotherhood of Electrical Workers have voted to withdraw from that organization and to join the newly-formed International Brotherhood of Telephone Workers. This new union is not affiliated with the American Federation of Labour, their request for a charter having been refused by that body at the Montreal convention in May.

Announcement is made of the formation of the Amalgamated Engineering Union in Great Britain. Ten hitherto separate bodies, including the Amalgamated Society of Engineers, have be-

come merged in this union, the membership of which is over 470,000, with funds approaching £4,000,000.

Returns from twelve profit-sharing and labour co-partnership schemes in the textile trades in the year 1919, which have been submitted to the British Ministry of Labour, show that with 6,472 employees participating, the average amount of the bonus paid per head was £11. 17s. 2d. The average ratio of bonus to earnings was 12.8. It is reported that these results accord closely with those submitted for 1918.

A system of employee committees is being inaugurated on Japanese railways; election is by vote of all adult males who have been in the service one year or more. The committees will meet once in six months and will formulate suggestions and transmit them to the management; there will be a committee for each local district and members of each local committee will be chosen to form a regional committee.

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## INDUSTRIAL CONDITIONS DURING SEPTEMBER, 1920

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### I.—General Review

The downward tendency noted in August in the total average volume of industrial employment in Canada continued in the first week in September, but in the second week a recovery set in, the improvement becoming general in all provinces in the third week, and continuing to the close of the month. The Metals and Machinery group continued to be affected to some extent during the first week by the prevailing shortage of steel and coal, but after the middle of the month gains were recorded in all provinces, the most substantial being in Ontario. Activity in the Vehicles (land and water) group

showed similar fluctuations. In the Food group gains in the flour and milling sections following the harvesting of the new crop, and in the canning factories, were balanced by a decline of employment in dairies, packing factories and other animal product plants, especially in the fish canneries in British Columbia, the latter owing to the close of the salmon season. In the Textile and Clothing industries some recovery was apparent after the late slack season, and activity was fairly general in the second week of the month. The boot and shoe trades continued slack, and in other leather industries several factories were closed for inventory and stock-taking or

**The Labour  
Market**



owing to lack of orders. The Pulp and Paper industry continued to show increases in the general average volume of employment, although conditions in Quebec and Ontario were adversely affected by low water which hampered the movement of logs and reduced the power supply at the mills. Steady activity prevailed in the Woodworking, Clay, Glass and Stone, and Paint, Oil and Chemical groups, activity in many of these industries being affected by building demands. Building construction showed considerable fluctuations due to local causes, such as shortage of cement. Employment in railway construction showed a slightly upward tendency in all provinces during the month. Coal mining continued fairly steady with gains in the Maritime Provinces and British Columbia. In Logging substantial gains resulted from the opening of the new season in the bush; many of the sawmills were still busy on the past season's cut, while others had completed operations.

The loss of time on account of industrial disputes was less during September than during August, 1920, or September, 1919. There were in

#### Strikes

existence at some time or other during the month 28 strikes, involving about 2,449 workpeople, and resulting in a loss of 25,890 working days, as compared with 23 strikes, 4,812 workpeople and 79,482 working days in August, 1920; and 43 strikes, 14,917 workpeople and 197,286 working days in September, 1919. On September 1, there were on record 17 strikes, affecting 634 workpeople. Eleven strikes were reported as having commenced during September, as compared with 9 in August. Five of the strikes commencing prior to September and eight of those commencing during September were reported terminated, leaving 15 strikes involving about 521

workpeople on record at the end of the month.

The movement of prices continued downward during September, the index number of wholesale prices as well as the retail prices food budget

#### Prices

being again lower as compared with the preceding month. The chief decreases were seasonal, due to good crops and large supplies on the markets, but there was also a continuation of the downward movement in the prices of many materials. On the other hand some lines of manufactured goods were rising and some raw materials recovered slightly from previous declines. The Departmental index number of wholesale prices was down to 326.6 in September as compared with 330.2 for August, 346.8 for July, 349.3 for June, 356.6 for May, 301.5 for September, 1919, 385.3 for September, 1918, 141.3 for September, 1914 and 134.4 for September, 1913. The average cost of a list of 29 staple foods in terms of retail prices in some sixty cities in Canada at the middle of September was \$15.95 as compared with \$16.42 for August, \$16.84 for July, \$16.92 for June, \$14.33 for September, 1919, \$13.31 for September, 1918, and \$7.83 for September, 1914. Grains, cattle and beef, sheep and lamb, potatoes, onions, tomatoes, flour, sugar, molasses, glucose, coffee, cotton, silk, hides, leather, lead, quicksilver, tin, coke, some lines of lumber, linseed oil, turpentine, copperas, malt and raw rubber were down, but hog products, butter, cheese, eggs, milk, mackerel, bananas, oranges, salt, brass, chain, coal, gasoline, wooden pails and tubs were higher. In retail prices of foods the averages were lower for beef, lard, flour, rolled oats, sugar, and potatoes, but higher for pork, bacon, eggs and butter. Coal, wood and coal oil were higher and rent averaged slightly higher.



## II.—Industries and Trades.

Production in the iron and steel industry at SYDNEY was well maintained during the month of

### **Metals and machinery**

September, the output being as follows: pig iron, 21,780 tons; ingots, 25,300 tons; blooms and billets, 15,490 tons; rods, 8,950 tons; bars, 525 tons; pit rails, 782 tons; plates, 4,550 tons; wire, 1,045 tons; nails, 1,380 tons; three blast furnaces were in operation; stove, furnace and metal roofing workers continued steadily active. The output of the steel plants at SYDNEY MINES was 6,450 tons of iron and 11,000 tons of steel; all steel furnaces were in operation and the blast furnace worked to capacity, with 150 ovens operating. Structural steel, farm implements and electrical workers at WESTVILLE were busy, and the sheet metal trade was fairly active. The foundries and machine shops at AMHERST were steadily active. Employment continued good at CHARLOTTETOWN among iron moulders, iron-workers and machinists and helpers; electricians and linemen were busy, but blacksmiths had a quiet month. Sheet metal workers and tinsmiths at ST. JOHN'S were busy. Foundry workers at MONCTON were steadily employed; the wire fence factory closed down for two weeks owing to shortage of material. Machine shops and foundries were active at FREDERICTON. MONTREAL reported activity in the structural steel, sheet metal, engine and boiler trades; electrical workers were fairly well employed. At QUEBEC quiet conditions were noted in the architectural iron and steel and portable and stationary engine trades, but stove, furnace, and metal roofing workers were busy. SHERBROOKE reported activity in the architectural iron and steel and stationary and portable engine plants. The metal trades at ST. HYACINTHE were somewhat less active owing to shortage of material. Iron foundries at THREE RIVERS were busy, employing over 500 hands. The metal trades at SOREL were well employed. A shortage of

moulders was reported at OTTAWA and HULL; the Royal Mint was unusually busy working overtime to meet the heavy demand especially for copper coins required for new taxes. TORONTO reported the metal trades generally quiet with many men out of work, some recent arrivals from Great Britain being unable to obtain work; the farm implement industry was active, and toward the end of the month conditions in the machinery and machine tool industries showed improvement, and machinists were better employed. The steel and iron industries at HAMILTON continued active. Metal workers at NIAGARA FALLS were busy, with a demand for machinists, drill and press hands for the chain, can, cutlery and plating factories. At ST. CATHARINES the metal trades continued well employed though a slight decline was noticed towards the close of the month; in some factories the men were granted a week's holiday two or three at a time to take out the work and avoid laying off any of the staff; employment prospects in these lines however were stated to be rather dull. BROCKVILLE reported activity in the stove and furnace, sheet metal and tool and hardware industries. BELLEVILLE reported the metal trades busy for most of the month, but hampered at the close by lack of power due to drought. The foundries at OSHAWA were busy, but the sheet metal plants were quiet. At PETERBOROUGH moulders and coremakers were active, but there was no demand at the foundries for additional help; some machine shops worked night shifts; electrical machinery concerns were also very busy, increasing their staffs and plants. At GALT the metal trades were all active, with help in demand at the stove and furnace factories; a shortage of material was experienced at times in the rolling mills. BRANTFORD reported activity in the machinery, stove and furnace, electrical fixture and farm implement factories, with some shortage of unskilled help. KITCHENER reported

activity throughout the metal group, with a demand for sheet metal workers. At GUELPH the metal trades were active, but moulders in piano plates were quieter than in the preceding month; some men were laid off at the iron culvert works. The machine and repairs shops and all the metal trades at STRATFORD were active. Moulders and other skilled workers were in some demand at WOODSTOCK. At LONDON the rolling mills worked steadily, with all the furnaces in operation; other metal workers were also well employed, farm implement plants being specially busy. Moulders were in some demand at ST. THOMAS. The structural steel industry at CHATHAM ran steadily. At WINDSOR an exceptionally busy period was reported in the metal working industries. OWEN SOUND reported satisfactory conditions in the bolt and nail factory and stove and furnace foundry. The stove factory at ORILLIA was busy; farm implement workers were normally active; pattern makers were required for the sawmill machinery factory. The steel plant at SAULT STE. MARIE continued running day and night and the foundry was busy to capacity. All branches of the metals and machinery group at WINNIPEG were well employed, with a steady demand for skilled mechanics. Farm implement and machinery shops at BRANDON were busy. At REGINA metal and machinery plants had an active month, electrical workers being exceptionally busy. At MEDICINE HAT the rolling mills continued very slack, but machine shops and foundries were fairly active, with some demand for skilled mechanics. Structural steel and electrical workers at NEW WESTMINSTER were very busy and sheet metal workers were normally active. VANCOUVER reported active conditions in the pig iron and rolling mills and in the structural iron and steel, stove and furnace, metal roofing and sheet metal industries. At VICTORIA iron and stove foundries were active, and electrical plants were fairly brisk.

Boat and ship-building and repairing yards and railway repair shops at SYDNEY continued steadily active during the month. The shipyards at HALIFAX were reported to be working at capacity. Very active conditions were reported in the Canadian National Railway engine and repair shops at MONCTON, night shifts being worked. At WESTVILLE the carshops and automobile plants were active. Shipbuilders were busy at TRENTON. The carshops at AMHERST were very busy. At MONTREAL the shipyards were quiet, but railway repair shops had plenty of work. QUEBEC reported many men laid off at the shipbuilding yards, some 600 however being retained for repair work, with prospects of continued employment as steel for a new steamer arrives; railway repair shops were busy. The railway repair shops at SHERBROOKE had a busy month. The shipbuilding plants at THREE RIVERS ran full time, over 600 men working steadily. The shipbuilding yards at SOREL had a good month. The carshops at OTTAWA and HULL were active though hampered by shortage of steel. TORONTO reported continued slackness in the automobile industry; the construction of the two ships recently contracted for will proceed, giving employment for some months to several hundred men; railway repair shops had plenty of work. At HAMILTON the locomotive and car shops and shipyards were active. The motor industry at OSHAWA was slack. The iron shipbuilding yard at WELLAND, which had been reducing its staff for some time completed its last contract and was ready to close. BROCKVILLE reported fairly active conditions in the motorboat and car plants. The locomotive work at KINGSTON gave increased employment, having a staff of nearly 700 employees, with good prospects of continuance; about 300 workers were employed steadily at the shipyards. At BELLEVILLE makers of auto parts had a busy month. The iron works at BRANTFORD were very busy on an order

**Vehicles (land and water)**



for car parts for the Canadian Pacific Railway; tractor and carriage workers were well employed. The truck and cycle factories at KITCHENER had a good month. At GUELPH automobile and truck body makers were busy. STRATFORD reported a busy month at the railway repair shops, with fair activity in automobile repairing and making of parts. The wagon factories at WOODSTOCK were very busy, with help in demand. Tractor and automobile plants at LONDON were active, and a new truck factory was preparing to begin operations. The railway repair shops at ST. THOMAS were steadily active during the month. The wagon factory at CHATHAM ran full time. WINDSOR reported a slack period in the automobile factories, a large number of workers having come in from Detroit to seek positions, but the tractor factories had a busy month. At OWEN SOUND the cessation of several local shipbuilding plants practically stopped the marine machinery industry; carriage works were quiet, and the malleable iron plant was affected by the slump in automobiles. The carriage factory at ORILLIA was also slack owing to the same cause. Semi-skilled men were in demand in the shipyards and railway repair shops at PORT ARTHUR and FORT WILLIAM. Employment continued steady in the railway repair shops at WINNIPEG. The railway shops at PRINCE ALBERT were steadily active. At MEDICINE HAT the rolling mills continued very slack, but machine shops and foundries were fairly active, with some demand for skilled mechanics. Railway repair shops at CALGARY were normally active, and at EDMONTON fair conditions prevailed in the metal working trades, sheet metal workers being busy. VANCOUVER reported activity in the locomotive and carshops and in the shipyards, though the latter were somewhat hampered by shortage of steel; automobile and motor shops were also busy. Ironworkers at VICTORIA were fairly active outfitting the vessels recently launched. The shipyards at PRINCE RUPERT employed about 600 men, two vessels being under con-

struction for the Dominion government.

SYDNEY reported continued activity throughout the food group. At HALIFAX abattoir and meat packing houses were rather slack; bakers and confectioners were active, but soft drink factories experienced the usual seasonal decline. At WESTVILLE, the flour and feed plants, abattoirs and packing houses were steadily active, bakers, confectioners and soft drink workers were busy. The milk factory at TRURO ran full time but with no demand for help, the tobacco factory closed down indefinitely. At CHARLOTTETOWN the pork packing plants began to buy hogs and employed a fair number of semi-skilled men; milk factories were very slack owing to scarcity of milk; other workers in the food group were busy. ST. JOHN reported employment good in the flour and feed mills; the sugar refinery worked continuously, running three shifts daily; bakers and confectioners, creameries, dairies and breweries were normally active, but soft drinks plants slowed down. The flour mills at MONCTON were busy; staffs were increased at the biscuit factory, and bakers and confectioners were all busy; soft drink workers had increased employment. Bakers and confectioners at FREDERICTON were active and soft drink workers were very busy. At MONTREAL flour and feed plants were fairly active, abattoirs and meat packing houses were active; breweries were busy, but cigar makers were slack. QUEBEC reported normal conditions in packing houses; baking, confectionery and fruit preserving workers were very busy; creameries and dairies were active; soft drink plants and breweries were busy. SHERBROOKE reported busy conditions in all food industries, especially among brewery workers. The butter factories in the district of ST. HYACINTHE were very busy, the farmers laying in their winter supplies at this season; the flour mills worked full time; soft drink factories were rather less active. THREE RIVERS and SOREL also



reported general activity in all branches of the food group. At OTTAWA and HULL abattoirs, bakeries, confectionery plants and dairies continued active. TORONTO reported activity in the flour and cereal plants; abattoirs and meat packing houses found conditions somewhat improving; bakers and confectioners had steady work but with little increase of staffs; fruit and vegetable canners were busy; soft drink and cigar factories were quiet. At HAMILTON continued activity was noted in every department, hundreds of women being required for the canning plants. Fruit and vegetable canneries were running at maximum capacity at NIAGARA FALLS and labour was in demand; one plant was badly damaged by a storm; wine and grape juice factories were very busy. At St. CATHARINES workers were employed in the flour, feed and cereal product plants and in bakeries and confectioneries. BROCKVILLE reported activity in the mills, bakeries and creameries, and soft drink and cigar factories were fairly active. Active conditions were general at KINGSTON especially in soft drink plants and breweries; about 35 cigar makers were thrown out of work temporarily by the burning of a factory. Activity was also noted throughout the food group at BELLEVILLE. At PETERBOROUGH the flour and feed mills ran full time but with reduced staffs; meat packing plants were not working to capacity pending extensions and alterations; creameries and dairies were very busy. Activity was general at GALT and BRANTFORD. Female help was in demand for the biscuit factory at KITCHENER; the sugar factories were preparing for a busy season, the beet harvest being exceptionally heavy; flour mills, creameries and dairies had a good month, but soft drink and cigar workers were only fairly active; the brewery and distillery at WATERLOO were very busy. At GUELPH the flour and feed mills ran to capacity. The mills, bakeries and creameries of STRATFORD were all active. LONDON reported the flour mills running to capacity and biscuit and confectionery plants working overtime;

the cigar industry continued to decline, being less than half what it was a year ago. The abattoir and soft drink factory at CHATHAM ran full time, but the soft drink industry fell off. Activity continued at WINDSOR, except for a seasonal slackening in the soft drink industry. OWEN SOUND reported fair activity in the cereal mills and the fruit and vegetable canneries were busy but the milk cannery was quiet owing to short supplies. The brewery at SAULT STE. MARIE ran full time. An increase of staffs was reported at WINNIPEG in the confectionery plants, but the vegetable canneries showed a decline in employment; abattoirs and packing houses continued active without change in staffs; similar conditions prevailed in the breweries and soft drink plants. BRANDON reported busy conditions in all food industries, excepting the breweries and tobacco plants. The soft drink industry at REGINA showed a seasonal decline, but flour and feed plants, abattoirs and packing houses were fairly active. The flour mills at MEDICINE HAT resumed activity after being closed for several weeks; dairies were active but confectionery and soft drink plants and breweries were rather slack. The flour mills at LETHBRIDGE were very busy and the brewery worked overtime. CALGARY reported fair conditions in the flour and feed mills, abattoirs and packing houses, bakeries and confectionery plants, but soft drink factories and breweries were quiet. The meat packing plant at EDMONTON showed some improvement. Bakeries and confectioneries at FERNIE slowed down somewhat, but dairies, breweries and soft drink plants were very busy. At NEW WESTMINSTER the abattoirs and meat packing houses showed steady activity, soft drink plants and breweries had a busy month and the cigar factory worked to capacity. At VANCOUVER flour and feed mills, baking, confectionery and canning plants, creameries, dairies and breweries were all busy; the sugar refinery was fairly active, but abattoirs, packing houses and soft drink plants were less active. VICTORIA reported activity in the feed and cereal

plants, fruit and vegetable canneries and breweries, bakers and confectionery workers were well employed, but cigar makers were slack.

The cotton mills at St. JOHN had an active month. The woollen and underwear factories at MONCTON were also busy. **Textiles, cordage and carpets** The woollen mills at AMHERST were also busy

with good prospects of continuance. At TRURO the woollen mills ran full time, but without much demand for help. The cotton mill at MARYSVILLE ran to capacity. At MONTREAL woollen and knitting factories were active, but tent and sailmakers were quiet. The cotton mills at QUEBEC were busy, but tent, awning and sailmakers were slack. At SHELBROOKE busy conditions were reported in the cotton, woollen, hosiery, underwear and knitted goods, bleaching, dyeing, finishing, and printing textile plants. The woollen, cotton, knitting and underwear factories at St. HYACINTHE were active. The cotton factory at THREE RIVERS gave employment to about 1,300 workers. The textile factories at PEMBROKE were active, but with no demand for help. TORONTO reported the woollen, hosiery and knitted goods factories busy, especially on medium grade goods; the carpet industry was active, but tent and awning workers were slack. Female help was in demand for the cotton and knitting factories at HAMILTON. The woollen, knitting and silk mills at St. CATHARINES were busy, with some demand for female help. Textile workers at KINGSTON were busy with good prospects of continuance. Female help was in demand for an extension to the woollen mills at PETERBOROUGH; carpet weavers were active. Woollen and underwear workers at BRANTFORD were very busy, and the silk industry was fairly active; unskilled help was in demand for the cordage factory. The woollen factory at GALT imported 33 female workers from Ireland. Help was in demand in the twine factory at KITCHENER, and the felt factories also continued very

busy. Female spinners were in demand in the linen and worsted mills at GUELPH; the carpet factory also required weavers. The woollen and knitting factories at STRATFORD were busy. Textile workers at WOODSTOCK were well employed, and female help was in strong demand at the knitting factories. The textile factory at CHATHAM ran full time. LONDON reported increased employment in the hosiery and underwear factories with a demand for more help. Tent and awning makers at WINDSOR, were active providing temporary quarters for people waiting for houses. Textile workers at OWEN SOUND had a good month. The worsted yarn factory at ORILLIA added to its staff, employing over 100 workers. At WINNIPEG the bag factories increased their staff owing to improved business; knitting factory employees also had increased employment, but tent and awning factories were busy. Tent makers at REGINA had a quiet month. At VANCOUVER knitted goods, tent, awning and sail factories were fairly busy.

Steam laundries at SYDNEY showed steady activity. At HALIFAX ready-

**Clothing, boots, shoes and laundering**

made clothing and laundry workers were well employed. The boot and shoe industry at AMHERST continued very slack, but with signs of improvement. The cap factory at TRURO ran part overtime and the shirt factory ran full time with capacity help. Tailors and garment workers at CHARLOTTETOWN had steady employment and shoemakers had a very busy month; laundries, dyeing and cleaning workers were busy. An improvement was noted in the ready-made clothing factories at St. JOHN, and laundries continued active. Boot, shoe and larrigan makers at FREDERICTON were well employed, and garment workers were in demand; laundries and cleaning plants were active. Tailors, garment makers and milliners at MONCTON were very busy, with a shortage of experienced help; domestic seamstresses were especially in demand; laundries and dyeing work-



ers were well employed. At MONTREAL ready-made clothing factories were fairly busy; hat, cap and whitewear and laundry workers had fair employment; boot and shoe factories were quiet. Ready-made clothing workers at QUEBEC were rather slack, but glove makers, furriers and laundry workers were busy. At SHERBROOKE, clothing and laundry workers were busy. Laundry workers at ST. HYACINTHE and THREE RIVERS were well employed. Female help was in demand for the shirt and collar factories at ST. JOHN'S and IBERVILLE; and fur workers had a very active month. The shirt and shoe factories at SOREL had an active month. Clothing workers at OTTAWA and HULL worked to capacity, and laundries were busy. TORONTO reported quiet conditions in the ready-made clothing industry, some plants closing down owing, it was said, to unsettled market conditions; steam laundries and cleaning plants were normally active; shirt, overall and fur workers were well employed; but the boot and shoe trades continued quiet. Female help was in demand for laundry work at HAMILTON. The clothing industries at NIAGARA FALLS were active throughout the month. Boot and shoe, and hat and glove workers at BROCKVILLE were active, and furriers were unusually busy. The shirt factory at BELLEVILLE, which employs many female operatives, had a busy month; and the hat factory, a new industry, was also active. PETERBOROUGH reported activity in the factories of women's and children's clothing, but the boot and shoe industry was slack. Boot and shoe workers were also very quiet at GALT, with likelihood, however, of improved conditions; ready-made clothing and laundry workers were busy. Garment, overall and shirt makers were well employed at BRANTFORD. KITCHENER reported continued slackness in the boot and shoe industry, but with some signs of recovery; help was in demand in the button, shirt and collar factories; the robe and clothing and the glove factories ran full time; steam laundries were rather less active. Pant and hat and women's whitewear work-

ers were active at GUELPH. Tailoring, dressmaking and millinery shops at STRATFORD had a very busy month. At LONDON ready-to-wear clothing and dyeing and cleaning workers were well employed; female help was in demand in the overall and glove factories; shoe workers had a quiet month. The shoe factory at ST. THOMAS continued slack. Female help, especially machine hands, was required for the overall factory at WINDSOR; the shirt factory ran with full force; more help was required for laundries and cleaning plants. Women's whitewear workers at OWEN SOUND were active. The ready-made clothing plants at ORILLIA were quiet, part of the month being "sample time." At WINNIPEG an improvement was noted in the ready-to-wear trades, but without increase in staffs; shirt makers had slightly increased employment and whitewear and fur workers were in demand; glove makers were steadily employed; cleaning plants gave increased employment. The garment factory at EDMONTON continued fairly active, employing about 275 workers. At VANCOUVER the ready-made clothing trade was busy, and workers in men's clothing, overalls and shirts were well employed. Shirt and overall factories at VICTORIA were active, with skilled workers in demand.

The pulp and paper industry continued active in the Maritime provinces during September, increased employment being noted in the mills at MURRAY; a slight decline in staff was reported at LIVERPOOL. The pulp mill at BATHURST completed repairs and resumed running to its usual capacity of 100 tons daily. Steady conditions were maintained at ST. JOHN and CHATHAM. In the province of Quebec employment continued steady in the mills at THREE RIVERS, SAHWINIGAN FALLS, WINDSOR MILLS, CAP MAGDELAINE, CHANDLER, EAST ANGUS, LA TUQUE, and BAGOTVILLE, while increases occurred at HULL and KENOAGAMI, and slight declines at DONACONA and CHICOUTIMI. In Ontario

#### Pulp, paper and fibre



employment continued steady in the pulp and paper mills at CORNWALL, IROQUOIS FALLS, STURGEON FALLS, and THOROLD; staffs were increased at SAULT STE. MARIE, TORONTO, and ESPANOLA, while small reductions were noted at OTTAWA, HAWKESBURY and SMOOTH ROCK FALLS. VANCOUVER reported continued activity in the pulp and paper mills at OCEAN FALLS and POWELL RIVER. VICTORIA reported that a new pulp and paper mill began operations at BEAVER COVE.

Printers continued steadily employed throughout the month at SYDNEY, HALIFAX and WESTVILLE.

**Printing,  
publishing  
and paper  
goods**

Increased employment was noted at CHARLOTTETOWN. Printers were in demand at ST. JOHN and bookbinders and engravers had a good month. Steady conditions were reported in the printing and bookbinding industries at MONCTON, and FREDERICTON. MONTREAL reported employment steady among printers, bookbinders and lithographers. Conditions in these trades were also good at QUEBEC, and paper box and bag makers were well employed. Activity continued throughout the group at SHERBROOKE, ST. HYACINTHE and THREE RIVERS, but at SOREL the printing trade was dull. At OTTAWA and HULL the printing trades were slightly less active; engravers were busy and paper box makers worked to capacity. TORONTO reported printers, bookbinders and allied trades fairly well employed and paper box and bag makers active. Printers and binders were active at HAMILTON, NIAGARA FALLS, ST. CATHARINES, BROCKVILLE, KINGSTON, and BELLEVILLE. Printers and box makers at PETERBOROUGH, GALT, BRANTFORD and KITCHENER had a good month. Activity also continued among printers and allied trades at GUELPH, STRATFORD, WOODSTOCK, CHATHAM and LONDON. WINDSOR reported increased activity in all departments of printing, but the paper box industry had a sharp decline. At OWEN SOUND increased activity was noted in printing shops and

binderies. WINNIPEG reported printing and publishing establishments fairly active, with sufficient help to meet the demands; a slight demand for female help was noted in the binderies; paper box factories ran steadily without change of staffs. The printing and publishing trades were well employed at REGINA, MEDICINE HAT, LETHBRIDGE, CALGARY and EDMONTON. Printing and publishing plants were quiet at PRINCE RUPERT. VANCOUVER reported fair conditions in the printing and allied trades. VICTORIA reported fair activity in the print-int plants; engravers and lithographers were busy and paper box workers fairly well employed.

The sash and door factories and planing mills at SYDNEY continued active, but HALIFAX still reported a falling off. At

**Woodworking  
and furniture**

WESTVILLE, the planing mills and furniture factories were fairly active. Woodworkers at AMHERST were busy, including piano makers. The mattress factory at TRURO was busy. CHARLOTTETOWN reported a good month at the mills and broom factories; upholsterers and polishers were busy. Help was in demand for the wooden box, broom and brush factories at ST. JOHN; the planing mills were also very busy. The sash and door factories at MONCTON were busy supplying building requirements in the district; the cooperage plant was in steady operation. Woodworkers at FREDERICTON were well employed. At MONTREAL wooden box and furniture workers were fairly busy and the piano industry was active. QUEBEC reported activity in the sash and door, wooden box, broom and cooperage factories and planing mills, but chair factories were quiet. Activity was reported among woodworkers at SHERBROOKE, THREE RIVERS and ST. HYACINTHE, the organ factory at the latter point being very busy. The woodworking industries at SOREL were rather quiet. OTTAWA and HULL reported the sash, door and planing mills working under capacity owing to a decline in building activity. At TORONTO the

planing mills were actively meeting the needs of the building trades; the furniture, brush, piano and phonograph industries were all active. The wood-working trades at HAMILTON were active, but broom and brush factories were rather quiet. At NIAGARA FALLS, ST. CATHARINES and BROCKVILLE wood-working concerns were all busy. Conditions were also good at BELLEVILLE though the mills were compelled to close toward the end of the month owing to failure of electric power. The planing mills and box factories at PETERBOROUGH were fairly busy. At GALT the sash and door factories were still very busy; basket factories were also busy and furniture workers active. BRANTFORD reported activity in the planing mills and in the piano and victrola case factories. At KITCHENER some shortage of experienced help was noted in the furniture factories; the wooden box factory worked part overtime; the sash and door and woodenware and toy factories were busy, and the broom plant and piano and organ workers were fairly active. The cooperage at WATERLOO was still very busy. The planing mills at GUELPH were active and piano and sewing machine workers were fairly active. Skilled mechanics were in demand in the furniture factories at WOODSTOCK, but organ builders were rather slack. At LONDON conditions were good in the planing mills and wooden box and piano factories; cooperages were somewhat hampered by shortage of material. WINDSOR reported the planing mills running to capacity; piano workers were unusually busy on player-pianos and on repairs. Activity was noted at OWEN SOUND in the sash and door, wooden box and mattress factories, but furniture, chair, broom and brush factories were quiet. Some demand for men was reported in the planing mills at ORILLIA; furniture workers were rather slack, but box

and toy makers were busy. The planing mills at SAULT STE. MARIE were very busy. The sash, door and planing mills at BRANDON, REGINA and CALGARY had a busy month, but at MEDICINE HAT and EDMONTON woodworkers were rather quiet. The sash and door factory at FERNIE was inactive the slight improvement in August being temporary. VANCOUVER reported activity in the woodworking plants. Furniture workers at NEW WESTMINSTER had a busy month. VICTORIA and NANAIMO reported continued activity in the planing mills on Vancouver Island; wooden box factories were moderately busy.

Tannery workers at ST. JOHN had steady employment. Harness and

**Leather and  
rubber (other  
than clothing)**

leather workers at FREDERICTON had an active month. At MONTREAL tanneries, trunk, bag and harness plants were fairly active; rubber factories were busy. QUEBEC reported quiet conditions at the tanneries and trunk and bag factories. The tannery at ST. HYACINTHE was rather slack, but no workers were laid off. At SOREL leather workers were active. Trunk, bag and harness makers at TORONTO were only fairly active and rubber factories were quiet. Many tannery workers at KINGSTON were still unemployed. The tannery at OSHAWA had a quiet month. Saddlers and harness makers at PETERBOROUGH were very busy. The tanneries and trunk and bag factories at KITCHENER ran full time; the rubber tire factory was very slack, many men being laid off. Tannery and harness workers at STRATFORD had a satisfactory month. Slackness continued in the tannery at LONDON. Saddle and harness makers at WINDSOR were active on repair work. Tannery workers at OWEN SOUND were active and harness makers fairly busy. The tannery at ORILLIA worked to capacity. BRANDON reported busy conditions among tannery and trunk workers. CALGARY reported fair activity in the trunk, bag, harness and horse goods factories.



Stone and granite cutters at WESTVILLE were fairly active during September; the brickyards

**Clay, glass,  
stone, cement,  
etc.**

were all busy and pottery workers were steadily employed. Cement workers at MONCTON

were busy supplying blocks for building but were hampered to some extent by shortage of material. At MONTREAL the glass factories continued to operate steadily. The brickyards at QUEBEC were very busy, but stonecutters were slack. Stone and granite cutters and brickmakers at SHERBROOKE were reported busy. The artificial stone factories at THREE RIVERS were hampered by a shortage of labour. At OTTAWA and HULL the Roman stone industry was retarded by the shortage of cement, but an improvement was noted toward the close of the month. The mica factory at THETFORD MINES employed about 200 workers steadily. At TORONTO brickmakers were busy and glass workers were well employed. HAMILTON reported continued activity throughout the group. Stone and granite cutters at BROCKVILLE were fairly active; the municipal brickyard nearly finished its season's work. The cement plant at BELLEVILLE was very busy, running day and night shifts; brickmakers were well employed, and the pottery was active in the manufacture of smallware, tiles and sewer pipes. Stone and granite cutters at GALT had a quiet month. At KITCHENER stone and marble cutters worked full time; cement, brick, tile and sewer pipe workers were also busy. The cut stone factory at LONDON employed a larger staff than ever before, and the brickyards were also unusually busy. The brick and tile yards at CHATHAM ran steadily with full staffs. A shortage of labour was reported at REGINA in the brick, tile and sewerpipe plants. At MEDICINE HAT the brickyards and glass works were fairly active, and pottery workers were normally busy. VICTORIA reported activity in the brickyards; the cement plants were also very busy, large quantities of this product being exported.

Activity continued throughout the month in the various chemical industries

**Paints, oils,  
chemicals,  
explosives**

at SYDNEY. The paint and oil plants at HALIFAX had a good month. At MONTREAL the paint and varnish industry was

fairly active, and the chemical, drug and medicine plants were busy. A shortage of help was reported in the paint mills at THREE RIVERS. At TORONTO the soap works, paint and varnish factories and chemical plants were steady in operation. HAMILTON reported continued activity in the soap and drug industries; powder and cartridge factories were fairly active. The electro-chemical plants at NIAGARA FALLS were active. The paint and varnish industry at BRANTFORD was busy, though materials were difficult to secure. The oil, grease and glue factories at KITCHENER had a good month. At WINDSOR the paint factory was very quiet, but the drug and medicine plants were normally active. The paint factory at OWEN SOUND was fairly active. Soap makers at WINNIPEG were normally active. REGINA reported activity in the oil refinery; paint and varnish workers were normally active; the soap factory was preparing to extend its operations; cartridge and ammunition workers were slack. The linseed oil mills at MEDICINE HAT worked day and night shifts. The acid plant at TRAIL resumed activity after temporary closing for repairs. VANCOUVER reported the local oil refinery, and the paint and varnish factories busy. At VICTORIA the paint, varnish and soap factories were increasingly busy, but chemical and explosive plants were quiet.

The earnings of the Canadian Pacific Railway in August were \$17,994,768, as compared with \$15,283,653 in August 1919.

**Railways,  
shipping and  
longshore work**

During September the number of persons employed by the Canadian Pacific, Grand Trunk and Canadian National Railways on railway operation, including general offices, train-



men and engine crews, station employees, sleeping, parlour and dining-car employees showed an increase of about 1,300 persons during the month of September, the total at the end of the month being about 69,400 persons in comparison with 68,100 at the end of August. These increases were made, for the most part, towards the end of the month and are nearly all accounted for by additions to the C. N. R. staffs.

SYDNEY and HALIFAX reported fairly steady conditions among 'longshoremen, steam and electric railwaymen and transfer workers. Railwaymen at WESTVILLE were steadily employed, and at TRURO they worked full time. CHARLOTTETOWN reported employment in the freight and passenger departments; express and transfer men had a good month. At St. JOHN navigation was dull and 'longshore work slack; railway traffic was exceptionally heavy; transfers were busy with tourists. MONCTON reported heavy freight and passenger traffic, operating crews making much overtime. At FREDERICTON the railways and steamer services had a busy month. At MONTREAL 'longshoremen were very busy, and the railways increased their operating staffs. Longshoremen and ship labourers at QUEBEC were busier than during any other month in the year, low water in the channel preventing vessels from completing cargoes in Montreal; other transport workers were very busy. At SHERBROOKE, THREE RIVERS, St. JOHN's, IBERVILLE and SOREL general activity was noted among transport workers in all branches. Steam railway workers at TORONTO were less active than in the previous month, a number of engineers and firemen being laid off; navigation showed decreased activity as the end of the season approached; street railwaymen were well employed, and transfer and garage employees were generally active. At HAMILTON steam and electric railways were active with both freight and passenger traffic. Lake and other summer work ceased at KINGSTON, many workers going to other employment. NIAGARA FALLS reported a decline in traffic by lake

steamers and electric railways, but steam railwaymen had a busy month. At Sr. CATHARINES employment continued on all branches of the railway system. BROCKVILLE reported unusual activity in railway and transfer traffic, but 'longshore work was only fair, most of the coal for the season having been unloaded. BELLEVILLE reported one of the busiest months of the year in passenger and freight traffic, transfers being correspondingly active. Transportation workers at GALT and STRATFORD had a busy month. KITCHENER reported very heavy passenger traffic in the first part of the month, and the freight department was also very busy; street railwaymen and local transport workers were steadily active. At LONDON railwaymen on both systems had a busy month. St. THOMAS reported fairly steady conditions among railway employees. Transfer workers at WINDSOR had a very busy month. At OWEN SOUND railway workers were well employed during the month. During August 404,766 tons of freight passed through the ship canal as compared with 305,976 tons in August 1919. WINNIPEG reported help in demand for the street railway service for the coming season. Railway workers at BRANDON, REGINA and PRINCE ALBERT had a very busy month. At MEDICINE HAT passenger traffic fell off, but freight traffic continued heavy. Railway workers were reported fairly active at CALGARY. VANCOUVER reported employment fairly good on steam and electric railways, and in navigation and 'longshore work; transfers and garages were busy. 'Longshore work at PRINCE RUPERT was rather slack. VICTORIA reported fair activity among 'longshoremen.

FREDERICTON reported that operations at the antimony mines at Lake George were temporarily suspended. QUEBEC reported continued activity in quarrying operations. At SHERBROOKE the chrome iron industry was busy, but the copper mines were quiet; asbestos

**Mining (other  
than coal)  
smelting and  
quarrying**

workers were very busy; granite and especially gravel pit workers were well employed. The mica mines in the district north of OTTAWA and HULL were increasingly active. THETFORD MINES reported steady activity throughout the month. A demand continued at TIMMINS for miners and timberman. COBALT reported that during the month 38 cars, were shipped, containing approximately 3,009,898 pounds of ore as compared with 37 cars, containing approximately 2,916,668 pounds of ore in the previous month; bullion shipments amounted to 519 bars containing 700,338.60 fine ounces of silver; this compared with 604 bars containing 760,445.45 fine ounces in August; a general shortage of underground labour was reported at the mines, work being hampered from this cause but sufficient surface workers were available. The gold mines in PORCUPINE district also operated at a reduced rate owing to an acute shortage of labour, but it was hoped that an improvement would follow the close of harvesting. SAULT STE. MARIE reported a demand for miners and surface men at the Magpie mines. FORT WILLIAM reported a demand for men at North Pines, where work was steady, material being sent to Cleveland, Buffalo and Chicago for smelting. WINNIPEG reported a demand for quartz miners in the central districts, including THE PAS. A shortage of labour reported as seriously hampering metalliferous mining at FERNIE. The mines at ROSSLAND camp worked steadily, shipping ore to the smelter at TRAIL; the mine in the boundary district which closed down last March was reopened, employing about 50 men; new work also opened up in the SLOCAN district; the copper plant ran steadily and about 40 tons of refined electrolytic lead were turned out at the lead refinery; the zinc plant turned out over four million pounds of electrolytic zinc; one copper and one lead furnace were in operation. CRANBROOK reported a demand for men for the Kimberley mining and smelting plant. The Granby company's smelter at GRAND FORKS was dismantled, but a demand

for the mines was reported. PRINCE RUPERT reported activity in all mining and quarrying lines, especially at ANYOX, ALICE ARM and STEWART.

SYDNEY reported the production of coal in the Dominion Collieries at 263,500 tons as compared with 260,000 tons (revised figure) in the preceding month. At the Nova Scotia Company's collieries at SYDNEY MINES the output was 51,000 tons of coal and 8,000 tons of coke, as compared with 48,500 tons of coal and 7,800 tons of coke in the preceding month; 150 ovens were in operation. WESTVILLE reported activity continued throughout the month. Coal miners at MINTO continued steadily active. A strong demand for miners for the prairie coal-fields was reported from Winnipeg, Saskatoon, Calgary, Edmonton and other employment centres. LETHBRIDGE reported that full time was worked at Nos. 3 and 6 mines of the Galt collieries, with good prospects of continuance. At FERNIE the coal mines operated regularly. NANAIMO reported the mines on VANCOUVER ISLAND running steadily, with some demand for miners holding British Columbia certificates.

The value of the building permits in 56 cities during August amounted to

	\$9,439,807	as com-
<b>Building and</b>		pared with
<b>construction</b>	\$13,025,-	
	560 in July.	At SYD-
		NEY during the month

of September activity in the building trades was mostly in schools and churches. At HALIFAX work commenced on twenty dwellings for the Housing Commission; construction generally showed some decline, a shortage of cement being felt. The building trades at WESTVILLE were quiet, but some public improvements were in progress. Painters were in demand at TRURO, and carpenters were fairly busy. At CHARLOTTETOWN, carpenters, lathers, plasterers and painters were very busy; plumbers and steamfitters were fairly active, but bricklayers had a



dull month. ST. JOHN reported the building trades fairly active; dredging operations were in progress at West St. John. At MONCTON builders were active on private houses; 47 houses were completed during the year for the Housing Commission. Employment continued steady at FREDERICTON, except among painters. At MONTREAL the building trades were increasingly active. QUEBEC reported some new construction, but most of the activity throughout the past season was on repair work. SHERBROOKE reported busy conditions in the building and construction trades. At ST. HYACINTHE the Housing Commission's programme was delayed, the aldermen failing to agree to a site. Fair activity was noted at THREE RIVERS in the building trades; dredging operations were in progress in the St. Lawrence and St. Maurice Rivers. Conditions were reported good at ST. JOHN'S and IBERVILLE, but some slackness was noted at SOREL. Building was only fairly active at OTTAWA and HULL. At THETFORD MINES much construction work was in progress. TORONTO reported the building trades busy, especially in the erection of dwellings, with good prospects of continuance till late in the season; operations on some larger structures were considerably delayed by a strike of steel workers. At HAMILTON and NIAGARA FALLS the building trades were well employed; and at ST. CATHARINES conditions were fair. Progress at BROCKVILLE was somewhat delayed by a shortage of cement. KINGSTON reported general activity among builders, with bricklayers, carpenters, painters and electricians in demand. At BELLEVILLE extensive municipal construction work was in progress, and the building trades were well employed. Considerable demand was noted at OSHAWA for carpenters and bricklayers. Carpenters and painters were in some demand at PETERBOROUGH. Much construction work was in progress at GALT, but at BRANTFORD the building trades were slack. KITCHENER reported great activity in all classes of construction, with a shortage

of bricklayers and carpenters. At GUELPH more labour was required for municipal work, and the building trades were all reported active. Conditions were also good at STRATFORD and WOODSTOCK. At LONDON the building trades were very brisk during the month, with many swellings under construction; the Housing Commission had completed or were erecting 100 houses; several industrial, commercial and public buildings were also under construction. A shortage of carpenters, bricklayers and plasterers was reported at ST. THOMAS. Conditions at CHATHAM showed some improvement. WINDSOR reported great activity in construction work of all classes to keep pace with the growth of population, which was stated, increased by 5,000 in the past twelve months. At WINNIPEG building operations were steady during the month, with a constant demand for all classes of experienced help; municipal work employed much unskilled labour on road work. Active conditions were also reported from BRANDON, REGINA, MOOSE JAW, SASKATOON, CALGARY and EDMONTON. At VANCOUVER increased activity was reported in the construction of dwellings, commercial and industrial buildings. NEW WESTMINSTER also reported employment good in the building trades. At PRINCE RUPERT carpenters were in demand; the new ocean docks gave considerable employment. At VICTORIA the demand for labour of all kinds was dull. Considerable repair work was in progress at NA-NAIMO.

The number of persons employed by the Canadian Pacific, Grand Trunk and Canadian National Railways on railway construction, including maintenance of way, showed a decrease of about 800 persons during the month of September, the total at the end of the month being about 42,200 persons in comparison with 43,000 at the end of August. This reduction was made at the beginning of the month and reflects decreases in the Canadian Pacific Railway Staffs. This Company had a net decrease for the month of about 1,000 persons; the Grand Trunk, a nominal



reduction only, and the Canadian National an increase of about 300 persons.

CHARLOTTETOWN reported quiet conditions in the lumbering industry during September. At ST. JOHN the saw and shingle mills ran steadily. The **Lumbering** saw mills in the district of FREDERICTON ran to capacity. Lumber workers were in demand at BATHURST. Round QUEBEC the saw mills were still in full swing on the season's cut, and men were being sent into the bush to prepare for winter operations. The saw and shingle mills and tie camps at SHERBROOKE had a busy month. At OTTAWA and HULL several machines in one mill were closed down on account of shortage of water power, while at another about quarter of the men were laid off owing to difficulty in getting logs; generally, the saw and shingle mills were busy all month; men were in demand for bush operations. PETERBOROUGH reported a demand for men for the lumber camps; the drives on the river still continued and the saw mills were very busy. TIMMINS reported a shortage of bushmen, and at PEMBROKE bush and mill workers were in demand. At OWEN SOUND the saw mills were active, shingle mills worked part time, tie mills were quiet, and lumber camps were not very active, but were organizing for the winter's work. NORTH BAY reported a demand for saw mill hands and bush men along the North Ontario Railway. At COBALT bush men were in demand in the pulpwood work, causing some shortage in other camps. SAULT STE. MARIE reported a strong demand in the outlaying district for bush men, men being

brought in from outside points; the lumber yards and saw mills were also very busy. FORT WILLIAM and PORT ARTHUR reported a constant demand for mill workers from the surrounding district, with an increasing demand for bushmen. WINNIPEG reported a demand from northern Manitoba and Saskatchewan for bush men. At PRINCE ALBERT one mill suspended operations owing to the scarcity of men.—A demand for men for the bush and saw mills in Alberta was reported from CALGARY and EDMONTON. At FERNIE there were a considerable number of idle days in the mills owing to unsettled conditions in the lumber market, bad weather, and the diversion of labour to the prairie harvest fields; some of the smaller mills closed down. CRANBROOK also reported a shortage of men for the saw mills. At NELSON new saw mills were opening up, but a shortage of cars hampered work to some extent. Lumber workers were busy at GRAND FORKS. VANCOUVER reported the saw and shingle mills and lumbering as generally busy. The mills at NEW WESTMINSTER were also busy; a shortage of cars led to the temporary closing of mills in Eburne district. At PRINCE RUPERT the lumber camps and saw and shingle mills were very busy and workers were in demand; loggers were still required for camps on Graham Island, Moresby Island and Surf Inlet. VICTORIA reported continued activity in all branches of the lumber industry, and at NANAIMO employment was good, the mills on Vancouver Island mostly working full time, but some uncertainty was felt as to future orders owing, it was said to changes in the freight rates.

## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

### PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1920, WITH TEXT OF BOARD'S REPORTS

**D**URING the month of September the Department received a report from the Board established to deal with the dispute between the Canadian Press, Limited, and their press telegraph operators, members of the Canadian Press System Division No. 52, Commercial Telegraphers' Union of America.

One application was received for the establishment of a Board, and a Board was established in connection with a dispute for which the application had been received during a previous month.

#### Application received

During the month of September an application was received for the establishment of a Board from the employees of "La Presse" and "La Patrie" Publishing Companies, Montreal. This industry not being one falling within the scope of the Industrial Disputes Investigation Act, a Board could be established only upon receipt of the joint consent of the disputants. As the communications

received from the employing companies involved were to the effect that they were not favourable to Board procedure no further action was taken by the Department of Labour.

#### Other proceedings under the Act

During the month of September a Board was established in connection with the dispute between the Canadian Pacific Railway Company, the Grand Trunk Railway, the Canadian National Railways, and certain classes of their employees, being clerks, time-keepers, railway checkers, freight handlers, truckers, coopers, etc. The Board was composed as follows: Mr. E. McG. Quirk, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Mr. U. E. Gillen, Toronto, appointed by the Minister in the absence of a recommendation from the employing companies, and Mr. Adelard Laurendeau, M.P.P., Montreal, nominee of the employees.

### Report of Board in dispute between the Canadian Press, Limited, and their Press Telegraph Operators

**A** REPORT was received from the Board established to deal with the dispute between the Canadian Press, Limited, and their press telegraph operators, members of the Canadian Press System Division No. 52, Commercial Telegraphers' Union of America. The Board was composed as follows: His Honour Judge R. D. Gunn, Ottawa, chairman, appointed on the joint recommendation of the other two members, Messrs. E. Norman Smith, Ottawa, and David Campbell, Winnipeg, nominees of the employer and employees respective-

ly. The report was signed by the chairman and it is understood from a communication from Mr. Smith, a copy of which appears with the text of the Board's report, that he concurred in these findings. A minority report was presented by Mr. Campbell. Both the majority and minority reports contained recommendations as to settlement of the dispute. The findings of the majority report were accepted, with certain reservations, by the company, but rejected by the men, who were favourable to the findings of the minority report.



### Report of Board

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Press Limited, employers, and the Press Telegraph Operators in their employ, members of Canadian Press System, Division No. 52, Commercial Telegraphers' Union of America, employees.

To the Honourable Mr. G. D. Robertson,  
Minister of Labour,  
Ottawa, Ontario.

On the 26th day of August, 1920, you were pleased to appoint a Board of Conciliation and Investigation upon the application of the above named employers, with the consent of the employees, to investigate and report upon a dispute involving the rates of pay and schedule of working rules to govern the service of the above named employees who were unable to come to agreement with their employers upon the same.

The Board fixed the 10th day of September, 1920, at the City of Toronto, to hear the representatives of the parties and were attended by Messrs. Frank A. Coyle, General Chairman, Thomas B. Murray, William G. Tobin, and Frank Gillis, Committee on behalf of the employees, and Mr. Fred. Livesay, General Manager, Mr. McLaughlin, Superintendent of the Canadian Press Limited, on behalf of the employers. The Board found that the employers are an incorporated co-operative association for the purpose of gathering news and information for the Press of Canada over leased wires, having offices in New York City, and the cities of the several provinces of Canada from Sydney to Vancouver, employing a highly skilled class of Morse Telegraph Operators numbering about ninety, working a continuous twenty-four hour service, and that the territory named is divided into two divisions, east of Ottawa being the Eastern, and west thereof being the Western Divisions, with the same number of operators in each division, and all governed

by a schedule of working rules and rates of pay settled by a board of conciliation in November, A.D. 1919, and terminated by notice from the employees on the 1st of September, 1920. The Board found that the employees had recently submitted a memorandum of agreement setting out an enlarged schedule of working rules and conditions including advances in rates of pay, for consideration and adoption by the employers, who having expressed their inability to accept the same in whole or in part promptly applied for the appointment of this Board, with the result mentioned.

The employers also submitted to the Board their proposed draft agreement of working rules to govern the service of the employees, but providing no advances in existing rates of pay.

The Board proceeded in the presence of the parties to revise the several draft agreements of working conditions, and after much labour had concluded to recommend that the Memorandum of Agreement in Schedule "A" hereto be put in force and remain in effect as the working conditions and rules governing the parties for the time mentioned therein, which agreement, if adopted, it is hoped will form the basis for and permit future negotiations looking towards the amendment thereof to make provision for new conditions that may arise in the service without the necessity of its entire cancellation.

The request or demand of the employees for increased rates of pay is based mainly, if not entirely, on the well-known ground of increased cost of living expenses during the past year and still existing, which will continue, and which is higher here than in the larger American cities owing to the different climatic conditions prevailing.

The employers contend and point out to the Board that the increases in the rates granted by the report of the former Board, hereinbefore mentioned, were recommended to and did fairly provide for the part the employers should bear of such increased cost of living for the past year and further



that the present rates of pay are equal to if not greater than, the rates paid by any comparable similar concern for like services.

It is also represented before the Board and cannot be denied that the other similar organizations on the American side have very recently made agreements for the coming year with their press operators doing the same class of service as the Employees at rates graded down from \$45.00 per week according to the density of population of the city wherein the offices are located.

It is not unjust or unfair to state here that the employers contend that they grant as favourable terms of employment with overtime, holidays and vacation pay, as any of the other similar organizations, and also claim that the overtime rates paid by them increase the cost of operations yearly for operators' services almost \$15,000, though that expenditure is not general but is confined largely to the employees in the Eastern Division, some of whom very materially increase their weekly wage rates in almost every month of the year.

The Board have had the benefit of very careful and exhaustive representations, statements and contentions of the representatives of the several parties, and have given the same the most serious and fullest consideration, and the undersigned concluded to recommend a flat increase of five dollars (\$5.00) per week be granted to each of the employees over and above his weekly rate fixed in the last schedule and be paid by the Employers and accepted by the Employees from the 1st day of September, 1920, to the 1st day of September, 1921, and during the existence of the agreement referred to Schedule "A" hereto, unless altered according to its terms.

The thanks of the Board are due to the Globe, for the excellent accommodation supplied for the Board and the representatives of the parties during the hearings of the dispute, and to the representatives of the parties for the very great assistance rendered the Board at

the same time.

Dated this 15th September, 1920.

(Sgd.) R. D. GUNN,  
Chairman.

#### SCHEDULE A.

THIS AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_ A.D. 1920, between the CANADIAN PRESS LIMITED, hereinafter called the Company, through its authorized officials, Party of the First Part, and CANADIAN PRESS DIVISION NO. 52, COMMERCIAL TELEGRAPHERS' UNION OF AMERICA, hereinafter called the Union, through its authorised committee, Party of the Second Part,

WITNESSETH as follows:

1. IT IS AGREED that from and after the First day of September, 1920, the said party of the first part binds itself to the employment in the telegraph service of only competent telegraphers who are members of the Commercial Telegraphers' Union of America, provided such Union can furnish such competent Telegraphers as are necessary for the business of the said party of the first part and agrees to respect and observe the conditions and scale of wages of the aforesaid organization incorporated in this agreement.

2. IT IS AGREED by the Union that no telegrapher working under this Agreement shall participate in any sympathetic strike or walk-out of any nature, except as sanctioned by the International Officers of the Commercial Telegraphers' Union of America.

3. IT IS AGREED that the schedule of salaries paid to full time Morse leased wire telegraphers working under this Agreement, by the Company, shall be as follows, all salaries to be paid weekly by cheque, but overtime to be computed and paid twice monthly.

#### BUREAU OPERATORS—

Bureau offices to be at New York, Halifax, Ottawa, Toronto, Winnipeg, Calgary, Vancouver, Victoria and Seattle.

New York: Day \_\_\_\_\_ per week; Night \_\_\_\_\_ per week.

All other Bureaus: Day \_\_\_\_\_ per week;  
Night \_\_\_\_\_ per week.

#### LINE OPERATORS—

Maritime Circuits (including Sherbrooke, Que.): Day \_\_\_\_\_ per week; Night \_\_\_\_\_ per week.

Ontario and Quebec Circuits: Day \_\_\_\_\_ per week; Night \_\_\_\_\_ per week.

Western Circuits (including Head of the Lakes): Day \_\_\_\_\_ per week; Night \_\_\_\_\_ per week.

All extra Operators engaged exclusively in individual newspaper offices to be classified as Line Operators.

4. IT IS AGREED that eight hours' time, including thirty minutes for lunch by day and forty-five minutes for lunch at night, and two rest periods of not more than ten minutes each day and night, shall constitute a day's work or a night's work for telegraphers, and six days or six nights shall constitute one week. No trick shall be split more than once. Night telegraphers shall not be obliged to begin their work earlier than 6 p.m. (their local standard time) and day telegraphers shall not be obliged to begin their work earlier than 7 a.m. (their local standard time). If the system known as "Daylight Saving" is adopted officially by any municipality, province, or by the Dominion of Canada, such daylight saving time may be considered standard time in the meaning of this Clause and for the area affected by such official action.

5. IT IS AGREED that no telegrapher regularly employed by the Company shall be regularly engaged as a telegrapher by any other Company, and violation of this rule shall be considered sufficient cause for dismissal. Telegraphers regularly employed by Canadian Press Limited desiring to work emergency extra in other telegraph offices shall first notify the District Traffic Manager or Assistant Traffic Manager.

6. IT IS AGREED that where exigencies of newspaper publication permit one full holiday will be allowed on each of the following named holidays, to all operators: New Year's Day, Good Friday, May 24th, July 1st, Labour Day, Thanksgiving Day and Christmas Day. Operators who are called to work for any part of the day trick on such holidays shall be paid overtime for not less than three hours at the same rate per hour as their wage scale. Operators who are called to work for any part of the night trick on such holidays shall be paid overtime for not less than three hours at the same rate per hour as their wage scale.

7. IT IS AGREED that operators called to work on their seventh day or seventh night, whether this falls on Saturday or on Sunday, shall be paid overtime at the rate of double time for the actual time worked, with a minimum working time of two hours.

8. IT IS AGREED that all other overtime shall be ordinary overtime and shall be paid for on the basis of the operators hourly wage rate. For such overtime the rate shall be time and one-half before or after regular hours, each day's overtime being reckoned separately. Ten minutes or less shall be disregarded, but more than ten minutes shall be considered one half-hour.

9. IT IS AGREED that operators shall be responsible only to Traffic Managers or Assistant Traffic Managers, subject to appeal to the General Manager of the Company.

10. IT IS AGREED that vacancies in the telegraphic service of the Company shall be filled by promotion and, other things being equal, length of continuous service with the Company

shall be the deciding factor in making appointments to sending and receiving telegraphic position. Appointments of Traffic Managers and Assistant Managers shall be made by the Company and length of service with the Company shall not necessarily govern such appointments.

11. IT IS AGREED that a complete list of operators in the regular service of the Company, showing the period of each operator's latest continuous service with the Company, shall be mailed to each operator by the Company on December 31 and June 30. Errors, if any, in such lists shall be corrected on proper representation.

12. IT IS AGREED that an operator who wishes to resign from the Company's employ shall give at least ten days' notice to the Traffic Manager of the Assistant Traffic Manager of his Division, in default of which the Union shall cancel his Union card. The Company agrees to give ten days' wages or ten days' notice to any operator whose position is abolished through the suspension of the service at any point, or transfer him to another position if there is a vacancy, as hereinafter provided.

13. Two weeks' holidays with full pay, shall be granted each telegrapher who has been in the service at least one year. Telegraphers shall not be expected to take holidays before May 1 nor later than November 1. It is understood that such holidays are given to operators in order that they shall rest, and operators therefore are not permitted during their holidays to work as telegraphers for any other parties. If a telegrapher entitled to a vacation with pay is discharged, or resigns on proper notice, he shall be paid at his regular rate for the vacation. Vacation claims shall be in accordance with standing on seniority lists.

14. IT IS AGREED that suitable typewriters shall be provided by the Company or its members and maintained free of cost for operators' use. Where office facilities permit, operators in newspaper offices shall be provided with a separate room at least ten feet square, which shall have outside window, electric light and proper heating. Operators are not required to make up books, distribute copy or attend to battery jars.

15. IT IS AGREED that applications for positions in the telegraph service of the Company shall be made direct to the Traffic Manager or the Assistant Traffic Manager of the Division to which the applicant seeks appointment.

16. IT IS AGREED that in case of a reduction of staff the junior operator in length of continuous service with the Company in the Division where the reduction is to be made shall be first dispensed with. If for any reason a position at any point is abolished, and the operator working at such point is not the junior operator in the Division, the operator so displaced shall have the right to take the position held by the junior operator in the



Division. An operator who has transferred under such conditions shall have first claim on the position he has left should it be re-established; or if he refuses to take the position held by the junior operator and resigns from the service, he shall hold his seniority rights for twelve months. The junior operator so displaced also shall retain his seniority for twelve months.

17. IT IS AGREED that in case of sickness an operator working under this Agreement, on presentation to the Traffic Manager or the Assistant Traffic Manager of a doctor's certificate that he is unable to perform his duties, shall be granted leave of absence without pay but retaining full seniority rights for a period of not more than three months. Extension of this period with seniority rights may be granted at the discretion of the Traffic Manager or the Assistant Traffic Manager of the Division, subject to the approval of the General Chairman of the Union.

18. IT IS AGREED that vacancies in and appointments to the telegraph service shall be announced over the Company's wire by the Traffic Manager or the Assistant Traffic Manager of the Division in which they occur, and operators shall have a clear period of 60 hours from the time a vacancy is announced in which to file their applications for the position, should they wish to make such application. Traffic Managers and Assistant Traffic Managers in their discretion may delay announcing any appointment for a period of not more than ten days if it is considered desirable by them that the applicant should be given a trial in the new position.

19. IT IS AGREED that appointments shall be open only to operators in the Division in which the vacancy occurs, except as hereinafter provided. For this purpose there shall be two Divisions. The Western Division shall include the two operators in the Ottawa Bureau who are engaged in sending on the Winnipeg wire, and all operators in the employ of the Company and working west of Ottawa. The Eastern Division shall include all other operators in the employ of the Company. An operator who wishes to transfer from one Division to the other shall file with the Traffic Managers of the two Divisions a statement of his desire to so transfer, and reasons for his desire, after which he shall be eligible to make application for appointment as vacancies occur in the division to which he seeks admission, when his seniority standing in the Division to which he is transferring shall be governed by the certificate of the General Chairman.

20. IT IS AGREED that operators transferred at their own initiative shall pay their own travelling and incidental expenses. When transferred to suit the convenience of the Company their expenses will be paid by the Company.

21. No telegrapher covered by this Agreement shall be transferred, suspended or dis-

charged without just cause. If a telegrapher is transferred against his will, suspended or discharged for reasons which he may consider unjust, he may refer the matter for adjustment to the District Traffic Manager or such other official as the General Manager may direct, who shall hear his appeal immediately, either personally or in writing. If his case is presented in person, he may be accompanied by a fellow employee. If, upon investigation, the telegrapher is cleared of the charges made against him he shall be reinstated in his former position without prejudice of any kind, receive full pay for all time lost, and be reimbursed for any expense he may have been forced to incur in connection with the investigation of such charges. Failing in what the telegrapher considers a satisfactory adjustment, he may refer the case, either personally or through the general committee, to the General Manager. Failing in a satisfactory settlement between the General Manager and the general committee, the case shall be submitted to a Board of Arbitration as provided in this agreement.

22. IT IS AGREED that disputes or differences in regard to interpretation of clauses of this Agreement and all matters having to do with the relations between the parties which are not covered herein, shall be submitted to a Board of Arbitration whose decision shall be final and binding on both parties. Such Board shall consist of one representative of the Company, one representative of the Union, and a third member who shall be Chairman of the Board, and who shall be selected by the nominees of the parties to this Agreement; or, if they should be unable to agree upon a choice, by the Department of Labour of Canada. But such proceedings shall not be initiated until there has been a failure to affect a settlement of the matter or matters in question by negotiation; and such failure shall not be admitted unless, and until, the General Manager for the Company, and the General Chairman for the Union, by correspondence or by personal conference or both, shall have found it impossible to bring about an understanding satisfactory to both parties.

23. Telegraphers at sending points shall be required to transmit the news in readable Morse characters and at a rate of speed that will permit of accuracy on the part of receiving telegraphers, and be compatible with human endurance. Complaints of a sender's incompetency by receiving telegraphers or any circuit shall be made to the District Traffic Manager for investigation. If, after such investigation, the proof of the sender's incompetency is established, the sender shall be transferred to another position, as provided in the "Reduction of Staff" clause of this agreement. Telegraphers at sending points shall be obliged to spell out the date line and first five words of each new item and transmit all punctuations. Sending telegraphers shall be furnished properly edited copy to facilitate service.



24. IT IS AGREED FURTHER that each receiving operator shall copy in proper form the full report as transmitted over the wire on which he is working, unless he has authority in writing signed by the Traffic Manager of his Division to release him from the necessity of copying certain named market reports or other routine news.

25 Throughout this Agreement the words Operator and Telegrapher shall be synonymous; and the word Union shall mean Canadian Press Division No. 52, Commercial Telegraphers' Union of America; and the word Company shall mean Canadian Press Limited.

26. This agreement shall continue in full force and effect from the date of the signing to the first day of November, A.D. 1921, and thereafter unless notice is given of its termination by either party to the other party by registered mail at least sixty days in advance of the date of termination in any year. Such official notice shall be given by the General Manager of the Company to the General Chairman of the Union or by the General Chairman of the Union to the General Manager of the Company. Either party desiring to alter or amend the terms of this Agreement shall give sixty days' notice in writing setting forth the proposed alteration or amendment, but no such notice shall be given before August 31, 1921.

IN WITNESS WHEREOF we have hereunto affixed our hand and seal this First.

COMMITTEE REPRESENTING CANADIAN PRESS  
SYSTEM DIVISION No. 52:

.....  
Maritime District.

.....  
Prairie District.

.....  
Ontario-Quebec District.

.....  
Pacific District.

Approved:

CANADIAN PRESS LIMITED:

.....  
General Manager.

COPY.

Honourable G. D. Robertson,  
Minister of Labour,  
Ottawa, Ont.

Sir,

Re the Canadian Press Limited and  
the Press Telegraph Operators  
in its employ.

His Honour, Judge Gunn, chairman  
of a Board of Conciliation appointed  
by you to consider the above dispute,

has to-day shown me, the representative  
of the Company on the said Board, the  
report which he is making to you, after  
an inquiry held by us in Toronto last  
week.

In drawing up a new working agree-  
ment, the Company has made a number  
of very important concessions to its  
employees in order that the utmost har-  
mony between employer and employee  
might continue to exist. On my recom-  
mendation, and after hearing the argu-  
ments presented by my colleagues on the  
Board, the Company is willing to accept  
the draft agreement presented by His  
Honour, Judge Gunn.

Having regard to the fact that the Com-  
pany is at present paying its employees  
rates equal to, or exceeding, those paid  
by other employers for similar work, the  
Company did not and does not feel that  
it should be called upon to pay any  
higher wages than those stipulated in  
the agreement of one year ago. How-  
ever, with a view to conciliation and  
continued harmony, I am willing to en-  
dorse the recommendation of His Hon-  
our, Judge Gunn, namely of "a flat in-  
crease of \$5.00 per week to each of the  
employees over and above his weekly rate  
fixed in the last schedule," the said in-  
crease to date from September 1, 1920,  
to September, 1921.

If the Company agrees to pay this  
increase, I am convinced it will be deal-  
ing very generously with the telegraph  
employees—an increase which will cost  
the Company approximately \$25,000  
during the year. The burden is going  
to be rather a heavy one to a number of  
the smaller daily newspapers who find  
the existing charges hard to carry. Any  
greater increase, I fear, would result in  
several communities being deprived of  
the very important news service which  
can be obtained only through Canadian  
Press, Limited.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) E. NORMAN SMITH.

Ottawa, Canada, September 14, 1920.

[Mr. Smith's letter to the Minister, as above, is understood to signify the writer's acceptance of the report submitted over the signature of the Chairman. Mr. Smith had, however, left Ottawa for a few days, and it was impossible to have the report submitted to him for formal signature without causing delay in issuing certified copies to the parties respectively concerned.—F. A. Acland, Registrar.]

### Minority Report

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Press Limited, employers, and the Press Telegraph Operators in its employ, members of Canadian Press System Division No. 52, Commercial Telegraphers' Union of America, employees.

To The Hon. Mr. G. D. Robertson,  
Minister of Labour,  
Ottawa, Ontario.

On the 26th day of August, 1920, you were pleased to appoint a Board of Conciliation and Investigation upon the application of the above named employers, with the consent of the employees, to investigate and report upon a dispute which existed between the parties involving questions of rates of pay and working conditions.

The Board heard the parties at Toronto on September 10th and 11th, 1920, Messrs. Frank A. Coyle, General Chairman, Thomas B. Murray, William G. Tobin and Frank Gillis, representing the employees; and Mr. Fred Livesay, General Manager, and Mr. McLaughlin, Superintendent, representing the employers.

The employers are an incorporated co-operative association for the purpose of gathering and transmitting news to the newspapers of Canada, and have offices in New York and in all the im-

portant cities from coast to coast in Canada. The employees are the telegraph operators of the employers who receive and transmit by telegraph the various news items each day and night from and to their several offices. They are a very highly skilled class of telegraph operators, probably the most expert telegraphers in the Morse system of telegraphy.

A schedule of wages and working conditions was first agreed upon and adopted by the parties in 1915. This was amended by agreement and with the aid of a Board of Conciliation and Investigation in November, 1919. In addition to this some increases in wages have been made by the employers from time to time.

On July 18th, 1920, the employees through their General Chairman submitted a new schedule of wages and working conditions to the employers for adoption, accompanied by a letter in which it was pointed out that the specified rates of pay contained in the schedule were demanded by the employees generally, and could not be the subject of any compromise. The employers thereupon concluded that negotiation between the parties would be useless, and being unwilling to concede the rates of pay and certain conditions of employment, applied to your Department for the appointment of this Board. The employees consented to submitting the dispute to a Board and this present Board was established.

The Board was able to effect an agreement between the parties upon the working conditions, with the exception of a few points. The Board having unanimously decided upon these points, these working conditions were drawn up and are included in a Memorandum of Agreement hereunto annexed and marked "Schedule A" to this report. It will be noted, however, that the wages are to be specified in Clause 3 of the Agreement, and the Board being unable to come to a unanimous decision upon this question, this clause has been left blank as to wages specification and will no doubt



be added by each member or a majority or minority of the Board according to their respective decisions.

The present rates of pay range from \$33 per week for day work in the Maritime Provinces to \$45 per week in Ontario and Western Canada with a rate of one dollar per week higher for night work. The hours of service, including lunch and brief rest periods, are eight per day or night. The employees' demands would increase these rates to \$55.00 and \$57.50 per week for days and nights respectively without any distinction as to locality, or an increase ranging from 22 per cent to 51 per cent.

The employers, although admitting that the same service is required of their employees in the Maritime Provinces as elsewhere, and that their services were just as valuable, contended that to increase wages as demanded and to abolish the differences in the rates as between the East and West would result in forcing subscribing newspapers in cities like Moncton, New Brunswick, to withdraw from participation in the news service.

It seems to me, if this contention be well founded in fact, such publications could and do participate only at the expense or sacrifice of these employees, and this cannot be equitable. There was no denial, that, generally, it was as expensive to live in the East as in the West, and the service required of the employees being the same in every particular the differential in rates of pay as between East and West should be abolished.

It was also represented by the employers that in recent wage settlements made with employees of the United Press, the Universal News and the International News Service in the United States, rates very little, if any, in advance of the existing rates paid here had been adopted, and that these wages ought not to be higher here. Also that recent agreements made with the Canadian Pacific Railway Telegraph Company's employees, which had been the subject of decision by a Board of Con-

ciliation and Investigation, did not provide as large increases.

On the other hand the employees contended that the Associated Press in the United States was paying wages almost if not quite as high as their demands and that these other employing companies with which the employers sought to compare rates did not handle anything like the volume or class of business handled by the Canadian Press Limited, and that the cost of living in Canada was much higher generally than in the United States, and that the severity and length of our winters imposed greater financial burdens in fuel and clothing.

The employees also submitted figures showing that the employers here had, within recent months, conceded increases in wages of certain other of their employees much higher proportionately than their demands. They also contended that the cost of living since 1915, the date of their first wage agreement (although the employers then only operated in Western Canada) had increased far beyond the increase in their wages, so that they were now much worse off than at that time.

The employers' reply to the increased cost of living shown, was that the full burden of this should not be borne by the employers, who in turn would have to shift the burden of it upon their patrons and it would again constitute a factor in further increasing the cost of living for the employees—the "revolving of the vicious circle."

The *Labour Gazette* for July, 1920, produced by the employees, shows that the average cost per week of a family budget of staple foods, fuel and lighting and rent in terms of the average prices in sixty cities in Canada for the month of June 1915, was \$13.69 and for June, 1920, was \$26.81. This is an increase of 95.8 per cent and does not include items of clothing, boots and shoes, and many other necessary goods, the cost of which it is common knowledge and experience, has increased at least proportionately.



Taking the rates fixed by agreement between the parties in 1915, namely Day Bureau \$28 per week, Night Bureau men \$32.00 per week, and Day and Night Line men \$35.00 per week, and increasing them by 95.8 per cent and the figures are \$54.82, \$62.67 and \$68.53 respectively. Or basing it upon the average of these four rates, that is \$32.50, the average increase would be \$32.09 per week. Calculating it on either basis the rates would exceed those now demanded.

The idea of compromising upon a proposition or demand seems to have found favour with many Boards of Arbitration and Conciliation, as well as in negotiations between employers and employees generally. It was, however, originally adopted and practised at times when there were many important factors other than the increased cost of living to consider. So long as wage earners demand only enough or even less than enough to meet the well established increased cost of living, I am unable to see any equitable basis for a compromise. And it is also clear that to constantly depreciate the real wages, that is, purchasing power of wages, is to constantly reduce the standard of living, and promote their impoverishment.

I have been negotiating and dealing in a practical way with wage agreements for upwards of twenty years, and never once in all that time have I known the demand for increased wages to precede or equal the increased cost of living, so that the increased cost of living has been the cause or a cause of increased wages, and not the effect of it.

Permit me to point out at this time that to compromise demands that are just is but to lay up future trouble. Those with whom the workers deal in their purchase of the necessities of life, neither negotiate nor compromise upon the prices demanded. Nor does anyone

negotiate with the worker upon the increase in the price he sets upon his merchandise or the increased house rent demanded. These are *dictated* to the worker. To constantly dictate prices and conditions to him, and at the same time dicker and compromise on his fair demands, is, I fear, promoting revolution, perhaps not as rapidly, but more surely than has ever been done by any propagandist.

It is worth observing that in the case of these employees a Board of Conciliation functioned in settling their wage a year ago, and I in nowise criticise their good work, nor do I know the reasons for their decision or advice. And whatever compromise was finally agreed the representatives of the men were a party to it. But what is the result? It was shown that this demand was general by the whole body of men, and at the same time they instructed their Committee that they must not accept any compromise—a body of men, who despite their general conservatism and their goodwill toward their employers, are now determined to *dictate* if necessary.

With regard to fixing wages by comparison, this cannot be done unless we are sure the governing rates are fair and equitable and are established under similar conditions. There was no evidence submitted to the Board to support any of the comparisons made or to show the conditions under which the comparative rates were fixed.

In view of the foregoing reasons and considerations, I am impelled to the view that the wage scale proposed by the employees should be adopted as it stands and that clause 3 in the Agreement incorporate it accordingly.

All of which is respectfully submitted.

(Sgd.) D. CAMPBELL,

Representing the Employees.

[NOTE.—Schedule A, referred to above is given on pages 1283-1286.]

## FURTHER REGULATIONS AFFECTING WESTERN COAL MINERS

**N**INE new orders have been received from the Director of Coal Operations for Alberta and Eastern British Columbia.\* Orders No. 145, 146, 147 and 148 provide for advances in the selling price of bituminous coal, lignite, anthracite coal and coke respectively. Order No. 149 confirms the agreement between the United Mine Workers of America, District 18, and the Western Canada Coal Operators' Association as given in the *LABOUR GAZETTE* for August, 1920, on pages 1048 to 1053. Order No. 150 has reference to rates of wages and working conditions in connection with punching machines at the Jewel Collieries. Order No. 151 confirms an agreement reached with regard to the yardage clause in a contract of the International Coal and Coke Company. Order No. 152 relates to certain rates at the mines of the Blue Diamond Coal Company at Brule, Alberta. Order No. 153 confirms an agreement between the Hillcrest Collieries, Hillcrest, Alberta, and the United Mine Workers of America. Order No. 154 confirms an agreement between the Blue Diamond Coal Company and the United Mine Workers of America.

**ORDER No. 145.**—Consequent upon the increase in wages granted to coal miners in Alberta and South Eastern British Columbia, companies mining bituminous coal in areas east and west of the Crow's Nest Pass, West of Edmonton, Brazeau and Canmore are authorized to increase the price of their product 45 cents per ton. This has reference only to parties to the agreement between the Western Canada Coal Operators' Association and the United Mine Workers of America which was effected on June 10, 1920.

**ORDER No. 146.**—The price of lignite coal is authorized to be increased 45 cents per ton in the Drumheller area,

and 50 cents per ton in the Lethbridge area. This applies only to mines in these districts where the agreement between the Western Coal Operators' Association and the United Mine Workers of America was in force.

**ORDER No. 147.**—The selling price of anthracite coal in the mines of Alberta and South Eastern British Columbia is authorized to be increased 87½ cents per ton by companies which are parties to the agreement mentioned above.

**ORDER No. 148.**—The selling price of coke in Alberta and South Eastern British Columbia is authorized to be increased 70 cents per ton.

**ORDER No. 150.**—The following rates and conditions regarding punching machines are made to apply to the Jewel Collieries, Limited, Wayne, Alberta.

**Loaders:** The rates are the same as those provided for radial machines, except that in haulage entries where the cutting is 16 inches below the coal over the clay band, \$2.30 yardage to be paid, where cuttings are loaded out. In counter entries and entry cross-cuts where the cutting does not exceed 14 inches from the bottom of the coal to the floor, \$1.92 yardage is to be paid, where the cuttings are loaded out. Where V sets are used in entries and two sets put up, the price of three entry sets shall be paid. Where sets of timber are ordered to be put up on the gob side in rooms, the same is to be paid for at the usual rate.

**Machine Men:** In entries and entry cross-cuts, men are to be paid 52½ cents per ton 9 feet or under. In rooms they are to be paid 42½ cents per ton, 20 feet wide. The foregoing rates for machine men are to be divided upon the basis of 4/7 for the cutter and 3/7 for the scraper. Cutting in haulage entries is to be 16 inches below the coal. All cuttings are to be cleaned by scraper and in entries they are to be shovelled back

\*For details of previous orders see *LABOUR GAZETTE*, February, 1920, p. 177, and various preceding issues.



not less than four feet from the face. In rooms, cuttings are to be shovelled into the gob by the scraper. Air pressure is to be not less than eighty pounds at the receiver in the mine. Machine picks are to be delivered to the working face when demanded. Machine wrenches are to be furnished by the company free of charge, but in case the machine man loses his wrench or is not able to return it, same shall be chargeable to him at cost.

ORDER No. 151.—This order confirms a clause which had been mutually agreed upon by the International Coal and Coke Company, Limited, of Coleman, Alberta, and its employees. The new clause is added to the end of the yardage clause referring to No. 2 Seam, and is as follows: "In places such as No. 2 Seam "B" Level inside where pillars other than barriers are widened by skipping alternate rooms making pillars about 110 feet wide, cross cuts over 25 feet and up to 50 feet yardage, 72 cents extra per lineal yard. Over 50 feet and up to 60 feet yardage, \$2.00 per lineal yard."

ORDER No. 152.—A dispute arose at

the mines of the Blue Diamond Coal Company, Limited, Brule, Alberta, regarding the tonnage rate for angles and breasts up the pitch and the yardage rate for raises. It was directed that the rate for angles and breasts should be 95 cents per ton, and that the yardage rate for raises should be \$2.46 per lineal yard in addition to the tonnage rate of 89 cents agreed upon between the company and its employees.

ORDER No. 153.—This order confirms an agreement between the Hillcrest Collieries, Limited, Hillcrest, Alberta, and the United Mine Workers of America, dated July 27, 1920. The agreement is similar to the one made between the United Mine Workers and the members of the Coal Operators' Association which was given in full in the LABOUR GAZETTE for August, 1920, and is to be in force up to March 31, 1922.

ORDER No. 154.—This order confirms an agreement between the Blue Diamond Coal Company, Limited, Brule Mines, Alberta, and the United Mine Workers of America, dated August 19, 1920, which is to be in force until March 31, 1922.

## STRIKES AND LOCKOUTS IN CANADA DURING SEPTEMBER, 1920

**E**LEVEN strikes, involving 1,815 employees were reported as having commenced during September. There were in existence at some time or other during the month 28 strikes, involving about 2,449 worpeople. The total time loss on account of industrial disputes was estimated at 25,890 working days, as compared with 79,482 in August, and 197,286 in September, 1919. The time loss occasioned by the 11 strikes which began in September was 13,399 working days, while a loss of 12,491 is charged to the 17 strikes that commenced prior to Sep-

tember. Termination was reported in the case of 5 disputes which commenced prior to September. Eight of the disputes which commenced during September terminated during the month, leaving the following 15 strikes affecting 521 workpeople on record on September 30: carpenters, Saskatoon; engineers, Hamilton; machinists, St. John and Toronto; moulders, Collingwood, Guelph, Hamilton, Montreal, New Glasgow, Preston and Toronto; rolling mill employees, Montreal; textile workers, Stratford; grain elevator employees, Montreal, and jewellery workers at Vancouver.



## STRIKES AND LOCKOUTS DURING SEPTEMBER, 1920

Industry or occupation.	Particulars.	No. of employees affected	Time loss in working days
<b>Strikes commencing prior to September, 1920</b>			
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, Etc.—</b>			
Coal miners, Commerce, Alta. ....	Commenced August 19. Refusal to agree to sign U. M. W. of A. check-off, although previously signing same to obtain retroactive pay. Settled by negotiations; work resumed September 7 under same conditions as existed prior to strike.	90	450
<b>BUILDING AND CONSTRUCTION—</b>			
Carpenters, Sherbrooke, Que. ....	Commenced June 15. For increased wages. Information received in the Department indicates conditions no longer affected as strikers have all secured work elsewhere.		
Building labourers, Hamilton, Ont. ....	Commenced August 13. For increased wages. Settled by negotiations; work was resumed the latter part of August pending a final decision by the Industrial Council.		
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Engineers, Hamilton, Ont. ....	Commenced May 1. For increased wages and better conditions. Unterminated.	24	576
Machinists, Hamilton, Ont. ....	Commenced August 25. A sympathetic strike to assist the employees on strike in other branches of the firm. Men resumed work September 13.	12	120
Machinists, St. John, N.B. ....	Commenced January 26. For increased wages and shorter hours. Unterminated.	10	240
Machinists, Toronto, Ont. ....	Commenced July 26. Against discharge of employee. Unterminated.	24	576
Moulders, Amherst, N.S. ....	Commenced June 22. For increased wages. Settled by negotiations; partial increase granted; work resumed September 21.	51	867
Moulders, Collingwood, Ont. ....	Commenced June 1. For increased wages. Unterminated. ....	10	240
Moulders, Guelph, Ont. ....	Commenced August 5. For increased wages. Unterminated. ....	4	96
Moulders, Hamilton, Ont. ....	Commenced May 5, 1919. For increased wages and shorter hours. Unterminated.	17	408
Moulders, Montreal, Que. ....	Commenced May 5. For increased wages and shorter hours. Unterminated.	17	408
Moulders, New Glasgow, N.S. ....	Commenced August 2. For increased wages and shorter hours. Unterminated.	19	456
Moulders, Preston, Ont. ....	Commenced August 9. For increased wages. Unterminated. ....	2	48
Moulders, Toronto, Ont. ....	Commenced May 1, 1919. For increased wages and shorter hours. Unterminated.		
Rolling mill employees, Montreal, Que. ....	Commenced July 15. For increased wages and better working conditions. Unterminated.	250	6,000

STRIKES AND LOCKOUTS DURING SEPTEMBER, 1920—*Continued*

Industry or occupation.	Particulars.	No. of employees affected	Time loss in working days
<b>TRANSPORTATION—</b>			
Grain elevator employees, Montreal, Que.....	Commenced August 2. For increased wages. Unterminated.....	50	1,200
<b>MISCELLANEOUS—</b>			
Grave diggers, Hamilton, Ont.....	Commenced August 30. For increased wages. Settled by negotiations; most of the old employees returned at rates existing prior to strike. Work resumed September 10.	20	160
Musicians, Edmonton, Alta.....	Commenced August 31. For increased wages. Settled by negotiations; partial increase granted. Work resumed September 23.	34	646
<b>Strikes commencing during September, 1920</b>			
<b>LUMBERING—</b>			
Loggers, Ocean Falls, B.C.....	Commenced September 8. Against discharge of employee. Settled by negotiations; men decided to abide by decision of Company. Work resumed September 28.	70	1,120
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Coal miners, Drumheller, Alta.....	Commenced September 20. Objected to a new screen. Settled by negotiations; men resumed work under conditions existing previous to strike. Work resumed September 22.	120	240
Coal miners, Wayne, Alta.....	Commenced September 2. Against discharge of employee and refusal to sign U. M. W. of A. check-off. Settled by negotiations; men returned to work under same conditions as existed previous to strike. Work resumed September 14.	190	1,900
<b>BUILDING AND CONSTRUCTION—</b>			
Carpenters, Saskatoon, Sask.....	Commenced September 23. For increased wages. Unterminated.....		
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Saw workers, Galt, Ont.....	Commenced September 9. Against reduction in wages. Settled by negotiations; men returned on employers' terms. Work resumed September 20.	75	675
Steel and iron workers, Toronto, Ont.....	Commenced September 3. For increased wages and recognition of Union. Settled by negotiations; work resumed September 22.	60	960
<b>TEXTILES—</b>			
Textile workers, Stratford, Ont.....	Commenced September 1. For increased wages and recognition of Union. Unterminated.	34	816
<b>TRANSPORTATION—</b>			
Seamen, Great Lakes.....	Commenced September 15. For increased wages. Some strikers returned to work others places filled. Work resumed September 19	1,000	3,500
<b>PUBLIC UTILITIES—</b>			
Hydro-electric employees, Queenston-Chippewa, Ont.	Commenced September 20. Refusal of company to pay wages awarded by the Board of Conciliation. Settled by negotiations; work resumed September 25.	60	300
Gas workers, Vancouver and Victoria, B.C....	Commenced September 8. For increased wages. Settled by replacement of strikers and work resumed September 29.	146	2,628
<b>MISCELLANEOUS—</b>			
Jewelry workers, Vancouver, B.C.....	Commenced September 7. For increased wages. Unterminated.....	60	1,260

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—Seventy loggers at Ocean Falls, B.C., were on strike as a protest against the discharge of an employee, but after being out for three weeks they resumed work on the employers' terms.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—The principal dispute in this group occurred in the District 18 Coal field. In two strikes, that of 90 miners at Commerce and 190 miners at Wayne, the underlying cause of the strikes was the signing of the U.M.W. of A. check-off. In the former case work was resumed on September 7, and in the latter on September 14. There was also a two-day strike of 120 mines at Drumheller over the use of a new screen.

**BUILDING AND CONSTRUCTION.**—The carpenters in Saskatoon declared a strike on September 23, following the failure of civic and provincial mediation. The carpenters were seeking an arbitration board to adjust their working conditions.

**METALS, MACHINERY AND CONVEYANCES.**—Fifteen strikes, involving 575 employees and estimated time loss of 11,670 working days, was the summary for this group. The chief strike in this class from the point of view of time loss and numbers involved was that of 250 rolling mill employees, which commenced on July 15 at Montreal. It was untermminated at the end of the month. Other untermminated strikes in this group were of

moulders at Toronto, Preston, New Glasgow, Montreal, Guelph, Hamilton, Collingwood and Amherst; and machinists at Toronto, St. John and Hamilton. Seventy-five employees in a saw manufacturing establishment at Galt struck because of a slight reduction in their working day, with corresponding reduction in wages. Work was resumed on September 20, after a strike lasting ten days. Striking to secure union recognition and a wage increase to \$1 per hour, 60 structural steel workers, in Toronto, were off work for about three weeks.

**TRANSPORTATION.**—One thousand seamen at the Great Lakes' ports were on strike demanding a 20 per cent increase in salary. Work was resumed on September 19, after four days of strike conditions, the employees returning to duty on the companies' offer of a \$10 per month increase.

**PUBLIC UTILITIES.**—Because the Hydro-Electric Power Commission were alleged to have refused to pay the 77 cents per hour as awarded by a Conciliation Board, 60 linemen on the Queenston-Chippewa canal construction were on strike for four days. Work was resumed on September 25, the Commission conceding an advance of 5 cents per hour. Gas employees of the Vancouver and Victoria Gas Companies to the number of 146 struck because of refusal of their demands, which included the establishing of a minimum rate, overtime pay for shift men, and a quarterly adjustment of wages based on any increase in the cost of living. The strike was settled on September 29, most of the strikers having been replaced.

### STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING AUGUST, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during August, 1920, based on returns from employers and workpeople, are taken from the September issue of the British *Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes, involving a stoppage of work, reported to the Department as beginning in August was 139, as compared with 147 in the previous month, and 91 in August, 1919.



In these new disputes over 38,000 workpeople were directly, and nearly 4,000 indirectly involved (i.e., thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition, nearly 44,000 workpeople were involved, either directly or indirectly, in 123 disputes which began before August, and were still in progress at the beginning of that month. The total number of disputes in progress in August was thus 262, involving about 86,000 workpeople, as compared with over 90,000 workpeople involved in disputes in progress in July, 1920, and about 272,000 in August, 1919, when a dispute was in progress in the Yorkshire coal mining industry, involving 150,000 workpeople.

**CAUSES.**—Of the 139 new disputes, 81 directly involving nearly 22,000 workpeople, arose on demands for advances in wages; 19, directly involving about 6,000 workpeople, on other wages questions; 20, directly involving over 6,000 workpeople, on questions respecting the employment of particular classes or persons; 6, directly involving over 2,000 workpeople, on details of working arrangements; and 13, directly involving over 2,000 workpeople, on other questions.

**RESULTS.**—During the month settlements were effected in the case of 75 new disputes, directly involving over 24,000 workpeople, and 46 old disputes, directly involving nearly 7,000 workpeople. Of these new and old disputes, 19, directly involving nearly 3,000 workpeople, were settled in favour of the workpeople; 38, directly involving over 11,000 workpeople, were settled in favour

of the employers; and 64, directly involving nearly 17,000 workpeople, were compromised. In the case of 22 other disputes, directly involving over 6,000 workpeople, work was resumed pending negotiations.

The following table classifies the disputes by groups of trades, and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time lost by these workpeople during August:—

Groups of Trades	Number of Disputes			Number of workpeople involved in all disputes in August.	Aggregate loss of working days during August.
	Started before 1st August.	Started in August.	Total.		
Building.....	24	19	43	3,900	39,000
Mining and Quarrying.....	7	20	27	16,000	124,000
Metal, Engineering and Shipbuilding..	25	24	49	12,000	109,000
Textile and Clothing.....	17	13	30	24,000	244,000
Woodworking and Furnishing.....	15	7	22	3,000	36,000
Other Trades.....	25	38	63	22,000	176,000
Employees of Public Authorities.....	10	18	28	6,000	40,000
Total, August, 1920..	123	139	262	86,000	768,000
Total, July, 1920....	118	147	265	90,000	938,000
Total, August, 1919..	101	91	192	272,000	3,292,000

Of the 768,000 working days lost in August by all disputes in progress, about 546,000 were lost by disputes which began before August, and were still in progress at the beginning of that month, and about 222,000 by disputes which began in the month.

## LEGISLATION RELATING TO THE REGULATION AND INSPECTION OF FACTORIES IN CANADA

### A Comparison of the Various Provincial Laws on the Subject

#### Introduction

**T**HIS article, which is the third of a series comprising a comparison of the provincial labour laws of Canada, deals with the subject of factory legislation, examining the Acts in force in the several provinces and noting the points of similarity and difference; noting also how far they approach the standards which were recommended by the Dominion-Provincial Commission on Uniformity of Labour Laws last spring (LABOUR GAZETTE, May, 1920, p. 544). This Commission, it will be remembered, reported as follows:

1. In view of the limitation, in certain Provinces, of the operations of the Factories Act to the Industrial establishments where not less than a certain number of persons are employed we would recommend:

All industrial establishments in which one or more persons are employed where articles are manufactured, altered, cleaned, repaired, ornamented, finished, adapted for sale, broken up or demolished, or in which materials are transformed, shall be subject to inspection.

2. Employment of boys and girls: No boy under fourteen years, or no girl under fifteen years shall be employed in an industrial establishment.

3. Hours of employment for boys, girls and women: In keeping with the draft convention of the Washington Conference limiting the hours of labour, we recommend that women, girls and boys shall not be employed for more than 48 hours in any one week, nor before six o'clock in the morning nor later than ten o'clock in the evening, nor more than ten hours in any one day, *including overtime*. Boy shall mean a male person between the ages of fourteen and sixteen years.

4. That all laws at present existing in any Province dealing with the improvement of sanitation or the protection of life should be made general to such other industries as may be possible throughout the Dominion.

Protection of employees in factories and workshops is one of the oldest forms of labour legislation. Even before the first Factory Act was passed in England in 1802, isolated attempts had been made to deal by regulation with such questions as hours of labour, wages and conditions of apprenticeship.

Each new invention beginning with the introduction of steam power, brought its own menace to the health and safety of the industrial worker, requiring to be met by new safeguards. From the small beginning of a few simple rules as to cleanliness, ventilation and a measure of protection for pauper apprentices, the laws have become constantly more detailed and more scientifically directed, until, to quote an eminent economist, "the range of factory legislation has, in fact, in one country and another, become co-extensive with the conditions of industrial employment, no class of manual-working wage-earners, no item in the wage-contract, no age, no sex, no trade or occupation is now beyond its scope."

All the Canadian Provinces except Prince Edward Island have laws providing for the inspection and regulation of factories, but the definition of a factory varies considerably. The laws of Ontario and the four western provinces include any building, workshop or premises where mechanical power is used, or where manual labour is exercised under control of an employer, in manufacturing, repairing, etc., any article for trade or sale; also all premises described in Schedule A of the Acts together with any others which may from time to time be declared by proclamation of the Lieutenant-Governor in Council to be factories within the meaning of the Act. The Quebec law covers all manufactories,

works, workshops, work-yards and mills of every kind, but not domestic workshops where only members of a family are employed, unless dangerous or unwholesome work is done therein or steam boilers or other motors are used. New Brunswick excludes all buildings in course of erection and temporary workshops or sheds for workmen engaged thereon, as well as all lobster, fish and fruit canning establishments. The Nova Scotia law applies only to premises where mechanical power is used. British Columbia brings all laundries within the scope of the Act, and Ontario and Alberta all except those in which a woman does custom work in her own dwelling. Manitoba includes all Chinese laundries. In Alberta and Ontario, shops, bake shops, offices and office buildings are governed by the factory law, but in the former province its application to these premises is limited to towns having a population of over 5,000; a shop in Alberta includes a restaurant, but exception is made in the case of chemists' shops. In Ontario an office building includes municipal, school and corporation buildings. Very small establishments are unaffected by the laws of many of the provinces. In British Columbia, Saskatchewan and Manitoba those employing less than three persons do not come within the scope of the Act, although in British Columbia this does not apply to laundries. The two first-named provinces also exempt private dwellings where children, girls or women are employed at home, and no steam or mechanical power is used. Ontario exempts factories employing not more than five persons, provided no power other than hand power is used, while New Brunswick excludes the same class of factories employing less than ten persons.

#### Administration

The appointment of factory inspectors is in all cases in the hands of the Lieutenant-Governor in Council. In New Brunswick these officers are recommended by the Workmen's Compens-

ation Board. In all provinces except Quebec, provision is made that at least one female inspector shall be chosen. Quebec allows one or more sanitary physicians to be appointed to supervise the execution of the sanitary regulations. Any of these officers may enter and examine establishments at all reasonable times, demand the production of registers, certificates and any documents required by the Act, and may question witnesses. In all provinces except Quebec he may obtain a written authority from the Lieutenant-Governor in Council or a warrant from a Justice of the Peace or Magistrate to enter without the consent of the occupant any place which is used as a dwelling as well as a factory. In Nova Scotia, New Brunswick, Quebec, Ontario, Saskatchewan, Manitoba and British Columbia he may take a constable with him into a factory where he has reason to expect to be obstructed in the discharge of his duty. In Ontario any constable acting in the locality must assist him in carrying out his inspection and putting down resistance or obstruction. In Alberta every inspector has himself the powers of a constable.

Ontario, Saskatchewan and Alberta direct that the inspector may take with him wherever he thinks necessary a fully qualified medical practitioner, medical officer of health, or sanitary inspector. In case of a fire or accident in an industrial establishment in Quebec Province, the inspector may be present at inquests or inquiries of the Fire Commissioners of Quebec and Montreal, and examine witnesses with a view to ascertaining the cause of such fire or accident. In Ontario any inspector who is called as a witness may refuse by the direction or on behalf of the Attorney-General or a member of the Executive Council, to give evidence as to any premises inspected by him in the course of his duty. Another clause in the law of the same province rules that the factory inspector must assist in the enforcement of the Stationary and Hoisting Engineers' Act, reporting violations thereof to the Board, and must furnish information as



to the conduct and capability of applicants for certificates. The Alberta Act states that the factory inspector may require employers to keep a pay roll.

In all provinces every person must, within one month after he begins to occupy a factory, give notice in writing to the inspector, or, in the case of New Brunswick, to the Workmen's Compensation Board, stating the name and situation of the factory, the address to which he desires his letters to be sent, the nature of the work and the nature and amount of motive power to be used.

The Manitoba law requires the owner to give fifteen days' notice before beginning to operate a factory for the first time, and no operations can be commenced until a permit and a certificate of inspection are received. Ontario and Alberta require that before erecting any building or altering any existing building to be used as a factory, the owner must submit plans to the inspector who must certify his approval before work is proceeded with. The owner, proprietor, or manager of any factory must receive a certificate of inspection and a permit to operate before beginning operations. Ontario passed in 1918 an amendment to these clauses which makes them applicable to all buildings over two stories which are to be used as shops or office buildings.

All provinces require the employer to post in a conspicuous place such notice of the provisions of the Act and regulations thereunder as the inspector may direct, and Nova Scotia, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, a notice as to the clock, if any, by which hours of work are measured.

#### Employment of Children

Child labour below a specified age limit is prohibited by the Factory Acts of all provinces, except New Brunswick, although in several cases exceptions are made in favour of certain occupations in the busy seasons. The clause in the old New Brunswick law which forbade the employment of persons under four-

teen years of age has been omitted from the 1919 Act, but the School Attendance Act of 1906 provides that no child under the age of thirteen years shall at any time be employed in any mechanical, manufacturing or mercantile establishment. The Workmen's Compensation Board is empowered to issue orders prohibiting the employment of girls under eighteen and boys under fourteen years of age in dangerous and unwholesome occupations. In case of an accident in a factory which causes the death of or injury to a girl under sixteen or a boy under fourteen years of age, the employer is individually liable to the same extent as the Board would be for a girl of sixteen or boy of fourteen years of age, unless he can show that the offence due to which the accident arose was committed without his knowledge or consent.

Ontario fixes a limit of fourteen years for both boys and girls for factories and twelve years for shops, but a child of any age who is employed in a shop during school hours must furnish a certificate in accordance with the provisions of the School Attendance Act, and such certificate must be kept on file by the employer. In Nova Scotia, Saskatchewan and Quebec the fourteen year standard also obtains, the last-named province, however, inserts the proviso that if a child is unable to read and write fluently he or she may not be employed in an industrial establishment until the age of sixteen. In a 1919 amendment to the Industrial Establishments Act this section was expanded to forbid the employment of children under sixteen in any capacity if they are unable to read and write readily. The prohibition extends to employment in hotels and restaurants, or by telegraph companies as messengers, or by printers or agents to distribute handbills, and also to the selling of papers and carrying on of any street trade. The inspector may, however, authorize children attending night school to continue their occupation. In Alberta any person under fifteen years of age is a child in the eyes of the law and may not work

in any factory, shop or office building. Manitoba and British Columbia have adopted the fourteen year standard for boys, but have raised the employable age of girls to fifteen years. Nova Scotia, New Brunswick and Manitoba require the employer to keep a birth certificate or affidavit giving the age of all employees under sixteen years, and Quebec demands such certificate for all boys and girls.

With regard to the exceptions which are made in certain cases to the rule forbidding the employment of children, British Columbia makes such exception in favour of the fish canning and curing and the fruit packing industries during their respective seasons. Nova Scotia allows boys and girls under fourteen years of age to be employed during the months from July to October inclusive in the gathering and preparing of fruits and vegetables for canning and dessicating purposes, but they must work in a room separate from that in which the business of cooking, canning or dessicating is being carried on, and their hours of labour are limited to eight per day and four on Saturdays, with at least one hour for a noon day meal. If the inspector so directs no child may take meals in a room where a manufacturing process is carried on, and the employer may be required to provide a separate room at his own expense for children, girls and women.

In all provinces which allow children to be employed, the law requires the employer to keep a register which shall be open to the inspector at all times. All the provinces insert a clause in the Factory Act providing a penalty for the parent or guardian of any child who allows or connives at the employment of such child in a manner contrary to law.

#### Women and Young Persons

All the factory laws have sections relating to the protection of women, the provisions in most cases applying also to young persons who are no longer children, but who are under the age of eighteen years.

British Columbia has adopted the eight-hour day and forty-eight hour week for women and young girls; Manitoba fixes a nine-hour day and a fifty-four hour week; while New Brunswick, Quebec and Ontario allow a maximum of ten hours a day and sixty hours per week. The two latter provinces include youth as well as young girls and women in the provisions regarding hours, as does also Saskatchewan where a nine-hour day and a fifty-hour week are permitted. Quebec inserts a special clause referring to cotton mills which forbids the employment therein of any boy under eighteen or any girl or woman for more than ten hours per day or fifty-five per week. In every case a different apportionment of hours per day may be made in order to give a shorter day's work on Saturday. Alberta has during the present year passed an amendment providing for the appointment of a committee under the Factories Act which shall have power to fix hours of labour for all employees as well as minimum wages for women in the establishments to which the Act applies. The Nova Scotia law does not fix maximum hours for women, but forbids the employment of any girl or boy under the age of sixteen for more than eight hours per day and four hours on Saturday, and of any girl under eighteen for more than nine hours per day. The Minimum Wage Act passed at the last session of the Legislature, however, empowers the Minimum Wage Board to fix hours of employment for women in factories where not inconsistent with the Factories Act.

In every province the employer must allow women and young persons at least one hour for a mid-day meal, but such hour is not to be counted as a part of the working time.

All the acts permit the factory inspector to make exemptions in regard to hours where he is satisfied that an accident or occurrence beyond the control of the employer, or the customs or exigencies of any trade render overtime work necessary. The amount of overtime is, however, usually limited.



British Columbia permits a maximum of nine hours per day and fifty-four hours per week in cases of emergency, and Manitoba and Quebec twelve hours per day and sixty and seventy-two hours per week respectively. Ontario, Nova Scotia and Saskatchewan provide for twelve and one-half hours per day, the two former provinces fixing seventy-two hours, and the latter seventy-two and one-half hours per week, while New Brunswick allows thirteen and one-half hours per day and eighty-one hours per week. In Quebec the period of exemption is limited to six weeks, and in the other provinces to thirty-six days in one year. In Manitoba no exemption is permitted in the case of any person under the age of seventeen years. In Quebec the employer must allow at least thirty minutes for an evening meal to all employees working overtime; in New Brunswick, one hour and in the other provinces forty-five minutes must be given.

Nova Scotia provides for special exemption during the months from July to October inclusive for women and young persons engaged in preparing, drying or canning fruit and vegetables, but such exemption is for twenty days only. British Columbia makes special provision for overtime work during fruit seasons and fish runs for those engaged in packing fruit or canning or curing fish.

A section of the Ontario law provides that no youth, young girl or woman who has been previously, on any day, employed in any factory or shop for the permitted number of hours, shall, to the knowledge of the employer, be employed on the same day in any other factory or shop, and no person who has been employed for a shorter time shall be employed for a longer period than will complete such number of hours. Alberta has a similar provision applying to all employees.

In Quebec, girls and women may not do any operations connected with belting or other modes of transmission, while in the other provinces they are forbidden to clean such machinery as mill-gearing

while it is in motion. In British Columbia, Saskatchewan and Manitoba, no girl may clean any part of the machinery in a factory while it is in operation, or work between the fixed and traversing part of any machine. The latter provision also appears in the laws of New Brunswick, Nova Scotia and Ontario, and in the case of the first-named province it applies to women also.

The Ontario law forbids any person to contract for the employment of girls or women at any occupation requiring them to lodge or work in a camp until he has obtained a permit from the Deputy Minister of Labour. This permit is conditional upon compliance with regulations governing sanitary conditions, seasons and hours of labour, proper supervision, including physical and moral protection, drainage, pure food and water, proper washing facilities, bedding and flooring.

In Manitoba, Saskatchewan and British Columbia any employer who has served notice of his intention to conduct his factory on the system of not employing children or young persons therein, must give notice to the inspector before changing that system, and such change may not be made oftener than once in three months, except for some special cause allowed in writing by the inspector.

All provinces require the employer to keep a register of women and girls and their employment. In New Brunswick this is only done in case of overtime work. In Alberta all employees must be entered on the register.

The laws of Alberta and Ontario direct that the employer in any shop must provide a suitable chair for every woman employee and must allow her to use it whenever possible. In Quebec chairs must be furnished for all employees whose work permits them to be seated.

New Brunswick, Quebec, Ontario, Saskatchewan and Alberta compel all women working in factories to wear their hair closely plaited or confined in a cap to avoid contact with machinery. British Columbia, Saskat-



chewan and Manitoba, as well as the two eastern provinces, make it illegal to employ any girl or woman so that her health is likely to be permanently injured. In Quebec the Act forbids the employment of boys under sixteen and girls under eighteen in establishments which are classed as dangerous, unwholesome or incommodious. In New Brunswick this matter is left to the Workmen's Compensation Board, and in all the other provinces except Alberta, to the Lieutenant-Governor in Council to make regulations regarding such employment of young persons. In all provinces except New Brunswick the inspector may forbid women and girls to take their meals in any room where a manufacturing process is being carried on. Saskatchewan and Alberta have each a similar provision, the former province including youths, and the latter all workers within its scope. In Ontario and the four western provinces the employer must provide a dining-room for his employees at his own expense, should the inspector so direct, and in Quebec he must provide a place where food can be warmed and eaten under shelter. The laws of Ontario and Alberta forbid the taking of food into any room where paint, varnish, dye or any other poisonous substance is exposed or where deleterious fumes, dust or gases are known to be present.

In Alberta the employer in any factory where thirty-five or more girls or women are employed must provide suitable dressing and eating rooms for them with a matron or attendant in charge.

With regard to night work the Ontario Act states that no woman, youth or young girl may work in a shop between the hours of six p.m. and seven a.m., or in a factory between six-thirty p.m. and seven a.m., but an exception in the case of shops is made on Saturdays, the day before a statutory holiday, and the period between December 14 and December 24, at which times such employment is permitted up to ten p.m. Saskatchewan fixes six-thirty p.m. as the closing hour and forbids employment after that time

except by special permit, and where exemption is granted in case of emergency the hours must not be earlier than seven a.m. nor later than ten p.m. British Columbia provides that hours between which women and girls may be employed shall be fixed by regulation and posted in a conspicuous place, but even in case of exemption in emergencies, no work may be performed between the hours of eight p.m. and seven a.m. Nova Scotia and Quebec prohibit the employment of girls and women between nine p.m. and six a.m., except in the former province during the fruit-canning season. The New Brunswick law does not fix any regular working hours for normal times but states that when exemption is granted the hours from ten-thirty p.m. to six a.m. must be left free. The Manitoba Act rules that no woman or girl may work later than ten p.m. or earlier than seven a.m., and Alberta prohibits all labour by these classes of employees between eleven p.m. and seven a.m., except by special permission.

#### Health and Safety

The laws of all the provinces require that sanitary conveniences must be provided, that all drains, plumbing, etc., be kept in good repair, and premises kept clean and well ventilated. Overcrowding is strictly forbidden, New Brunswick, Ontario, Saskatchewan and Alberta fixing a standard of 300 cubic feet of room space for each employee, and the Quebec regulations 400 cubic feet during the winter months. The Industrial Establishments Act of this province demands that the employer furnish the inspector with a certificate from a health officer that his establishment fulfils the required conditions as to health and sanitation. Nova Scotia, Manitoba and British Columbia prohibit such overcrowding as would prove injurious to health, and in the two latter provinces a notice must be posted in every room specifying the number of employees who may work therein. The laws of all provinces except New Brunswick state that all work rooms must be

ventilated in such a manner as will keep the air reasonably pure and render harmless as far as possible all gases, vapours, dust or other impurities generated in the course of work. In those establishments where injurious dust is generated and inhaled by the workers, the inspector may direct the installation of any available mechanical contrivance for preventing or partially preventing such inhalation. In Ontario, Quebec, Saskatchewan and Alberta the above measures must be taken in any factory where grinding, buffing or polishing is carried on, without regard to the number of persons employed therein. The laws of Alberta and British Columbia insert an additional clause relating to printing offices where there are three or more type-setting machines, and requiring such offices to be provided with the proper means of carrying off all noxious fumes, gases, etc., generated in the course of operation. In the former provinces composing and stereotyping rooms may not be situated in a basement except with the approval of the inspector. Proper drainage of floors which become wet in the course of any manufacturing process is required by the Factory Acts of Alberta and Ontario. Nova Scotia, Ontario and Alberta provide that where two or more employers occupy the same room or premises employing in the aggregate six persons or more, but no one of them employing as many as six, each is held responsible for the carrying out of all requirements as to sanitation, ventilation, overcrowding, etc. British Columbia, Manitoba, and Saskatchewan insert similar clauses, the two former provinces allowing an aggregate of four employees, while Saskatchewan fixes a limit of five.

In Ontario, Alberta and Saskatchewan no stable may be under the same roof as a factory unless there is between them a sufficient brick wall approved by the inspector. The two former provinces include bakeshops also in this provision. Proper heating is required by the laws of Ontario, Saskatchewan, British Columbia and by the regulations in Quebec, a minimum temperature of 60

degrees Fahrenheit being in each case the standard to be maintained wherever possible.

Ontario, Alberta and Saskatchewan direct the employer in any factory to provide a supply of pure drinking water and drinking cups. The two former provinces make this provision with regard to shops also, and in addition require wash rooms, clean towels and soap to be placed at the disposal of employees. They also forbid the employment in a factory or shop handling food or food products, of any person affected with certain specified communicable diseases. In Alberta, Saskatchewan and Ontario, no room in a factory may be used as a bedroom without the written consent of the inspector, although in the latter province this does not apply to a laundry in which not more than five persons are employed. In Saskatchewan no sleeping place may be on the same floor as a shop or bake-house. Ontario and Alberta forbid the doing of public laundry work in a room used for cooking or preparing meals, except where a woman does custom laundry work in her own home for a regular family trade. These two provinces devote a section of the Act to offices and make rules respecting cleanliness, ventilation, sanitary conveniences, heating, lighting and the provision of towels, soap, drinking cups and pure water. Alberta has a special clause inserted by an amendment of 1918 stating that a factory, shop or office building must be kept properly lighted during working hours so as to insure the health, safety and comfort of persons working therein.

Alberta and Ontario have special provisions with regard to lighting, heating, ventilation and drainage of bake-shops. They must be kept in a clean and sanitary condition and all employees must be provided with proper washing facilities as in the case of factories. The factory regulations relating to the employment of persons with certain communicable diseases also apply. No bake-shop shall be in any part of a building below the level of the street, and no person shall sleep therein. The Ontario



law further provides that no one may sell bread or buns manufactured outside the Province of Ontario without written permission from the inspector.

Nova Scotia and Quebec make special provisions for brass, iron and steel foundries. In both provinces the entrances and windows must be so constructed as to minimize draughts, and the premises properly lighted and heated. The use of heaters discharging smoke or gas into workrooms is forbidden, and any smoke, steam or gases generated in the course of work must be effectively removed; if the inspector so directs exhaust fans must be installed and operated. In Nova Scotia the milling and cleaning of casting must be done in rooms not otherwise used during the process of milling or cleaning, and sanitary washrooms adequately heated and properly equipped with hot and cold water service must be provided in all foundries where five or more moulders are employed. There must be means of drying the workers' clothing and lockers and for keeping it in safety. Passageways used by employees must be protected from outdoor atmospheres. Quebec and Nova Scotia require that passageways must be kept free from obstruction during hours of casting, and that hot water be supplied to employees for washing purposes. In foundries employing over fifty persons there must be proper equipment, including shower-bath rooms with hot and cold water and cement floors with proper drainage. The Factory Acts of Ontario and Alberta also require shower baths to be installed in foundries. Nova Scotia requires that all apparatus for transporting molten metal shall be maintained in proper condition, and no defective tools used until properly repaired. In both Nova Scotia and Quebec proper first-aid remedies for burns and other accidents must be kept in all foundries.

The laws of all provinces make provision for the fencing and guarding of dangerous machinery such as mill gearing, wheel races, shafting, etc., and also any place which the inspector, in writing, may indicate as unsafe. In Quebec

workmen are forbidden to clean machinery in motion unless directed to do so by the foreman, while in the other provinces the inspector may direct that no machinery other than steam engines may be cleaned while in motion. The Ontario, New Brunswick, Saskatchewan and Alberta Acts direct that certain explosive, inflammable and combustible materials be stored in a separate building or in a fireproof compartment of the factory. A 1918 amendment to the Ontario Act provides that the inspector shall give notice in writing of anything in a factory which he considers dangerous to health and safety and prescribe such measures as he may consider adequate for the protection of persons employed in such factory.

#### Clothing Manufacture

Alberta, British Columbia, Manitoba and Ontario make special regulations regarding clothing manufacture. An employer in these provinces who contracts for the manufacture, alteration, etc., of any garment, or gives out material from which articles of clothing are to be made up or completed, must keep a written register of all such work and the location of the premises where it is being performed. This register must be open to the inspector at all times. In Alberta and Ontario no person may offer for sale any clothing made in a dwelling or tenement house without a permit from the inspector stating that the place of manufacture is in a sanitary condition and specifying the number of employees who may work therein. A 1919 amendment to the Ontario Act forbids any person in cities having a population of over 50,000 to receive for manufacture, alteration, etc., any garment or material unless he has first obtained a permit, and no one may let a contract for such work until he has ascertained that the person to whom it is let has received a permit. Both provinces require the inspector to seize any articles made under unsanitary conditions or on unregistered premises, and label them un-



sanitary, notifying the local Board of Health, who shall disinfect such articles at the expense of the owner. Where the inspector finds unhealthy conditions or infectious disease present in any workshop, tenement or dwelling he must report the matter to the Board of Health who may destroy any articles made or altered or being made or altered on such premises, or take any action necessary in the interest of public health. New Brunswick, Nova Scotia, Quebec and Saskatchewan have no provisions on this subject in the laws relating to factories.

#### Elevators and Hoists

Certain requirements regarding elevators and hoists are common to all the factory acts. All cars must be provided with a suitable mechanical device for holding them securely in case of accident to the rope, and all openings to elevators and hatchways must be protected by trap doors, or self-closing hatches. The inspector is empowered to prescribe any other safety measures which he may consider necessary.

Ontario, Saskatchewan and Alberta make additional rules. In these three provinces an elevator operated by hand power shall have automatically closing gates at least three feet high, and the sides not protected by gates must be enclosed to a height of four feet in a manner approved by the inspector. An elevator not operated by hand power must have gates not less than five feet six inches high which close automatically. The sides of the shafts on all floors, including the basement, when not guarded by gates must be protected by enclosures at least six feet high, of a pattern approved by the inspector. A sign bearing the word "Dangerous" clearly painted in letters at least four inches in height must be affixed to the bottom rail of every gate in such a manner as to be plainly visible from the outside. In Ontario and Alberta the Lieutenant-Governor in Council is empowered to make any regulations in addition to or in substitution for the foregoing. In Ontario no elevator or hoist

constructed upon the principle of an endless belt or similar contrivance may be used in any factory unless it is equipped with a brake or other device for stopping the belt and an automatic device for stopping it at the top. This rule does not, however, apply to an escalator or similar contrivance if it be fitted with handrails and not otherwise enclosed, and if the chief inspector has certified that it may be operated without danger. The speed of an endless belt, etc., is limited to seventy-five feet per minute.

No person under the age of eighteen years is allowed to regularly operate an elevator in any factory, shop or office building in Ontario, while in New Brunswick no child may be in charge of an elevator. The British Columbia law states that no person may operate an elevator unless he holds a license which can be obtained only by a British subject eighteen years of age or over who has complied with the rules laid down by the Lieutenant-Governor in Council. In the other provinces the licensing of elevator operators is governed by special acts.

Quebec and British Columbia make provision for the periodical inspection of all elevators and hoists and empower the inspector to prohibit the operation of those found to be unsafe. In the former province the inspection is made by the engineer of the establishment, except in cities where there is a municipal inspection service. The inspector of industrial establishments may at any time require the employer to show his certificate. In British Columbia the inspection of elevators is in the hands of the factory inspector.

#### Fire Prevention and Protection

There is very little difference in the provincial laws with regard to safety provisions in case of fire. All require that factories shall be provided with such extinguishers as the inspector may direct and that all main doors must open outwardly. In New Brunswick the latter rule applies only to buildings over one storey in height. All doors leading

to or being the principal entrance to a factory, as well as all entrances to towers, stairways and fire escapes must be left unbolted during working hours. This regulation in the Ontario and Alberta Acts is only made applicable to establishments employing fifteen persons or more, but it governs shops and office buildings as well as factories. A sufficient number of iron or other non-inflammable fire-escapes or tower stairways is required in all provinces. In New Brunswick, Saskatchewan, Ontario and Alberta this rule applies to all buildings over two stories in height, and, wherever the inspector deems necessary, to buildings over one storey. In the other four provinces it applies to buildings three stories and over where persons are employed above the second storey. British Columbia, Manitoba and Nova Scotia also require that in factories over two stories in height there must be provided in all windows indicated by the inspector a wire or other suitable rope securely fastened and long enough to reach the ground.

#### Reports of Accidents and Explosions

Nova Scotia, Ontario, Saskatchewan, Alberta and British Columbia have the same rules with regard to reporting of accidents. Wherever a fire or accident occurs causing such injury to any workman that he is prevented from working for more than six days, a notice in writing must be sent to the inspector at the end of this period. An explosion must be reported within twenty-four hours, whether anyone is injured or not, and the same time limit is fixed for the notification of any accident in which a workman is killed or fatally injured. In Manitoba the Bureau of Labour is authorized to receive reports of industrial accidents, and must be notified within twenty-four hours of a fire or any occurrence which has caused bodily injury. Notice of an accident that has proved or is likely to prove fatal, must be sent immediately by telephone, telegraph or messenger. The Quebec law requires that the inspector be apprised

within forty-eight hours of any accident which causes the death of a workman or serious bodily injury which prevents him from working. The address of the victim must be given and also the place to which he has been removed. The New Brunswick Act does not contain any provisions on this subject.

#### Miscellaneous

The Factories Act of Ontario contains a section relating to barber shops which forbids the proprietor of any such shop to keep his establishment open or permit his employees to work on Sunday.

The Alberta Act directs that all wages must be paid semi-monthly and fixes a minimum wage of \$1.50 per shift for all employees except apprentices who are to be paid \$1.00 per shift. In case an apprentice leaves his service the employer must give a certificate stating the length of time such apprentice has been employed in any particular line of work. Workers on day shifts may not be employed before seven a.m. or after six p.m., and the night shift is limited to eight hours. No person may be employed for more than one shift per day, except by special permit. No employee who has been employed on any day for the permitted number of hours may, to the knowledge of an employer, be employed on the same day in any other factory or shop, and no person who has been so employed for less than eight hours shall be employed in any other factory or shop on the same day for a longer period than will complete such number of hours.

The British Columbia law allows the employer an appeal to the Lieutenant-Governor in Council in case he is directed by the inspector to make alterations in his factory or the operations carried on therein which he considers unnecessary within the spirit of the Act.

Another clause in the British Columbia Act makes it illegal to open any factory or employ any person therein on a holiday unless special permission is obtained from the inspector.



The factory laws of New Brunswick, Quebec and Ontario contain sections dealing with the inspection and regulation of steam boilers, but as the other provinces deal with this matter in special Acts, and as the Commission on the Uniformity of Labour Laws did not take up the question, any consideration of boiler inspection is omitted from this survey. Similarly, no attempt is made to compare the regulations laid down in the Ontario Factory, Shops and Office Building Act with regard to the early closing of shops, with those laws in the other provinces which deal solely with that subject.

### Conclusion

Although the scope of the laws is continually widening, it will be noted that many of the provinces do not yet accept the definition of a factory recommended by the Dominion-Provincial Commission. Two provinces fix an age limit of fourteen years for boys and fifteen for girls, and one has raised the employable age for boys also to fifteen years. There is a large measure of uniformity in the provisions of the several laws relating to health and safety, but considerable variation in those which refer to working hours.

### APPRENTICE COUNCILS SUGGESTED FOR CANADA

**"A**PPRENTICE Councils" in each industry, supported by joint district councils and ultimately by a Dominion Council, are proposed by Mr. W. Baugh, President of the Metal Trades Council of Montreal, as a solution of the problem of the training of young workers. In an article contributed to the *Canadian Railroader* Mr. Baugh points out the defects in present methods of obtaining industrial recruits and describes the benefits that would result from the Apprentice Council plan to the boys themselves, to the craft, and to the whole community. "These Councils," he says, "would either legislate direct for the system, or produce recommendations leading to equitable legislation. The Council in the industry would take care of the boy on the job. The Local Councils would study the situation generally discovering needs and ways and means to meet them. They might find it a good plan to get the opinions and inclinations of the boys in the last six months of the elementary school course, see that the boys were in-

formed about the trades and that parents were given information that would help them in deciding what to counsel their boys to do. They would see that well-informed men really interested in the progress of boys were kept in touch with the boys. They might form evening classes or they might draw up schedules of training and examination for the work in the shops. If they found that a boy did not like the trade he was apprenticed to, they would try to fit him into the trade where he would be most likely to adapt himself and feel ambitious. These joint Councils would also see to it that the boy got the proper recreation and was taught to be a real man in every way. A beginning could be made in the industry I am connected with, the largest in the country. I would like very much to see the thing discussed and I feel sure that it is one important matter, at least, on which employers and employees could co-operate in a thoroughly friendly way, as Canadian citizens, independent of their economic relations."



In industrial agreements, hitherto, the apprenticeship question has been approached, Mr. Baugh points out, only from the standpoint of immediate economic results to the workers or to the employers; the former desiring a "square deal" for apprentices in so far that their own wages and conditions are not lowered thereby and the latter tending to regard apprentices merely as cheap workers and as a source of new labour supply. Individually, no doubt, the average employer or employee, "wants to see the apprentice treated right, first for his own sake as a boy starting out in the world," also for the sake of his craft, but "collectively we seem to divide up into two economic camps, employees on the one side and employers on the other, and the apprentice the bone of contention in between. Neither camp is able to wholly regard the apprentice question as a question of the boys, the industry and the community." The lack of agreement is not due, in Mr. Baugh's opinion, to any real want of consideration for young workers on the part of the unions, since "the apprentices are of our own class, often our own sons and brothers, and if any persons have an interest in their progress and happiness we are most likely to have it." Existing agreements, in fact, represent not what the unions desire for the apprentice, but rather their demands, "less what the employer has objected to and plus what he has insisted on having." For example, agreements generally provide that boys under 16 years of age cannot be admitted to a trade, although most boys are ready to go to work at 14 years, and two years are thus occupied in "dead-end" or positively injurious jobs. Again, according to some agreements, foremen and jour-

neymen are depended upon to instruct apprentices although the main business of a foreman is to produce goods, his instruction of the apprentice being necessarily subject to this interest in production, while the journeyman, in his turn, generally "thinks it judicious to side with the foreman." Moreover, where staffs are reduced, a proportionate number of learners are often dismissed, and even where the apprentice is indentured he may be thrown out on the foreman's word at the end of six months. Often he has no opportunity of learning his job before he becomes a journeyman. The term of apprenticeship varies from three to five years, and the general conditions of apprenticeship show a similar lack of uniformity throughout.

Mr. Baugh criticises the remedy offered by "vocational training" as not applying to "the many boys who must start to earn money when they leave elementary school, and whose parents cannot afford to pay fees and other school expenses, and keep economically idle a boy who needs as much food, clothing and pleasure as a man. As an apprentice in a shop the boy is helping to pay his way at least." A better plan in his opinion, is that of Sir James McKechnie, Chairman of Vickers, Ltd., who said recently: "Apprentices should be trained during the first year of their work so that they would be really trained and not be mere helpers to the skilled workers. Train your boys so that they will be skilled workmen. Make it compulsory that employers so train them that in the future the Dominion will have a crop of skilled workers growing out of the younger generation of apprentices. That will be the means of securing the future of Canadian industries."

## VOCATIONAL OPPORTUNITIES FOR YOUNG WORKERS IN THE INDUSTRIES OF ONTARIO

Bulletins issued by the Ontario Department of Labour

**T**HE Ontario Department of Labour has lately inaugurated a series of bulletins on "Vocational Opportunities in the Industries of Ontario," of which series three have already been published. Bulletin No. 1, which consists of a general introduction to the series, states that the experience of Government Employment Bureaus has revealed the necessity of providing definite "vocational guidance" for young persons of both sexes who have left school and are ready to become industrial workers. To supply this need the Labour Department of Ontario, supported by the Dominion Council of Women, the Home and School Council, and the Dominion Council of Girl Guides, has undertaken a survey of the industries of the province. Bulletins Nos. 2 and 3 deal, respectively, with surveys already made of Department and Notion Stores and Dressmaking and Millinery Establishments.

The survey was authorized by the Provincial Government early in 1918, and the work of investigation continued through the following year, employers, workers and other persons being required to supply information concerning rates, wages, hours of work, regularity of employment and other relevant matters.

Difficulties had to be overcome in ascertaining the numbers of juvenile workers, the hours of labour of piece workers, and other important points on which few plants kept complete records, but results were finally reached which are here represented for the first time in statistical form. The need for systematic research and responsible supervision of juvenile employment is proved by the waste of capacity and dissatisfaction which result from the drifting of boys and girls into "blind alley" occupations without regard to their present aptitudes or future development. In a group of young workers it was found that less

than one-fourth chose their occupation because they liked it; a larger number were attracted, either by the immediate return in the form of wages, or because their relatives or friends worked in the same plant, or because it was the nearest to their home, or because a job happened to lie open, and the worker knew of nothing else. The technical schools are found to discharge a useful function by affording the students facilities for tentative practical experience in various lines of skilled work, and thus assist them in forming a preference for some particular industry. It is at the point where the young workers manifest such a preference that further "vocational counsel" should be available to fit them into industrial life. This important work is being done more and more by Bureaus of Placement, and upon these it is hoped the parental function will fall of placing the boys and girls in the plants best suited to their taste and capacity. In foreshadowing this policy, Ontario is following the example of Great Britain, where the Juvenile Department of the Labour Exchange have behind them special Advisory Committees, which, in turn, are supported by voluntary organizations. Thus the Board of Trade of Great Britain has established in forty-four districts Advisory Committees for Juvenile Employment, besides special committees in London district, and committees established by local education authorities in fifty-eight districts, whose duty it is to make "every effort to find for each child the most suitable and permanent employment."

Young persons are found to be unduly influenced in choosing a trade by the initial wages offered notwithstanding the fact that the larger proportion of highly paid workers receive low wages at the start. Much stress is laid on future prospects in the choosing of a calling. It is



pointed out, for instance, that in manufacturing plants, highly paid mechanics are relatively more numerous than highly paid office workers, while the latter have an advantage in the initial stages of employment over workers in department stores, who, in their turn advance to higher positions in greater numbers. Information should be available for beginners as to the regularity of employment in various trades, which is shown to range for male workers from 68.5 per cent of full employment in the cotton industry to 97.8 in men's factory clothing; and for female workers, from 48.3 per cent in the tool and implement industry to 95.6 in stationery factories. Owing to regularity of employment, it is stated, "clerks, stenographers and salesmen are in most industries paid somewhat more on the average in the year than the wage earners," and in some industries much more, but in certain industries where the productive work is very heavy or requires a considerable amount of skill, as in steel furnaces and rolling mills, the yearly average is decidedly higher among the wage earners, in spite of the fact that about 75 per cent of the office workers are male."

#### APPRENTICESHIP.

On the apprenticeship problem the manager of a highly "skilled" factory is quoted as saying that "factories do not teach trades any more." In the industries investigated, the apprenticeship system was found to exist in 26.9 per cent; in 10 per cent of the others the duty of instruction was assigned to the foreman; while in the remainder the new employees were at first shown by experienced workers what to do and left to become proficient by routine. In certain "tramp trades" such as biscuit and confectionery manufacture workers are obliged to gain the necessary experience by wandering from factory to factory. As to opportunities for promotion it is stated that while in a few industries, such as millinery, a definite line of advance lies open for a large number of factory workers, the only improvement offered is increased wages for higher effi-

ciency. In Ontario at the present time, the foremen are mostly those who have an all-round knowledge of the industry. When, however, new foremen are sought in the future it is anticipated that qualified men will be hard to find, for in spite of all educational efforts recently made, the scarcity of really skilled workers is becoming more pronounced.

#### DEPARTMENT STORES.

Bulletin No. 2 deals specifically with vocational opportunities in Department and Notion Stores. In these the great majority of employees are of Canadian or British nationality. In the stores examined in the course of the inquiry 40 per cent of the employees were males, the proportion of men increasing with the size of the store. The higher appointments are filled for the most part by promotion from inferior grades. Practically all managers prefer young workers with a high school training and mark them out for promotion. Work is said to be regular throughout the year for 75 per cent of the force of workers. The proportion of workers receiving over \$30 a week is between 4 and 5 per cent and about 41 per cent of the men and 2 per cent of the women receive \$20 or over, and 35 per cent of the women receive \$12 or over.

#### DRESSMAKING AND MILLINERY.

Bulletin No. 3 contains full information of interest to young workers who contemplate entering the Dressmaking and Millinery trades. Among the advantages of the former are that the skill acquired in the factory can be used with advantage at home or elsewhere, that employment is well regularized, that while the general level of wages is low, the chances of earning \$25 weekly are good as compared with other employments open to women, and that the work is pleasant for those who have the necessary aptitude or artistic taste. The same inducements exist in the Millinery trade in which the proportion of workers receiving \$15, \$20, \$25 and \$30 a week and over, compares favourably with those in other callings.



**REPORT FOR 1919 OF FACTORY INSPECTOR FOR NEW BRUNSWICK**

**T**HE annual report for 1919 of the Factory Inspector for New Brunswick gives the total number of accidents reported during the year as 104, of which 6 were fatal. In 1918 the fatalities were 12 out of a total casualty list of 102. The victim of one of the fatal accidents was a boy, 14 years of age, employed at a sawmill. Commenting on the frequency of accidents the inspector attributes more to carelessness on the part of the worker than such material defects as unprotected places or unguarded machinery. "Careless practice, such as the disobeying of warning signs, should," he states, "be penalized. A few examples made of offenders along this line and we would have our cautions heeded. Not until we have the people educated up to their own personal responsibility for their own good behaviour along this line—not until then shall we have fewer accidents." Some slackness is noted among manufacturers in regard to the notification of industrial accidents, although the law of New Brunswick requires, under a penalty of \$25, that every accident involving disability for more than six days should be reported to the Factory Inspector (in the case of a fatality, within 24 hours). One gratifying fact

noted is the "increasing tendency on the part of most manufacturers to improve the working conditions of their employees as regards safety, health and comfort." To this improvement, however, there are some exceptions, some employers neglecting to afford workers the protection they have a right to expect in regard to the proper safeguarding of machinery, ventilation, and sanitation. As to child labour the age limit of the young workers should, in the inspector's opinion, be raised from 14 to 15 years. Some laxness in this respect was tolerated during the war, but this, he states, should not be allowed to continue as "from the standpoint of public health the child under 15 years must be kept out of industry." The report notes a considerable improvement in safety conditions in the portable sawmills, of which 146 are scattered throughout New Brunswick. Seven-eighths of all the boilers in the Province are insured against accident, resulting in a thorough system of inspection by insurance agents. Working conditions in stores have been improved by the amendment made in 1916 to the Factories Act of 1905, requiring that female attendants be provided with chairs when not actively engaged in their duties.

**A COAL MINER'S YEARLY AND DAILY PRODUCTION**

**A**N estimate of a miner's average yearly and daily output of coal in 1918 and previous years is given in a report recently issued by the Mines Bureau of the United States Department of the Interior (Serial No. 2145). A statistical comparison is made between the periodical production of workers in the various coal-producing countries of the world, showing that the daily average of the United States miner

is considerably in excess of that of the workers in other countries. The report points out, however, that in considering such comparisons allowance should be made for the folded and faulted condition of the coal beds in some countries, the thinness and depths of the seams, and the adaptability to the coal-bed of available mining machines and equipment. To these factors may possibly be added some divergence in the methods in use in the several countries of

estimating the number of men classed as miners working underground. These considerations lessen in a large measure the value of the statistics regarded as a basis of comparison between the efficiency of the workers in the various countries for which figures are given. On the other hand, those figures which show the variation from year to year of the individual output in the same

country are more significant, although the progressive adoption of improved mining machinery is a factor to be considered in this connection. The annual and daily production of coal per man employed underground, expressed in tons of 2,000 pounds, for the various countries in order of amounts produced per miner is given in the following table:

	1901		1911		1913		1917		1918	
	Tons		Tons		Tons		Tons		Tons	
	Yearly	Daily	Yearly	Daily	Yearly	Daily	Yearly	Daily	Yearly	Daily
United States.....	729	3.37	819	3.72	916	3.85	1,071	4.27	1,134	4.40
New South Wales.....	689	....	763	3.69	820	3.63	728	3.66	814	4.07
Nova Scotia.....	719	2.74	696	2.48	729	2.53	778	2.72	718	2.50
British Columbia.....	623	....	494*	....	582	....	715	....	790	....
Great Britain.....	400	1.50	371	1.36	371	1.28	359	1.26	337	1.19
Prussia.....	357	1.22	381	1.29	422	1.32	436	....	409	....
France.....	304	1.05	300	1.06	307	1.08	....	.96	....	.91
Belgium.....	248	.84	244	.82	238	.80	218	.73	207	.76

\*Mines in East Kootenay suspended work from April to November 1911.

## JOINT INDUSTRIAL COUNCILS IN THE UNITED KINGDOM

### A General Review

(Reprinted from "The Month's Work of the Ministry of Labour," August, 1920.)

IT will perhaps be considered appropriate if, in the last number of this journal, a general review of the progress and work of the Joint Industrial Councils is given.

#### Progress

The Whitley scheme was approved by the Cabinet and its application taken in

hand by the Ministry of Labour in October, 1917. In 1918, 20, in 1919, 31, and in 1920 (to date), 10, or altogether 61 Joint Industrial Councils have been formed. Of the 61 Councils, four are in abeyance; but, allowing for these, it is estimated that the total number of work-people represented by the remaining 57 Councils is approximately 3,500,000.

Practically the whole field of Government and municipal employment is now covered by Joint Industrial Councils—the former by the National Council and the Councils for the Government Industrial Establishments (of which accounts were given in *The Month's Work* for March and April last); and the latter by the six Councils of which an account was given in *The Month's Work* for June, 1920.

Under the National Councils, upwards of 200 District and Civil Service Departmental Councils have been established, and the setting up of Works Committees in 33 industries is proceeding.

### Wage Agreements

All except six of the Councils deal with wages. Over 80 national wage agreements (apart from local adjustments) have been concluded and put into practice; and many of these agreements also included a standardisation of the normal working week at 48, 47 or 44 hours, and a scheme for paid holidays.

The settlement of wages and hours has, of course, bulked largely in the work of the Councils; but these two questions by no means exhaust their functions. Much valuable work has been done in other directions. No more than a slight indication of the results achieved by the Councils on some of these questions can be given here. In addition, the suggestions and advice of the Councils on questions such as unemployment insurance and workmen's compensation on which further legislation was in contemplation, have been sought by the Government Departments concerned.

### Conciliation and Arbitration

One of the most interesting and valuable chapters in the history of Whitleyism, when it comes to be written, will be that devoted to the work of the Councils in connection with conciliation and the settlement of disputes. Every Council at one time or another has been confronted with this problem of the settle-

ment of differences between the two sides. In fact, every wage agreement concluded—and, as has been said, they have been many—is an example of the joint solution of a difference. But wages, although the most salient, are not the only factor of dispute; and, while the general principle of a Whitley Council is, of course, to set joint arbitrament in place of conflict the general trend of development is to make the joint arbitrament of the Council a specific, and in the case of one Council, at least, an honourable obligation. Some Councils have gone farther than the recognition of this obligation, and have either devised machinery for dealing with disputes or have created *ad hoc* arbitration committees.

### Education and Apprenticeship

A summary of the reports on Education adopted by the Building and Pottery Councils appeared in *The Month's Work* for May. This question, which, in view of the Education Act of 1918, vitally concerns all such national bodies as Joint Industrial Councils, is also being considered by Committees of the China Clay, Cooperage, Electrical Contracting, Gas, Heating and Domestic Engineering, Silk, Vehicle Building and Wool Councils.

The summary of the reports on education as published in *The Month's Work* for May is as follows:—

Two noteworthy reports on education have lately been adopted by the Building and Pottery Councils respectively.

#### BUILDING JOINT INDUSTRIAL COUNCIL.

As early as October, 1918, the Building Trades Council appointed an Education and Apprenticeship Committee of twenty members to consider the question of education as it affected the industry and as it was affected by the Education Act of 1918. The report now issued by this Committee and adopted unanimously by the Council, is of considerable interest generally, as well as to the industry itself. Briefly, the report may be said first to criticise the present system of education, and secondly, to set forth a scheme of improvements. The Committee is dissatisfied



with the morale of the elementary schools; and it thinks that too many subjects are taught. The Report advocates a thorough grounding, in the elementary schools, in reading, writing and arithmetic, as the basis of further training, from the age of twelve onwards, at a centralised school for more advanced instruction. At the age of fourteen a boy should be transferred to a technical, commercial or secondary school, according as to whether he is intended for a trade, commercial, or a more or less scholastic career. Facilities for passing on to the Universities should be provided.

The Committee lays special stress on physical training at all stages of school life, and on the need for improvement in the methods of teaching art. It would have the leaving age raised to sixteen years, with optional leaving at fifteen, State aid in the form of scholarships and bursaries being given; and it recommends that curricula be drawn up in consultation with representatives of joint bodies drawn from employers' and operatives' organizations.

As regards the transfer from school life to industry, and, more particularly, to the building industry, the Committee is in favour of the establishment of Juvenile Advisory Committees at every Juvenile Employment Exchange throughout the country; and it recommends, further, that the associations of employers and workpeople in the building industry should be directly represented on these Committees, and that each Juvenile Advisory Committee should have a Building Trades Apprenticeship Sub-Committee, with direct representation of employers and operatives from each craft in the industry. The functions of this Sub-Committee would be advisory, in the sense that it would assist youths leaving school in the choice of a craft, and that it would be in touch with the local education authority; executive, in the sense that it would select suitable youths to become indentured apprentices to suitable employers, and administrative, in the sense that it would serve as a medium between employers and apprentices. It would also act as a welfare committee, and its chairman is proposed as a fourth party to indentures.

#### POTTERY JOINT INDUSTRIAL COUNCIL.

The Research, Inventions and Designs Committee of this Council has devoted much time and attention to the question of education.

Like the Building Industry's Education Committee, the Pottery Industry's Committee is dissatisfied with the product of the elementary schools. The Committee makes eleven recommendations, among which may be mentioned those referring to physical training, medical service, and the provision of meals. The Committee emphasises the importance of practical work.

So far as continued education between the ages of fourteen and sixteen is concerned, the Committee recommends, as regards boys and girls employed in the pottery industry, that it should be non-vocational, and that instruction should be given for seven hours per day.

The aim of the Committee in its first report is the general development of the boy or girl under instruction. In its second report, it advocates the supplementing of the compulsory part-time education by voluntary education of a reasonably vocational type in evening continuation schools for four hours each week, spread over two evenings. Three courses, commercial, industrial, and art, are suggested. The second report also goes very fully into the question of full-time education up to the age of sixteen, and it recommends certain courses in technical schools, commercial schools and schools of art. It also recommends part-time day courses continuing education beyond the age of sixteen, in anticipation of the compulsory attendance up to the age of eighteen under the Education Act of 1918.

The question of apprenticeship is closely related to that of education, and 15 Councils have the subject under consideration, either as a separate matter or as part of an education scheme. Some of these Councils, *e.g.*, Building, Heating and Domestic Engineering and Vehicle Building, have completed their apprenticeship schemes.

#### Welfare and Safety

Welfare and safety problems are engaging the attention of the Boot and Shoe, Building, Electricity Supply, Flour Milling, Gas, Glass, Paint and Varnish, Pottery, Printing, Quarrying, and Wire Councils, many of them working in conjunction with the Home Office. The Boot and Shoe, Building and Pottery Councils especially have drawn up recommendations which will in practice effect great improvements for the welfare and safety of the workers.

#### Research, Organisation and Statistics

Much has been done, but for lack of space little can be said about research, organisation and statistics. The report of the National Council for the Civil Service on the reorganization of the ser-

vice is too well known for further comment. Mention may be made of the code of regulations for the whole industry, and the scheme of democratic control presented by a Committee of the Building Council. In connection with the recent wages claims of the workers, the Tramway Council completed an exhaustive survey of the cost of living in relation to the wages paid in the industry. In connection with the Government Industrial Establishments, the organisation of Trade Joint Councils of the four principal labour groups employed, *i.e.*, engineering, shipbuilding, building and general labour, is being proceeded with as rapidly as possible.

### Works Committees

A word may be said about Works Committees, the third step in the Whitley scheme, and a most important part of it, if the true spirit of the scheme is to be developed. In addition to their activities in connection with such matters as the investigation of complaints and the settlement of personal grievances, the management of canteens, lavatories, etc., and the supervision of works conditions generally, the Committees have proved capable of valuable constructive work, such as, to quote typical examples, an investigation into foundry costs and methods of production, an improved system of issuing tools, the obtaining of an adequate water supply to the works in a case of dispute between two urban areas as to which should give the supply, and the arranging with the railway and tramway authorities for improved travelling facilities.

### Interim Industrial Reconstruction Committees

This general review would be incomplete without a reference to the work of the Interim Industrial Reconstruction Committees, which, like the Joint Indus-

trial Councils, are bodies representative of both employers and employed. There are 22 of these Committees, representing approximately 500,000 workers. They were set up during the War by the Ministry of Reconstruction, as a temporary expedient, to facilitate the transition in industry from war to peace conditions. Several of the original committees have since been converted into Joint Industrial Councils—recent examples being Glass and Cooperage. Of the remainder, some are in industries where the degree of organization is scarcely such as to warrant a Joint Industrial Council; and, in other cases, there have been difficulties of demarcation and inter-union troubles.

In view of these circumstances, the opportunities for useful work afforded by an Interim Industrial Reconstruction Committee are scarcely so great as in the case of a Joint Industrial Council. Nevertheless, some of the Committees have performed extremely useful functions. Mention may be made of the Basket Making, Clay, Cocoa and Confectionery, Furniture, Warehousing and Removing, Gas Mantles, Gloves, Lead Polish, Stationery Artificial Stone and Sugar Refining Committees, which have recently concluded national wages agreements, many of them of a comprehensive character.

These Committees have also dealt with such questions as the setting up of machinery for settling disputes, apprenticeship, welfare and safety, unemployment insurance, and merchandise marks. The scheme of technical training for apprentices, partly in workshops and partly in technical institutions, devised by the Optical Instruments Committee, deserves special mention.

It is more than likely that some of these Committees will ultimately become Joint Industrial Councils. In the meantime, they are performing useful work of a kind which was not possible before the era of joint deliberation.



## SOVIET GOVERNMENT DENIES ADMISSION INTO RUSSIA OF INTERNATIONAL MISSION OF INQUIRY

REFERENCE was made in the September issue of the **LABOUR GAZETTE**, at page 1197, to the action taken by the Governing Body of the International Labour Office in the appointment of a commission to investigate industrial conditions under the Soviet Government in Russia, and it was stated that up to the time of the fourth meeting of the Governing Body, held in June last, permission had not been obtained from the Soviet Government for the commission to visit Russia.

According to a statement recently issued by Mr. Ernest Greenwood of Washington, United States Correspondent of the International Labour Office, the Soviet Government has now definitely refused entry into Russia of the Mission of Inquiry. Mr. Greenwood's statement reads as follows:

"The Soviet Government of Russia has refused to permit the Mission of Inquiry organized by the International Labour Office to enter Russia, according to a dispatch from the Office of Director Albert Thomas received at the office of Ernest Greenwood. The only reasons given are that Russia is not a member of the League of Nations and that, at the present time the Soviet Government is at war with Poland.

It is interesting to note that the first suggestion of making an inquiry into conditions of employment in Soviet Russia came from M. Sokol, the Polish Government delegate on the Governing Body of the International Labour Office. His proposal was adopted at the urgent request of the workers' representatives on the Governing Body, who laid particular stress on the consideration that a large portion of the unrest amongst the working classes throughout the world is perhaps due to complete ignorance of what is happening in Russia, asserting that workers who are suffering more and more of economic and

social disorder caused by the war, are fascinated by the mirage of Bolshevik Paradise. The Governing Body decided that the personnel of its Mission should be made up of five employers, five workers, and two government delegates, feeling that with such a composition, its work would be conducted on an absolutely scientific basis and its report be impartial. Dr. G. Pardo, head of the inquiry into Russia, was immediately instructed to get together all the documentary evidence available in Western Europe. The fullest and most systematic research work was undertaken in Paris and London, with supplementary investigation in Switzerland, Sweden, Italy and Germany. The result of this work supplied the material for a preliminary report on labour conditions in Soviet Russia, which while it lays no claim to be anything more than a systematic questionnaire and bibliography, designed to serve as a guide for the members of the Mission, clearly indicates that the net result of the Lenine-Trotsky regime in Russia has been the absolute ruin of industry and the enslavement of labour under an autocracy that goes far beyond anything in the history of governments.

This preliminary report studiously avoids drawing any conclusions, each chapter being completed with a statement of missing evidence and questions yet unanswered. The International Labour Office makes it clear that the work is absolutely scientific and that the Mission of Inquiry will arrive at no conclusion until after all the documents embodied in the preliminary report can be considered in Russia. For the present all sources of information in Western Europe have been exhausted and the further inquiry will have to rest in abeyance until the Soviet Government of Russia concludes to permit the International Labour Office to test the accuracy of these sources."



## LEAGUE OF NATIONS SECOND INTERNATIONAL LABOUR CONFERENCE

Seamen's Conference held at Genoa, Italy, June 15, 1920

**P**REVIOUS issues of the LABOUR GAZETTE have contained references to the Seamen's Conference, called by the Governing Body of the International Labour Office, to be held at Genoa, Italy, on June 15 last. As is now generally understood, each member of the International Labour Organization is, under the terms of the Labour Sections of the Treaty of Peace, entitled to four representatives, two as representing the Government and one each to be appointed as representing employers and workmen respectively, it being required that the employer and workmen delegates shall be named in agreement with the organizations (when such exist) most representative of the classes respectively concerned.

The Canadian delegation to the Genoa Conference was composed as follows:

Government delegates—The Honourable Philippe Roy, Commissioner General of Canada at Paris, France.

Mr. G. J. Desbarats, C.M.G., Ottawa, Deputy Minister of Naval Affairs.

Employers' delegate—Mr. Thomas Robb, Montreal, Secretary of the Shipping Federation of Canada.

Workmen's delegate—M. J. C. Gauthier, Montreal, President, Sailors, Firemen and Cooks' Union of Canada.

The regulations permitted the appointment also of technical advisers to the delegates, but this privilege was not exercised in the case of Canada.

The Minister of Labour has received from Mr. Desbarats, one of the Government delegates, a report of the proceedings of the Conference. The material portions of this report, together with the text of the various draft conventions, recommendations and resolutions, passed by the Conference, are included in the present article.

### Mr. Desbarat's Report

This Conference was the second meeting of the International Labour Conference established under Part XIII of the Peace Treaty. The first meeting was held at Washington in November, 1919, and discussed general labour conditions on land. Matters relating to seamen were reserved for a second Conference and the Genoa Conference was called for this purpose.

It was fitting that this Conference, which was called to adopt means of regulating the shipping industry, should be held in the City of Genoa, the seat of one of the most ancient maritime organizations of the world, a locality which had been the centre of marine activity in the Roman period and is to-day one of the large shipping ports of the world and the distributing centre for the western side of Italy and for a large section of central Europe.

The representatives of the Government of Italy and of the port of Genoa extended the hospitality of the City to the delegation. The Conference was welcomed by Mr. Poggi (Prefect of Genoa), representing the Italian Government, by Senator Ronco (President of the Harbour Commission of Genoa), and by Mr. Massone (Mayor of Genoa). Accommodations were provided for the Conference in the Palazzo San Giorgio which is the office of the Harbour Commission of Genoa, and in the Istituto degli Scambi Internazionali, a building containing an exhibit of Italian manufactures of various kinds.

The International Labour Office moved its staff to Genoa and they were installed in the Palais Royal. The Genoa Conference was the first International Labour Conference held since

peace was signed and since the International Labour Office was formally organized, the Washington Conference having been held before the signature of peace. The International Labour Office, which had been temporarily installed in London, has acquired offices in Geneva which will be its permanent site; and the staff was moved to Genoa for the Conference, after which it took possession of the offices at Geneva. It was a great advantage to have the full staff of the bureau in Genoa during the Conference as it enabled the office and routine work to be handled much more rapidly, and all the expert members of the bureau were available during the Conference for consultation or for general purposes.

The Conference opened on Tuesday, June 15, and closed on Saturday, July 10. It sat for four weeks.

Twenty-seven countries were represented by eighty-six voting delegates and one hundred and fifty-eight technical advisers, or a total of two hundred and forty-four official representatives. Besides this, most of the countries had translators and secretaries attached to their staffs.

The following is a list of the countries represented at the Conference: Argentine, Australia, Belgium, Canada, Chili, Czecho-Slovakia, Denmark, Finland, France, Germany, Great Britain, Greece, India, Italy, Japan, Netherlands, Norway, Poland, Portugal, Roumania, Kingdom of Serbs, Croats and Slovenes, Siam, Spain, Sweden, Switzerland, Uruguay, Venezuela.

The Conference elected as chairman Baron Mayor des Planches (Italy) and as Vice-Presidents Messrs. Arthur Fontaine (Government delegate, France), P. Nijgh (Owner delegate, Netherlands) and Havelock Wilson (Seamen delegate, Great Britain).

The chairman presided with great tact and skill at almost all the sittings of the Conference, and filled a very difficult position with great ability and to the distinct satisfaction of the members of the Conference.

The agenda of the Conference provided four subjects for consideration:

Item 1. Hours of labour and their effect on manning and accommodation. Item 2. Unemployment, including facilities for finding employment for seamen and insurance against unemployment. Item 3. Employment of children at sea. Item 4. Seamen's codes.

The International Labour Office had circularized all the members of the League of Nations some time before the meeting and had received from them information regarding the questions on the agenda. This information was extracted and published in four pamphlets, each one relating to one of the items on the agenda.

Four special commissions were named by the Conference to study the four points on the agenda, and another commission was appointed to consider questions relating to inland navigation. A guiding commission was also named to direct the general work of the Conference. Canada was represented on all these commissions except the commission on minimum age of children at sea, which was a very small one and had to handle a subject which was not controversial. Mr. Thomas Robb was chosen chairman of the commission on inland navigation.

As a result of the discussions and the work of the Conference, conventions were agreed to concerning: (1) Facilities for finding employment for seamen. (2) Minimum age of employment of children on board ship. (3) Unemployment indemnity in case of loss or foundering of ship.

Recommendations were adopted regarding: (1) Hours of work in inland navigation. (2) Hours of work on board fishing vessels. (3) Unemployment insurance for seamen. (4) Establishment of national seamen's codes.

Resolutions were also adopted for the instruction and guidance of the International Labour Office concerning: (1) Prevention and treatment of venereal disease in the mercantile marine. (2) Insurance against unemployment. (3) Special clauses in Articles of Agreement



and seamen's codes. (4) The education of children or apprenticed seamen.

The Conference discussed the following questions and resolved that they should come up for final decision at the next Conference. (1) Prohibition of the employment of any person under the age of 18 as a trimmer or stoker. (2) Medical examination of children before being employed on board ship. (3) Education of children.

The Conference elected a joint committee of owners and seamen to advise the International Labour Office whenever needed, and as a consulting body which would be an aid to the Office. The composition of this committee was as follows: Owners—Messrs. Nordborg (Sweden), Deckers (Belgium), Hori (Japan), Robb (Canada), Cuthbert Laws (Great Britain). Seamen—Messrs. Havelock Wilson (Great Britain), Rivelli (France), Giulietti (Italy), Doring (Germany), Nilson (Norway).

It was provided that the members of this committee could delegate their powers if they were unable to attend any particular meeting.

It will be seen from this that the Conference reached agreements and conclusions on all the subjects of the agenda with the exception of the item concerning hours of labour. It also considered other subjects related to the agenda, and discussed some further subjects of interest to seamen, which will come up for final decision at future conferences. Two draft conventions regarding hours of labour were presented to the Conference, but neither of these proposals obtained the necessary two-thirds majority, and the Conference therefore did not agree to any convention or recommendation on this subject. The other recommendations and conventions were passed by practically a unanimous vote, and were the result of long discussion, and generally represented a compromise of the views of the different sections of the Conference.

At a meeting of this kind, in which labour and employers are equally represented, it is evident that very different views will be held by these two sections,

and that any proposal which is approved must recommend itself to both of these groups and must also be supported by the Government representatives. The fact that agreement was reached on so many points is a testimony to the moderation and good sense of the delegates, and shows the readiness of the different sections to appreciate the arguments advanced and to modify their views accordingly, and their willingness to adopt measures tending to harmony and to the best interests of the shipping industry.

At the opening of the Conference the question was raised as to how far this Conference was bound by the decisions reached at the first Conference at Washington, which adopted conventions and resolutions regarding conditions of labour on land. While no formal decision was reached on this question, it seemed to be agreed that the questions to be discussed by the Conference regarding conditions of labour at sea and on board ship, that the conditions governing this labour were entirely different from those which prevailed on land, and that the resolutions adopted at Washington did not refer to labour at sea and should not be taken as applying to seaman in any way. The clauses of the Treaty of Peace relating to labour were taken as determining the principles which should guide the Conference and prompt its resolutions. It was recognized that the laws relating to seamen labour should be along the same lines as those adopted for land labour and should be modified to meet the special conditions existing at sea.

When the committees of the Conference were being selected it was suggested that one-half the membership of these committees should go to the principal nations. The Canadian representatives objected to the list drawn up, which was confined to Europe with the exception of Japan, and urged Canada's claim to be considered one of the principal nations on the ground that she had 46,000 men employed on ships. After some discussion this was agreed to, and as a result Canada was well re-



presented, generally by two members on all the principal committees.

In accordance with a resolution of the Washington Conference Germany was recognized as a full member of the Genoa Conference and was represented by four voting members and a complete staff of technical advisers. Finland was given a standing similar to that provided at Washington and was represented by two Government delegates. While these members took part in the discussions they did not vote on any of the controversial points as their country had not yet been admitted to the League of Nations.

Objections were raised by some of the seamen delegates to Germany's seaman representative. The objection was raised on two points (1) that the part taken by this representative in the maritime war was objectionable to the seamen of the allied countries, (2) that he was not a seaman and therefore not a proper representative of the seamen of his country. The first point raised a bitter discussion in the committees and in the Conference, and it was finally smoothed over by the German representative submitting a statement on behalf of his Government acknowledging responsibilities for reparations for injury caused by the submarine warfare. In discussing the second point it was urged by the seamen's delegates that all seamen representatives from the different countries should be seamen with proper experience and should be selected after conference with labour organizations, and that the representatives chosen should not merely be labour officers or chiefs but should be practical seamen also.

The United States, not having joined the League of Nations, was not represented at the Conference. This left the Canadian delegation as the only representatives from North America and made their position a delicate one in many cases. Many of the questions relating to the employment of seamen affect Canada and the United States in a similar manner, and on the Great Lakes and the boundary waters their

interests are similar, and it would be difficult for Canada to adhere to a convention which would obligate it to conditions which would not be recognized by the United States. The argument was admitted by the Conference and the resolutions regarding inland waters have been drafted with a view to meeting this situation.

The text of the various draft conventions, resolutions and motions adopted by the Conference are appended to this report. They cover the work done by the Conference and the subjects submitted for its consideration, with the exception of the question of the hours of labour on which no agreement was reached.

#### **Convention for Establishing Facilities for Finding Employment for Seamen.**

The convention on facilities for finding employment for seamen was one of the main subjects up for discussion and was carefully studied by the committee appointed for this purpose. The object of this convention is to do away with the practice of crimping, which is still prevalent in many countries. The convention provides for the suppression of any organization carrying on the business of finding employment for seamen for pecuniary gain. It prohibits the charging of any fees to the seamen for finding employment. It provides that each country shall organize a proper system of public employment offices, which offices shall be either entirely administered by the State or shall be administered by representatives of the owners and the seamen under the control of a central authority. Great difference of opinion existed in the Conference regarding the setting up of these offices. A number of the central European nations asked to have these offices set up as State institutions but with proper representation of the owners and seamen. The British Government representatives were also of this opinion but the British owners and seamen opposed this view vigorously. The owners wanted the work done by joint

organization of owners and seamen without any State control, and the seamen wished to have the business of finding employment for sailors controlled entirely by the trade unions of the different classes of seamen. This last proposal was objected to because it would practically exclude every one but the members of the union, and the resolution is therefore much wider but allows considerable latitude in the organization of the offices. A point which was much debated was as to whether these offices should provide employment for other than citizens of their own countries. It was finally agreed that the public offices should provide facilities for finding employment for seamen of all the countries ratifying this convention providing their industrial conditions were similar.

**Convention fixing Minimum Age of Admission of Children for Employment at Sea**

This convention was adopted with very little discussion and fixes the minimum age of children to be employed on ships at fourteen years. This is the same limit as is provided for children working in factories on shore.

Further points were raised regarding limitation of age for special employment and as to further conditions regarding children on board ships, and it was decided to insert in the agenda of the next International Labour Conference the following subjects: (1) The prohibition of the employment of any person under the age of 18 years as trimmer or stoker. (2) The question of compulsory medical examination to which all children employed on board ship should be subjected. (3) Education of children.

**Convention Concerning Unemployment Indemnity in case of Loss or Foundering of the Ship**

In most countries the practice which now prevails is that in case of shipwreck the wages of the seamen cease when the ship is abandoned. It was agreed that this practice was an unreasonable hard-

ship on the seamen, and the convention provides that in case of shipwreck or loss of the vessel the wages of the seamen shall be continued until they can obtain other employment. This time is, however, limited to two months.

**Recommendation for Limiting Hours of Work in Inland Navigation.**

The subject of inland navigation, which seemed at first a very simple one, proved a rather difficult one to handle at the Conference. The conditions of inland navigation in the various countries are so different and cover such a wide range that the Conference was unable to adopt general rules which would apply. Great difficulty was found in defining inland navigation or of obtaining a general definition of the point at which sea navigation ceased and inland navigation began. It was finally recognized that it would be better to leave to each country the regulation of its inland navigation and the definition of the limits within which the regulations should apply. The question of inland navigation was complicated by the fact that the inland waterways were frequently boundaries between two countries. Both of these countries might be members of the League of Nations or possibly only one of the countries would be a member. This introduced special difficulties, and it was recommended that an agreement should be entered into by nations having boundary waters, so that their regulations should be uniform. In all cases these regulations should follow on the general lines of the labour sections of the Peace Treaty and of the resolutions adopted at Genoa.

**Draft Recommendation for Limiting Hours of Work in Fishing Industry**

The Conference agreed after very little discussion that it would not be practical to adopt international regulations for the guidance of the fishing industry, as the conditions of this industry varied in different countries, and that, owing to the fact that in the fish-



ing industry the fishermen were largely owners of their crafts or financially interested in their operation, it would not be advisable for the Conference to put forward a convention regarding the hours of labour in this industry, and that each country should legislate as the needs of the service required.

#### **Recommendation concerning Unemployment Insurance for Seamen**

This recommends the establishment by each country of an effective system of insurance against unemployment arising out of ship-wreck or any other cause. This recommendation follows the same lines as a similar one adopted at the Washington Conference regarding unemployment insurance in shore industries.

The Conference also passed a resolution asking that the joint committee appointed in connection with the International Labour Office should take this whole question of unemployment insurance into consideration, and should make a report on the subject at an early date.

#### **Recommendation concerning the Establishment of National Seamen's Codes**

The Conference decided that it was advisable to have an international code drawn up which would apply to all the maritime nations. This code should contain in the first place all the laws which are common to the maritime nations and should, besides, contain further clauses on which it would be possible for the nations to agree. The first step to be taken was to ascertain what laws were in force in the different countries, and the Conference recommended that each country proceed to a codification of the laws relating to the employment of seamen. The Conference then passed a resolution requesting the International Labour Office to gather all the information necessary for the establishment of an International Code along the lines recommended in the report of the committee appointed on this subject, and that the bureau should

submit a report on this subject, at the Conference of 1921. The Conference expressed the hope that the work would be sufficiently advanced at that time to enable the next Conference to take up this question and adopt the necessary conventions or resolutions. It was recognized that an international code should be very elastic so as to allow the different nations to adopt supplementary legislation, but that it should cover the general conditions of employment of seamen and should tend to unify conditions of employment throughout the maritime world. The principal points to be covered by this international code would be: Article of Agreement, Accommodation of seamen on shipboard, Discipline, Methods of conciliation between seamen and ship owners, Insurance for seamen and the possibility of international reciprocal arrangements regarding insurance.

While the Conference agreed that it would be very difficult to draw up an international code, it considered the project feasible and hoped that the International Labour Office would be able to prepare suggestions for the next Conference.

The Conference passed a resolution regarding the Articles of Agreement, recognizing, that these contracts contained two kinds of clauses—those which were inserted in the public interest, and those which were inserted in the private interests of ship owners or seamen, or both. The Conference expressed the view that the clauses of a public character should so far as possible be the same in the different countries, that the owners and the seamen should be placed on a footing of equality as regards their legal rights and that violation of the private clauses of the contracts should not be dealt with as criminal offences. The object of this resolution is to do away with the possibility of seamen being convicted and sent to jail for violating civil clauses in their contracts and to give them the right to sue the masters or owners for violation of these clauses. Violation of the clauses of public interest would, however, remain as now (as



criminal offences) and be dealt with in the usual manner.

### Hours of Labour

Besides adopting the various conventions, recommendations and resolutions, the Conference discussed at length the question of hours of labour on board ship, with special reference to the question of the eight-hour day and the forty-eight-hour week. After circularizing the different countries and receiving their opinion on this subject the International Labour Office had prepared a draft convention dealing with this question. This proposed convention laid down the general principle as contained in the Peace Treaty (that the eight-hour day or forty-eight-hour week was the object to be aimed at). It also indicated that there were great difficulties in the application of this principle to ships. It provided that on vessels of over 2,500 tons the work should be organized in three watches and the working hours should not be more than eight hours per day or fifty-six hours per week when the vessel is at sea, nor more than eight hours per day and forty-eight hours per week when it is in port. The question of applying similar principles to vessels between 700 and 2,500 tons was left to each country. For vessels under 700 tons similar arrangements were recommended, but with great latitude.

The Conference appointed a special committee to examine these proposals. This Committee was composed of thirty members (ten from the Government group, ten from the Owners' group and ten from the Seamen's group). Canada was represented on the committee by Mr. Robb and Mr. Gauthier. It soon became evident that the committee would have great difficulty in agreeing on a report, and after a few votes the committee came to a deadlock. A sub-committee was appointed to endeavour to come to an understanding, as discussion proved difficult in such a large committee, and this sub-committee after long sittings reported agreement on a few points, and disagreed on others. Finally,

the committee by a very narrow majority passed a report recommending the adoption of a forty-eight-hour week, but providing that the crew should work on the seventh day and receive extra compensation. While the proposal carried in the Conference on the preliminary vote, it seemed probable that it would not receive the necessary two-thirds majority, and the British Government delegates moved a compromise resolution which, while recognizing the principle of the eight-hour day or forty-eight-hour week, proposed that the hours of labour on board ships at sea should be, for deck forty-eight hours per week, for deck hands fifty-six hours per week, and for stewards not to exceed ten hours in any one day; in port the working hours not to exceed forty-eight hours per week for all ratings. This agreement failed to carry, and when the final vote of the convention on hours of labour was taken the two-thirds majority was not obtained, and no agreement was reached.

In the discussion on this proposal the owners generally were against the forty-eight hours proposal and the seamen favoured it. The owners from France, the Argentine and the Netherlands supported the forty-eight hour proposal as their Governments had already passed legislation in this sense and they were naturally anxious to have other countries on the same basis. The French delegates from the three groups made a very strong fight on this point. The Government delegates generally supported the forty-eight hour proposal. The Governments of Denmark, Spain, Great Britain, Japan, Norway, Portugal and Siam voted against the proposal. The Governments voting against the proposal include the largest maritime nations and those owning the largest ocean tonnage.

One of the features of all the conventions and recommendations adopted by the Conference is that in every case it is stipulated that no measures will be taken by any country and no legislation passed without preliminary consultation with the owners and the seamen, and in carrying out the recommendations of the Conference it is always provided that use

should be made when possible of the joint committees of owners and seamen. This measure will undoubtedly tend to more harmonious relations between the employers and employees and will assist greatly in the carrying out of laws and regulations relating to shipping.

The discussions at the Conference were carried out in English and French and the delay incident on the translation of all the speeches caused the Conference to lag at times and prolonged the sittings.

### Draft Convention for Establishing Facilities for Finding Employment for Seamen

The General Conference of the International Labour Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labour Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain Proposals with regard to the "supervision of articles of agreement. Provision of facilities for finding employment for seamen. Application to seamen of the Convention and Recommendations adopted at Washington in November last, in regard to unemployment and unemployment insurance," which is the second item in the agenda for the Genoa Meeting of the Conference, and

Having determined that these proposals shall take the form of a draft international convention,

adopts the following Draft Convention for ratification by the Members of the International Labour Organization, in accordance with the Labour Part of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September, 1919, of the Treaty of Neuilly of 27 November, 1919, and of the Treaty of Grand Trianon of 4 June, 1920.

#### ARTICLE 1.

For the purpose of this Convention, the term "seamen" includes all persons employed as members of the crew, except officers, employed on vessels engaged in maritime navigation.

#### ARTICLE 2.

The business of finding employment for seamen shall not be carried on by any person, company, or other agency, as a commercial enterprise for pecuniary gain; nor shall any fees be charged directly or indirectly by any person, company or other agency, for finding employment for seamen on any ship. The law of each country shall provide punishment for any violation of the provisions of this Article.

#### ARTICLE 3.

Notwithstanding the provisions of Article 2, any person, corporation or agency, which

has been carrying on the work of finding employment for seamen as a commercial enterprise for pecuniary gain, may be permitted to continue temporarily under Government license, provided that such work is carried on under Government inspection and supervision, so as to safeguard the rights of all concerned.

Each Member which ratifies this Convention agrees to take all practicable measures to abolish the practice of finding employment for seamen as a commercial enterprise for pecuniary gain as soon as possible.

#### ARTICLE 4.

Each Member which ratifies this Convention agrees that there shall be organized and maintained an efficient and adequate system of public employment offices for finding employment for seamen without charge. Such system may be organized and maintained, either: (1) by representative association of shipowners and seamen jointly under the control of a central authority, or (2) in the absence of such joint action, by the State itself.

The work of all such employment offices shall be administered by persons having practical maritime experience. Where such employment offices of different types exist, steps shall be taken to co-ordinate them on a national basis.

#### ARTICLE 5.

Committees consisting of an equal number of representatives of shipowners and seamen shall be constituted to advise on matters concerning the carrying on of these offices; the Government in each country may make provision for further defining the powers of these committees, particularly with reference to the committees' selection of their chairman from outside their own membership, to the degree of state supervision, and to the assistance which such committee shall have from persons interested in the welfare of seamen.

#### ARTICLE 6.

In connection with the employment of seamen, freedom of choice of ship shall be assured to seamen and freedom of choice of crew shall be assured to shipowners.



## ARTICLE 7.

The necessary guarantees for protecting all parties concerned shall be included in the contract of engagement of article of agreement, and proper facilities shall be assured to seamen for examining such contract or articles before and after signing.

## ARTICLE 8.

Each Member which ratifies this Convention will take steps to see that the facilities for employment of seamen provided for in this Convention shall, if necessary by means of public offices, be available for the seamen of all countries which ratify this Convention, and where the industrial conditions are generally the same.

## ARTICLE 9.

Each country shall decide for itself whether provisions similar to those in this Convention shall be put in force for deck-officers and engineer-officers.

## ARTICLE 10.

Each member which ratifies this Convention shall communicate to the International Labour Office all available information, statistical or otherwise, concerning unemployment among seamen and concerning the work of its seamen's employment agencies. The International Labour Office shall take steps to secure the co-ordination of the various national agencies for finding employment for seamen, in agreement with the governments or organizations concerned in each country.

## ARTICLE 11.

Each member of the International Labour Organization which ratifies this Convention engages to apply it to its colonies, protectorates and possessions which are not fully self-governing:

(a) Except where owing to the local conditions its provisions are inapplicable; or (b) Subject to such modifications as may be necessary to adapt its provisions to local conditions.

Each Member shall notify to the International Labour Office the action taken in respect of each of its colonies, protectorates and possessions which are not fully self-governing.

## ARTICLE 12.

The formal ratifications of this Convention, under the conditions set forth in Part XIII of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September,

1919, of the Treaty of Neuilly of 27 November, 1919, and of the Treaty of the Grand Trianon of 4 June, 1920, shall be communicated to the Secretary General of the League of Nations for registration.

## ARTICLE 13.

As soon as the ratifications of two Members of the International Labour Organization have been registered with the Secretariat, the Secretary General of the League of Nations shall so notify all the Members of the International Labour Organization.

## ARTICLE 14.

This Convention shall come into force at the date on which such notification is issued by the Secretary General of the League of Nations, and it shall then be binding only upon those Members which have registered their ratifications with the Secretariat. Thereafter this Convention will come into force for any other Member at the date on which its ratification is registered with the Secretariat.

## ARTICLE 15.

Subject to the provisions of Article 14, each Member which ratifies this Convention agrees to bring its provisions into operation not later than 1 July, 1922, and to take such action as may be necessary to make these provisions effective.

## ARTICLE 16.

A Member which has ratified this Convention may denounce it after the expiration of five years from the date on which the Convention first comes into force by an act communicated to the Secretary General of the League of Nations for registration. Such denunciation shall not take effect until one year after the date on which it is registered with the Secretariat.

## ARTICLE 17.

At least once in ten years, the Governing Body of the International Labour Office shall present to the General Conference a report on the working of this Convention, and shall consider the desirability of placing on the Agenda of the Conference the question of its revision or modification.

## ARTICLE 18.

The French and English texts of this Convention shall both be authentic.



## Draft Convention Fixing the Minimum Age for Admission of Children to Employment at Sea

The General Conference of the International Labour Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labour Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain proposals with regard to the "application to seamen of the Convention adopted at Washington prohibiting the employment of children under 14 years of age," which is the third item in the agenda for the Genoa meeting of the Conference, and

Having determined that these proposals shall take the form of a draft international convention, adopts the following Draft Convention for ratification by the Members of the International Labour Organization, in accordance with the Labour Part of the Treaty of Versailles of 28th June, 1919, of the Treaty of St. Germain of 10th September, 1919, of the Treaty of Neuilly of 27th November, 1919, and of the Treaty of the Grand Trianon of 4th June, 1920.

### ARTICLE 1.

For the purpose of this Convention, the term "vessel" includes all ships and boats, of any nature whatsoever, engaged in maritime navigation, whether publicly or privately owned; it excludes ships of war.

### ARTICLE 2.

Children under the age of fourteen years shall not be employed on work on vessels other than vessels upon which only members of the same family are employed.

### ARTICLE 3.

The provisions of Article 2 shall not apply to work done by children on school-ships or training ships, provided that such work is approved and supervised by public authority.

### ARTICLE 4.

In order to facilitate the enforcement of the provisions of this Convention, every shipmaster shall be required to keep a register of all persons under the age of sixteen years employed on board his vessel, or a list of them in the articles of agreement, and of the dates of their births.

### ARTICLE 5.

Each Member of the International Labour Organization which ratifies this Convention

engages to apply it to its colonies, protectorates and possessions which are not fully self-governing:

(a) Except where owing to the local conditions its provisions are inapplicable; or

(b) Subject to such modifications as may be necessary to adapt its provisions to local conditions.

Each Member shall notify to the International Labour Office the action taken in respect to each of its colonies, protectorates and possessions which are not fully self-governing.

### ARTICLE 6.

The formal ratifications of this Convention, under the conditions set forth in Part XIII of the Treaty of Versailles of 28th June, 1919, of the Treaty of St. Germain of 10th September, 1919, of the Treaty of Neuilly of 27th November, 1919, and the Treaty of the Grand Trianon of 4th June, 1920, shall be communicated to the Secretary-General of the League of Nations for registration.

### ARTICLE 7.

As soon as the ratifications of two Members of the International Labour Organization have been registered with the Secretariat, the Secretary-General of the League of Nations shall so notify all the Members of the International Labour Organization.

### ARTICLE 8.

This Convention shall come into force at the date on which such notification is issued by the Secretary-General of the League of Nations, but it shall then be binding only upon those Members which have registered their ratifications with the Secretariat. Thereafter this Convention will come into force for any other Member at the date on which its ratification is registered with the Secretariat.

### ARTICLE 9.

Subject to the provisions of Article 8, each Member which ratifies this Convention agrees to bring its provisions into operation not later than 1st July, 1922, and to take such action as may be necessary to make these provisions effective.

### ARTICLE 10.

A Member which has ratified this Convention may denounce it after the expiration of ten years from the date on which the Convention

first comes into force, by an act communicated to the Secretary-General of the League of Nations for registration. Such denunciation shall not take effect until one year after the date on which it is registered with the Secretariat.

#### ARTICLE 11.

At least once in ten years, the Governing Body of the International Labour Office shall

present to the General Conference a report on the working of this Convention, and shall consider the desirability of placing on the agenda of the Conference the question of its revision or modification.

#### ARTICLE 12.

The French and English texts of this Convention shall both be authentic.

### Draft Convention concerning Unemployment Indemnity in Case of Loss or Foundering of the Ship

The General Conference of the International Labour Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labour Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain proposals with regard to the "Supervision of articles of agreement. Provision of facilities for finding employment for seamen. Application to seamen of the Convention and Recommendations adopted at Washington in November last in regard to unemployment and unemployment insurance," which is the second item in the agenda for the Genoa Meeting of the Conference, and

Having determined that these proposals shall take the form of a draft international convention,

adopts the following Draft Convention for ratification by the Members of the International Labour Organization, in accordance with the Labour Part of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September, 1919, of the Treaty of Neuilly of 27 November, 1919, and of the Treaty of the Grand Trianon of 4 June, 1920.

#### ARTICLE 1.

For the purpose of this Convention, the term "seamen" includes all persons employed on any vessel engaged in maritime navigation.

For the purpose of this Convention, the term "vessel" includes all ships and boats, of any nature whatsoever, engaged in maritime navigation, whether publicly or privately owned; it excludes ships of war.

#### ARTICLE 2.

In every case of loss or foundering of any vessel, the owner or person with whom the seaman has contracted for service on board the vessel shall pay to each seaman employed thereon an indemnity against unemployment resulting from such loss or foundering.

This indemnity shall be paid for the days during which the seaman remains in fact unemployed at the same rate as the wages payable under the contract, but the total indemnity payable under this Convention to any one seaman shall not exceed two months' wages.

#### ARTICLE 3.

Seamen shall have the same remedies for recovering such indemnities as they have for recovering arrears of wages earned during the service.

#### ARTICLE 4.

Each Member of the International Labour Organization which ratifies this Convention engages to apply it to its colonies, protectorates and possessions which are not fully self-governing;

(a) Except where owing to the local conditions its provisions are inapplicable; or

(b) Subject to such modifications as may be necessary to adapt its provisions to local conditions.

Each Member shall notify to the International Labour Office the action taken in respect of each of its colonies, protectorates and possessions which are not fully self-governing.

#### ARTICLE 5.

The formal ratifications of this Convention, under the conditions set forth in Part XIII of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September, 1919, of the Treaty of Neuilly of 27 November, 1919, and of the Treaty of the Grand Trianon of 4 June, 1920, shall be communicated to the Secretary General of the League of Nations for registration.

#### ARTICLE 6.

As soon as the ratifications of two Members of the International Labour Organization have



been registered with the Secretariat, the Secretary General of the League of Nations shall so notify all the Members of the International Labour Organization.

## ARTICLE 7.

This Convention shall come into force at the date on which such notification is issued by the Secretary General of the League of Nations, and it shall then be binding only upon those Members which have registered their ratifications with the Secretariat. Thereafter this Convention will come into force for any other Member at the date on which its ratification is registered with the Secretariat.

## ARTICLE 8.

Subject to the provisions of Article 7, each Member which ratifies this Convention agrees to bring its provisions into operation not later than 1 July, 1922, and to take such action as may be necessary to make these provisions effective.

## ARTICLE 9.

A Member which has ratified this Convention may denounce it after the expiration of five years from the date on which the Convention first comes into force, by an act communicated to the Secretary General of the League of Nations for registration. Such denunciation shall not take effect until one year after the date on which it is registered with the Secretariat.

## ARTICLE 10.

At least once in ten years, the Governing Body of the International Labour Office shall present to the General Conference a report on the working of this Convention, and shall consider the desirability of placing on the agenda of the Conference the question of its revision or modification.

## ARTICLE 11.

The French and English texts of this Convention shall both be authentic.

### Recommendation for Limiting Hours of Work in Inland Navigation

The General Conference of the International Labour Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labour Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain proposals with regard to the "Application to seamen of the Convention drafted at Washington, last November, limiting the hours of work in all industrial undertakings, including transport by sea and, under conditions to be determined, transport by inland waterways, to 8 hours in the day and 48 in the week. Consequential effects as regards manning and the regulations relating to accommodation and health on board ship," which is the first item in the agenda for the Genoa meeting of the Conference, and

Having determined that these proposals shall take the form of a recommendation,

adopts the following Recommendation, to be submitted to the Members of the International Labour Organization for consideration, with a view to effect being given to it by national legislation or otherwise, in accordance with the Labour Part of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September, 1919, of the Treaty of Neuilly of 27 November, 1919, and of the Treaty of the Grand Trianon of 4 June, 1920:

In view of the declaration in the Treaties of Peace that all industrial communities should endeavour to adopt, so far as their special circumstances will permit, "an eight hours' day or a forty-eight hours' week as the

standard to be aimed at where it has not already been attained," the International Labour Conference recommends:

## I.

That each Member of the International Labour Organization should, if it has not already done so, enact legislation limiting in the direction of the above declaration in the Treaties of Peace the hours of work of workers employed in inland navigation, with such special provisions as may be necessary to meet the climatic and industrial conditions peculiar to inland navigation in each country, and after consultation with the organizations of employers and the organizations of workers concerned.

## II.

That those Members of the International Labour Organization whose territories are riparian to waterways, which are used in common by their boats should enter into agreements for limiting in the direction of the aforesaid declaration, the hours of work of persons employed in inland navigation on such waterways, after consultation with the organizations of employers and the organizations of workers concerned.

## III.

That such national legislation and such agreements between riparian countries should follow as far as possible the general lines of the



Draft Conventions concerning hours of work adopted by the International Labour Conference at Washington and at Genoa, with such exceptions as may be necessary for meeting the climatic or other special conditions of the countries concerned.

## IV.

That in the application of this Recommendation, each Member of the International Labour Organization should determine for itself, after consultation with the organizations of employers and the organizations of workers con-

cerned, what is inland navigation as distinguished from maritime navigation, and should communicate its determination to the International Labour Office.

## V.

That each Member of the International Labour Organization should report to the International Labour Office, within two years after the adjournment of the Genoa Conference, the progress which it has made in the direction of this Recommendation.

### Draft Recommendation for Limiting Hours of Work in Fishing Industry

The General Conference of the International Labour Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labour Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain proposals with regard to the "Application to seamen of the Convention drafted at Washington, last November, limiting the hours of work in all industrial undertakings, including transport by sea and, under conditions to be determined, transport by inland waterways, to 8 hours in the day and 48 in the week. Consequential effects as regards manning and the regulations relating to accommodation and health on board ship," which is the first item in the agenda for the Genoa meeting of the Conference, and

Having determined that these proposals shall take the form of a recommendation,

adopts the following Recommendation, to be submitted to the Members of the International Labour Organization for consideration, with

a view to effect being given to it by national legislation or otherwise, in accordance with the Labour Part of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September, 1919, and of the Treaty of Neuilly-sur-Seine of 9 December, 1919, and of the Treaty of Trianon of 4 June, 1920:

"In view of the declaration in the Treaties of Peace that all industrial communities should endeavour to adopt so far as special circumstances will permit "An eight-hours day or a forty-eight hours week as the standard to be aimed at where it has not already been attained," the International Labour Conference recommends that each Member of the International Labour Organization enact legislation limiting in this direction the hours of work of all workers employed in the fishing industry, with such special provisions as may be necessary to meet the conditions peculiar to the fishing industry in each country; and that in framing such legislation each Government consult with the organizations of the employers and workers concerned."

### Recommendation concerning Unemployment Insurance for Seamen

The General Conference of the International Labour Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labour Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain proposals with regard to the "Supervision of articles of agreement. Provision of facilities for finding employment for seamen. Application to seamen of the Convention and Recommendations adopted at Washington in November last, in regard to unemployment and unemployment insurance", which is the second item in the agenda for the Genoa meeting of the Conference, and

Having determined that these proposals shall take the form of a recommendation,

adopts the following Recommendation, to be submitted to the Members of the International

Labour Organization for consideration, with a view to effect being given to it by national legislation or otherwise, in accordance with the Labour Part of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September, 1919, of the Treaty of Neuilly of 27 November, 1919, and of the Treaty of the Grand Trianon of 4 June, 1920:

The General Conference, with a view to securing the application to seamen of Part III of the Recommendation concerning Unemployment adopted at Washington on 28 November, 1919, recommends that each Member of the International Labour Organization should establish for seamen an effective system of insurance against unemployment arising out of ship-wreck or any other cause, either by means of Government insurance or by means of Government subventions to industrial organizations whose rules provide for the payment of benefits to their unemployed members.

### Recommendation Concerning the Establishment of National Seamen's Codes

The General Conference of the International Labour Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labour Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain proposals with regard to a "consideration of the possibility of drawing up an International Seamen's Code," which is the fourth item in the agenda for the Genoa meeting of the Conference, and

Having determined that these proposals shall take the form of a recommendation,

adopts the following Recommendation, to be submitted to the Members of the International Labour Organization for consideration, with a view to effect being given to it by national legislation or otherwise, in accordance with the

Labour Part of the Treaty of Versailles of 28 June, 1919, of the Treaty of St. Germain of 10 September, 1919, of the Treaty of Neuilly of 27 November, 1919, and of the Treaty of the Grand Trianon of 4 June, 1920:

In order that, as a result of the clear and systematic codification of the national law in each country, the seamen of the world, whether engaged on ships of their own or foreign countries, may have a better comprehension of their rights and obligations, and in order that the task of establishing an International Seamen's Code may be advanced and facilitated, the International Labour Conference recommends that each Member of the International Labour Organization undertake the embodiment in a seamen's code of all its laws and regulations relating to seamen in their activities as such.

### Resolution Concerning Venereal Diseases

The International Seamen's Conference, recognizing the importance of taking active international measures for the prevention and treatment of venereal diseases in the mercantile marine, desires to urge upon the Health Section of the League of Nations the need for immediate attention to this subject,

And would recommend for special consideration:

(1) The provision of adequate facilities for the prevention and treatment of Venereal Diseases at all the principal ports:

(2) The inclusion of Venereal Diseases among the conditions for which free drugs

and treatment are provided for members of the mercantile marine;

(3) The dissemination of appropriate information on the subject to seafarers, and especially to those at training establishments;

(4) The provision of adequate facilities for recreation at all large ports under the administration of joint organizations representative of owners and seafarers.

They desire in addition, to call the special attention of the International Labour Organization to the importance of recommendation No. 4 about facilities for recreation.

### Resolution Concerning Unemployment Insurance

This Conference hereby resolves that the Joint Committee study the question of providing insurance against unemployment for seamen. For this purpose it should be assisted

by the Special Commission on Unemployment set up by the International Labour Office in accordance with the decisions at the Washington Conference.

### Resolution Regarding Articles of Agreement and International Seamen's Code

This Conference recognizes that the contracts of engagement of seamen in all countries contain two kinds of clauses:

- (1) clauses of a public character, inserted in the public interest;
- (2) clauses of a private character, inserted in the private interests of shipowners or seamen or both.

The Conference affirm the principles—

- (I) that so far as possible the clauses of a public character in seamen's contracts

should be the same in the different countries;

- (II) that the legal rights and obligations of seamen and shipowners, *inter se*, arising out of the clauses of a private character, should be placed upon a footing of strict equality;

- (III) that violations of provisions in contracts of engagement between seamen and employers should not be dealt with as criminal offences, unless they be violations of the clauses of a public



character maintaining public policy as distinguishing from private interests, and even then only at the instance of public authorities;

- (IV) that violations of provisions in contracts of engagements should be made the subject of procedure in civil courts only where such contracts have been freely entered into on both sides.

The Conference therefore invites the Inter-

national Labour Office, in its investigations preparing for the establishment of an International Seamen's Code dealing with contracts of engagement and discipline, to keep in view the application of the foregoing principles, and to embody them so far as possible in any drafts of an international code on either of these subjects which it may place before future meetings of the International Labour Conference.

### Resolutions to be Referred to Next Conference

The following Resolutions are to be placed on the Agenda for the 1921 Conference:

#### EMPLOYMENT OF CHILDREN.

- (1) "In conformity with Article 402, paragraph 3, of the Peace Treaty, the Conference decides to place on the Agenda of the next International Labour Conference the question of the prohibition of the employment of any person under the age of eighteen years as trimmer or stoker."

- (2) "In conformity with Article 402, paragraph 3, of the Peace Treaty, the Conference

decides to place on the Agenda of the next International Labour Conference the question of the compulsory medical examination to which all children employed on board ship should be submitted."

- (3) "In conformity with Article 402, paragraph 3, of the Peace Treaty, the Conference decides to place on the Agenda of the next International Labour Conference the following: 'Provision shall be made, in all harbours as far as possible, and in any case in those of the principal maritime towns, for the establishment of technical and complementary schools for seamen.'"

### ORGANIZATION OF THE INTERNATIONAL LABOUR OFFICE

**T**HE International Labour Office of the League of Nations, which is now established at Geneva, Switzerland, has begun the publication of a weekly bulletin which will contain the text of all formal official documents relating to the work of the office and to the International Labour Organization, miscellaneous information relating to the work of the office and the progress of its activities, and information as to the action taken by other countries with regard to the ratification of draft conventions and the legislative action taken to give effect to these conventions and to the recommendations of the International Labour Conference.

The first number of the Bulletin issued on September 8, contains an account of the organization of the International Labour Office. The office was established in January last with the appointment of Mr. Albert Thomas as Director by the Governing Body which had been appointed at the First Inter-

national Labour Conference at Washington. A staff was gradually collected until at present it comprises over one hundred persons of fourteen different nationalities. The office is organized under the following four divisions:

- (1) The Cabinet. This is under the control of Mr. Lemer cier of France, and comprises in addition to the personal secretariat of the Director, a special staff containing representatives of all the most important countries. Its duty is to keep the office constantly in touch with trade union movements in the different countries.

- (2) The Common Services. This division is under the immediate charge of the Deputy Director, Mr. H. B. Butler, and consists of five sections, the Establishment Section comprising the registry, the material branch and the central pool of typists and duplicators; the Section for Financial Relations and Commercial or quasi-commercial activities of the office, such as the sale of publica-



tions, etc., and three other sections dealing respectively with Examination and Control of Expenditure, Accountancy, and Staff questions.

(3) The Diplomatic Division. This is one of the two administrative divisions which deal with the administrative work laid upon the office by the various provisions of Part XIII of the Peace Treaty. It is responsible for the preparation, organization and secretarial arrangements for the meetings of the conference, the work in connection with the ratification of conventions and action taken on recommendations, the secretarial work of the Governing Body and official communications with the secretariat of the League of Nations.

(4) The Scientific Division. This is the second administrative division referred to above and deals especially with the work allocated to the office by Article 396 of the Treaty, namely, the collection and distribution of information on all subjects relating to the international adjustment of conditions of industrial life and labour.

In order to assist the Administrative

Divisions a number of Technical Services have been established in charge of recognized experts. These deal with (a) Emigration and Unemployment, under the charge of Mr. Varlez (Belgium) assisted by Mr. Motta (Spain) and Mr. Fuss (Belgium). (b) Agricultural Questions, under Dr. di Palma Castiglione (Italy) assisted by Dr. Riddell, late Deputy-Minister of Labour of Ontario. (c) Maritime Questions, under Mr. Randall (Great Britain). (d) Russian and Bolshevik Questions, under Dr. Pardo (Italy). (e) Social Insurance, under Mr. de Roode (Netherlands) with Mr. Tixier (France), the latter dealing specially with questions relating to men disabled in the war. (f) Co-operation, under Dr. Fauquet (France). (g) Industrial Hygiene, under Dr. Carozzi (Italy) assisted by Mr. Dhers (France). A special technical service has been constituted to deal with the enquiry into production decided upon by the Governing Body at its Genoa meeting. Four national correspondents have been appointed at Paris, London, Rome and Washington, respectively.

## TRADES AND LABOUR CONGRESS OF CANADA

### Summary of the Proceedings of the Thirty-sixth Annual Convention

THE thirty-sixth annual convention of the Trades and Labour Congress of Canada was held in the city of Windsor, Ont., from September 13 to 18. The sessions were held in the Armouries, the opening meeting being presided over by Mr. F. J. Claney, president of the local trades and labour council, who welcomed the delegates on behalf of organized labour. The civic welcome was extended by His Worship Mayor E. B. Winter. Col. Walter M. McGregor, president of the Chamber of Commerce, spoke on behalf of the commercial and industrial interests, and the Honorable Walter R. Rollo, minister of labour and

health of Ontario, who was a delegate to the convention, extended the provincial welcome. Mr. W. C. Kennedy, M. P., of Windsor, also contributed to the opening proceedings. Mr. Tom Moore, president of the congress replied to the addresses of welcome, after which the report of the credential committee was presented. The final report of this committee, which was adopted, showed 524 delegates entitled to seats, 38 representing international central organizations, one representing a labour federation, 56 representing 31 trades and labour councils, and 429 representing 269 local branch unions, and four fraternal dele-

gates. Three bodies which were represented for the first time were the American Federation of Teachers, the Dominion Postal Clerks' Association and the Associated Federal Employees (civil servants in the employ of the Dominion Government at Ottawa). At the opening session, the customary committees were appointed, and Mr. A. J. Haydon, of Ottawa, was named as associate secretary and Mr. Gus Franceq, of Montreal, as translator. At the afternoon session of the first day's proceedings the Right Hon. Arthur Meighen, Prime Minister of the Dominion, at the invitation of the local arrangements committee, addressed the convention. The speech of the Prime Minister was as follows:

I am here by the invitation of your committee to address this annual meeting of the Trades and Labour Congress, and my first problem is to determine what line of thought I can follow that will be in keeping with the courtesy of the invitation and at the same time of some little value. I am not a member of your organization—though I claim to be something of a labourer and that in more fields than one. There was a time, indeed, when I think you would have admitted me to membership, but I suppose my wanderings since have placed me outside the waiting list. Anyway, I want to talk, if you will permit me as one of your members this afternoon, whatever you may think about it, I do not think there is any big divide between you and me.

This congress represents organized labour—not all, but a large portion of organized labour in Canada. As I understand the position, it stands somewhat in the same relation to organized labour in Canada as the American Federation of Labour stands to organized labour in the United States. Labour organizations as a national institution have existed as going concerns for about seventy years on this continent. In all that time, their aims and their activities have altered some, but on the whole they have altered very little. Their principles were summarized in 1881 at the first convention of the Federation of Organized Trades and Labour of the United States and Canada which met in Pittsburg in that year. They were stated as follows:

“Legal incorporation, prohibition of child labour under fourteen years, uniform apprentice laws, a national eight-hour law, prison labour reform, abolition of the truck system, mechanics' lien, abolition of conspiracy laws as applied to labour organizations, a national bureau of labour statistics,

a protective tariff, an anti-contract immigration law, all trades and labour organizations to secure proper representation in all law-making bodies by means of the ballot.”

The consistency of purpose with which organized labour has adhered to almost all these objects is one of the secrets of its power. When Samuel Gompers was first elected President of the American Federation of Labour in 1885 that body had about 150,000 members. He is President still and its membership is over 3,000,000.

To put the central purpose of these great organizations in a word it is this: to raise the status of the worker. That the status of the worker has been in these years improved there is, I think, no doubt; his means of education, his chance of recreation, the safety of his craft, the regularity of his employment, the general standard of his living, all these things are better, though there is much yet to be done. In this work the labour organizations of the world have undoubtedly played their part. I think most of you will admit that at times labour organizations made mistakes—let that be granted, but the best and strongest of them have not made great mistakes, and they have managed to get a lot done and a lot that was worth while. It would have been better for the world, in my opinion, better for the labouring class and better for every class if attention had been given sooner to helping the lot of the low-waged toiler; there was more to be done for him by concerted action, more to be done by the state than people thought there was. That was true of every country in the world and it is true to-day.

What is the best way to make further progress? It is by steady determined movement along the lines that have brought results in the past—by exposing the facts and educating public opinion, by loyalty to your organizations, subordinated to that higher loyalty to country which alone gives your organizations respect and power; by studying the advances made in other countries in order to keep abreast or better than abreast at home, by regard for the rights of others, by fulfilment of contracts, by dependance on the ballot, by seeking success only through the power of public approval. These are the methods and the only methods that have in the past brought advance without reaction. I believe they are the principles upon which the Trades and Labour Congress has relied and intends to rely.

You tell me: “Yes, we have been working along these lines for years and we have accomplished much, but after all our progress has been slow.” You say there is a wide spread still between the wealth of the few and the wealth of the many. I admit you are correct. But, in coming to conclusions on this subject, there are some very vital facts to be kept in mind. I am going to recite some of these facts and ask you to ponder over them.



I am going to ask you to regard yourselves as in positions of responsibility, as indeed in the ultimate, all the people of this country are, and to realize that responsibility. I want you to give to undoubted facts the serious reflection they deserve.

In the first place, we could never, as a nation, hold up our end or hold any place at all in the world to-day, except by reliance upon individual energy, individual effort and individual reward. If there are any in this country who ever relied upon any communistic system as possible or practicable or even thinkable in competition with countries that hold fast to the energising principle of individual endeavour, they must surely have had their theories rudely shattered by recent experiments in Europe. Where the so-called theory of production for use has been put into practice in substitution for production for profit it has resulted practically in no production at all and has ended in chaos and starvation.

Secondly, there is a wide disparity between the industry and ability, and especially between the good judgment of individuals—a disparity which no legislation can remove. There are unfortunately, also varying currents of fortune which legislation at best can only partially control.

Thirdly, the intervening territory between rich and poor is covered in this young country with a multitude that comprises the great majority of our people. Nowhere in the world is there so large a proportion of those who are neither rich nor poor as there is in Canada; those who stand on the happiest ground of all, the middle ground of moderate means and comfort. To increase that proportion should be the aim of government.

Lastly, Canada is only one nation out of many; it is a young and relatively small nation struggling to make its place in a throng of competing countries. We must make our place and hold our place in the world's industrial progress, if we intend to maintain a good average prosperity among our people, to sustain our credit and pay our debts. I am in complete sympathy with you that no place in the world's industrial competition must be secured at the price of injustice to wage earners, and on the other hand, wage earners must also agree that any disability placed upon Canadian industries as compared with industries in other countries, and particularly in the United States, would react first and most severely upon the wage earners of Canada themselves.

If I were speaking in the presence of employers, I would emphasize the increasing need of regard for the condition of the workers and their fair remuneration. Speaking, as I am now, before representatives of labour, I want to appeal most strongly for consideration on your part of the indispensable requirement of Canadian employers not to be placed at a disadvantage with the employers of other countries with whom they are in competition. The

way to get better condition all around is for this country to work in co-operation with other countries of the world, and this course Canada has pursued; indeed, in this direction Canada has led the way. I will refer to that subject more fully later on.

You ask me now what has the Government done to show its good faith with labour. I will go over some things that we have accomplished and I will have to do so rapidly, as only a few moments of my time remain. It has taken from the ranks of organized labour a Vice-President of one of its largest organizations and has given him Cabinet rank. Never has a Labour Minister in Canada been accorded a more generous confidence from his colleagues and a freer hand in the administration of labour problems than has Senator Gideon Robertson. There is no Department that requires ability of a higher type. A practical labour man, for the first time in our history, has been in charge, and after two years' trial I believe the almost universal feeling of Canada is that he has discharged his task with admirable fairness and with extraordinary capacity. He has done honour to the ranks from which he came and has compelled the confidence of men and women of every class.

Senator Robertson's policy has been to work in co-operation with responsible labour organizations and with organizations of employers as well. The Government, on his advice, has had labour definitely represented on no less than sixteen boards or commissions performing public service. This was done at the request of organized labour, and on the whole it has produced good results. Growing out of a conference with employees and employers in 1918 a scheme of technical education was evolved and ten million dollars was appropriated to be spread over the succeeding ten years, for the better training, with the assistance of the state, of Canadian mechanics, and this big undertaking so long looked forward to by Canadian workmen is administered by the Department of Labour.

As a further result of this conference, the Government decided in 1918 that the time had come when the system of private employment agencies should give place to a Government system operating on a much wider interprovincial scale and without expense or imposition upon those seeking employment. Legislation was introduced and passed enabling the Labour Department to establish employment agencies throughout the Dominion in co-operation with the provinces. These offices were at once installed and the result that has attended the work has been pronounced and creditable. Between the First of March, 1919, and the First of August, 1920, 551,817 men and women were placed in employment through the Government offices, and all without charge to them. This is at the rate of almost 1200 per day, and surely this is an achievement whose practical value both to the workmen and to the country is at least worth recording. Because



the system is Canadian-wide it takes care of demands for labour in one province that can be supplied from another. Without the Government offices, this could not very well be done and much lack of employment as well as lack of labour resulted. Twenty-three thousand skilled workmen have been in this way transferred from one province to another, and consequent unemployment has been avoided. The policy thus established has been requested by labour itself and has been of undoubted value to labour, and I sincerely hope will continue to be of service to all.

I want to mention another fact: At the conference out of which the League of Nations was constituted the Canadian representation included a representative of labour. The Secretary of this Congress went as Adviser to the Prime Minister, and it is no information to this audience when I say that mainly through the efforts of the Canadian Prime Minister, assisted materially by Mr. Draper, the Labour Conventions were finally inserted in the proceedings of that Conference and a real and useful step was taken toward the recognition by the great nations of the world of what is now called the "Magna Charta" of labour. To the terms of that Labour Convention this Government and the other Governments joining in the convention are bound. You know what those terms are. You know they are cardinal principles of organized labour. The only way in which advance can be made toward their adoption is by the concurrent progress of great industrial nations along the lines set down. A first and a big step was taken when those Labour Conventions were agreed to, and the duty of Canada is the duty of all concurring countries, to seek to make practical progress toward putting into effect its terms by co-operation with the other countries concerned. In this way, real progress can be made and I know no other way in which it can be made.

One word more and I am done. No government can bring about equality or uniformity of wealth without bringing disaster to all, but the aim of government should be to bring about equality of opportunity. By the principle of equality of opportunity the present government will steadfastly abide. Every citizen who has the energy and ambition should have a chance to earn and receive adequate compensation for service rendered. Do not forget as well that after compensation exceeds the value of service rendered, stagnation of industry and unemployment are bound to follow.

Credit is the basis of industry and commerce, and the credit of a country and of its industries is maintained in proportion to the security of property which is the regard of industry. Capital we need in Canada, and the more capital we have invested here the more plentiful employment will be, and capital will come if we have comparative industrial peace and progress. The co-operation of workmen is therefore vitally important to themselves and to the nation.

Workmen who are anxious to advance their own interest cannot afford to ally themselves either industrially or politically with those forces which seek to introduce into Canada policies and ideas that have brought destruction, misery and death wherever they have prevailed. The Government of this country has steadfastly set its face and will steadfastly set its face against these influences abroad in this and other lands that aim to destroy respect for constituted lawful authority, civil and religious liberty, property rights and family relations. The Government of Canada does intend that labour organizations conducted sanely and reasonably will command and receive its friendly co-operation, and so conducted they will command and receive the respect of the public. The Government's duty is to protect the whole community against dictation from any section whether of employers or employees.

I hope and believe that the established policy of the Trade Unions affiliated with the Trades Congress of Canada is in keeping with these views, and I say to you: Guard and honour the integrity of your organizations, win by merit the respect and confidence of public opinion and you cannot fail of reward.

#### Report of the Executive Council

The executive council, composed of the president, three vice-presidents and the secretary-treasurer, submitted a report of the matters which had engaged their attention during the past year, and made a number of recommendations for the consideration of the convention. The following is a synopsis of the report, the various subjects being numbered as in the original: (1) Annual Interview with Dominion Government—This section mentioned the various items which had been brought before the Government on January 8, 1920, under instructions from the 1919 convention. (2) Legislation—Under this caption reference was made to the legislation enacted at the 1919 and 1920 sessions of the Dominion Parliament, the subject matter of which had been discussed at previous conventions. (3) Migration—Among other matters the executive reported the defeat of the proposed amendments to the Immigration Act, and in regard to Oriental Immigration recommended reiteration of the decision of Congress of last year favouring the abolition of the head tax and substitution of a system of admission of

not more than would always provide that the number of orientals in Canada would not exceed one for each thousand of population. (4) Industrial Disputes Investigation Act—The request for the extension of this law to cover employees not now included, and for the removal of the penalties clauses, was reported upon, as were also the amendments made to the Act at last session of Parliament. The executive asked for a decision on this subject that would enable them to act clearly in the interests of the majority of the wage-earners. (5) Political Action—On this subject the executive expressed gratification at the success of the labour political party in certain sections of the Dominion, but pointed out the desirability of the congress retaining to itself the proving of its platform. Recommendation was made that support be given to the labour party by members of affiliated unions and that all affiliates of the congress pledge themselves to assist in securing such legislation as is approved at the annual conventions. (6) Tariff—The recommendation on this matter was in favour of the creation of a tariff board, on which organized labour should be represented, with full powers to deal with tariff matters. (7) Provincial Executives and Federations of Labour—In this section suggestions were made for the guidance of the provincial bodies in dealing with legislative matters, and the executive reported on having last year placed legislative representatives in certain provinces as a means of having proper consideration given to the requests laid before the provincial legislatures. It was recommended that this practice be extended. Owing to the British Columbia Federation of Labour having returned its charter, the executive recommended that a provincial executive committee be elected. (8) Western Representative—Action on this matter was reported, as was also the granting of financial assistance to the trades councils in Vancouver and Winnipeg. (9) Permanent Headquarters—Under this caption report was made of the purchase in Ottawa of a building at

a cost of \$18,250, for congress offices. (10) Winnipeg Trial and Defence—Report was made of the efforts of the executive in conjunction with the Winnipeg Trades and Labour Council to secure the release of the eight men who were convicted on the charge of seditious conspiracy. The recommendation was made that the previous policy of the congress be followed until the fullest freedom be assured for all workers to continue their legitimate activities as members of trade unions, and that the men at present in prison in Winnipeg for offences under the law of sedition should be given their liberty. (11) Unauthorized Strikes and Trade Agreements—Reference was made to the invariable failure of unauthorized strikes and the executive suggested the strict observance of agreements, and where such is not intended it stated that no agreement should be made. (12) International Labour Organization—This section deals with the establishment of the International Labour office, its composition and functions, and the part that Canada has taken in its deliberations. (13) International Federation of Trade Unions—Affiliation with the International Federation of Trade Unions was reported and six months per capita had been paid. (14) International Affiliations and Special Conference of International Representatives—Under this heading report was made of the efforts of the executive to have each international organization make a place on their respective executive boards for a member of a Canadian local. A special conference of international representatives was held in Ottawa on May 10 at which matters of vital interest to the organized workers were discussed and recommendations made to combat opposition labour movements. Report was also made of the expenditures in Canada by certain international organizations, which were far in excess of the receipts from the Canadian membership, and it was reported that during the past year the most harmonious relations have existed between the Congress and the affiliated international organizations. (15) Industrial Councils—This section



contained a report of the formation of an industrial council for Canada to deal with labour questions in the building trades. (16) Reports from Representatives on Government Commissions, etc.—Under this caption were given reports from the various congress representatives on the Fire Prevention Association, Commission on Co-Ordination of Labour Laws, Council for Scientific and Industrial Research and Soldiers' Civil Re-Establishment. (17) Destructionist Propaganda—The attention of the delegates was directed by the executive to the propaganda being carried on in Canada by the One Big Union advocates and other groups with the view of destroying the trade union movement. Reference was made to various declarations which had been made by those who were opposed to the policy of the labour movement as represented by the congress and it was suggested that efforts be made to solidify the movement against the attacks which had been made against it. (18) Co-operation with Soldiers' Organizations—The executive had co-operated on many occasions with the executive of the Great War Veterans Association and the president had appeared before the special committee of parliament dealing with the re-establishment of returned soldiers and presented the decisions of the congress in regard thereto. (19) This portion of the report contained

(a) reference to the effort made to bring about an amalgamation of the Amalgamated Postal Workers and the Federated Association of Letter Carriers, (b) approval of the action of the president in attending public meetings of the Independent Labour Party, (c) a letter from Major-General W. L. Hughes, director of penitentiaries, asking for the co-operation of the congress in an endeavour to place prisoners in useful occupations manufacturing articles required for state use only, (d) memorial to the late Allan Studholme, (e) reports on the postponing of the conference *re* the issuance of a charter to a federation of policemen's unions, (f) report on the efforts made to effect amalgamation of

the International Brotherhood of Railway Clerks and the Canadian Brotherhood of Railroad Employees. (20) Organization and Publicity—During the year many public meetings had been addressed by officers of the congress for the purpose of presenting the aims and objects of the organization. Assistance in organizing work had been rendered in several localities, three central organizing bodies had affiliated with the congress and a number of trades councils had been chartered. (21) Amendments to the Constitution—Several amendments to the constitution were recommended for the purpose of facilitating the work of the congress. Property having been acquired, provisions were suggested for the management of the property. (22) Cost of Living—Reference was made to the advance in the price of commodities and the efforts made to secure reliable data on the subject. Co-operative methods were commended, and it was stated that the services of the Board of Commerce would be solicited to ascertain to what extent labour costs are responsible for the increased prices. (23) Government Departmental Matters—Under this caption reference was made to the representations which had been made to the government departments relating to legislation, etc. In addition a number of labour disputes had been brought to the attention of the government, and it was reported that the aid rendered had materially assisted in adjustments being made. In concluding the report the executive among other things pointed out that the work of the congress could only achieve the measure of success in proportion as it received the support of the majority of workers represented and as the demands made give due consideration to other sections of the Canadian people. It is therefore necessary, the executive stated, to exercise the greatest toleration of the expressions of opinions of others, and to guard zealously the established organizations and conditions.



### Reports from Provincial Executive Committees

Each of the four provincial executive committees submitted a statement of the activities for the year and reported on the legislation which had been enacted. The following is a summary of the reports:

**ONTARIO**—On February 23, the executive had waited on the Provincial Government and presented the various matters on which legislation was desired. Much important legislation had been passed, among which were (1) increased allowances in the Workmen's Compensation Act, (2) mothers' pensions, (3) minimum wage law, (4) local option in taxation, (5) abolition of property qualification for municipal office, and (6) one day off in seven for civic firemen. Accompanying the report of the executive was a statement from Mr. Wm. Stevenson, who was the representative of the congress during the 1920 session of the Ontario Legislature.

**QUEBEC**—The executive for this province referred to the labour troubles which had occurred during the past year and called attention to the constant increase in the cost of living. The international trade union movement had made much progress, notwithstanding the dual movements. In the month of January the executive had met the provincial cabinet and presented the resolution calling for desired legislation. Reference was made to the appointment of a commission with the view of drafting a new plan of administration for the city of Montreal. On this commission the Montreal trades council was represented by two delegates. This report was also supplemented by a statement from the congress representative who had acted during the latter part of the session of the Legislature.

**MANITOBA**—The executive in opening referred to the chaotic conditions existing at the close of 1919, the strike which occurred earlier in the year having had a disastrous effect on the organized workers. During the present year con-

ditions had improved, and an organizing campaign had resulted in the membership of the international unions being increased; also many local unions had re-affiliated with the trades and labour council. Reference was made to the legislation which had been secured, among which were increases in the scale of payments under the Workmen's Compensation Act, and to the success of labour candidates in the municipal and provincial elections.

**SASKATCHEWAN**—On October 8, 1919, the executive had appeared before the provincial cabinet and submitted certain matters for consideration. The government had not accepted the proposal for proportional representation in provincial elections, but had given the cities power to adopt the principle for municipal elections. Amendments had been made to the Factories Act bringing grain elevators under the law providing for inspection of elevators and prohibiting persons under 16 years of age from operating passenger elevators. Another amendment to the act limited the hours of labour for female workers and youths to 48 per week. A bureau of labour and industries had been created directed and administered by a member of the Cabinet through a commissioner. Hotels and restaurants had been brought under the Minimum Wage Act for Women. The question of having a provincial federation of labour had been considered, but it was apparent that such would not be a success until there was an increase in the number of local unions in the province.

**BRITISH COLUMBIA**—Included in the report was a statement on British Columbia legislation which gave a resumé of laws passed by the Legislature of direct interest to labour organizations. A law had been passed to facilitate the formation of co-operative societies, and the factory act had been amended to cover laundries, bringing Chinese establishments within the scope of the law. The semi-monthly payment of wages act had been amended providing that wages of employees in coal mines are to be

paid on Saturdays. Amendment was also made to the weekly half-holiday law, and increases in payments under the workmen's compensation act had been granted. The department of industries which was created in 1919 was designed to loan money to citizens desiring to start new industries. One of the conditions under which loans are made is that returned men are given the preference of employment and Asiatics are excluded. On July 1, 1920, the Mothers' Pension Act was put into force. Reference was made to the Government Employment Offices, which, it was stated, had already justified their existence.

#### **Reports from Provincial Federations of Labour**

There are three provincial federations of labour operating under charters from the congress, two of which submitted reports, the federation of Nova Scotia failing to send in a report. The following is a brief synopsis of the reports presented:

**ALBERTA**—Many requests for legislation were presented to the provincial cabinet council on January 26-27. The legislature had amended the Workmen's Compensation Act (1) to include industries not covered, upon application of either employers or employees, (2) empowering the board administering the law to make regulations as to safety devices, (3) increasing indemnities for fatal accidents by fifty per cent. The Coal Mines Act was amended providing for the payment of wages, and the Factories Act had been altered to permit of determining the minimum wages for persons under 18 years of age and for any female employed in places covered by the act, and also to regulate the hours of labour and to determine what number employed may be apprentices. Reference was made to the work of the international unions in consolidating their forces, and it was stated that the international trade union membership is larger than ever before.

**NEW BRUNSWICK**—The federation had, on March 12, waited on the provincial cabinet and presented the demands for legislation as approved by the annual convention. Amendments had been secured to the Workmen's Compensation Act providing for (1) full medical aid, hospital and nursing to injured persons, (2) increase in the amount allowed for funeral expenses, (3) increase in the allowances to widows and children, and also to injured persons. The Factories Act was amended making the employer responsible for damages for accidents to children under the age stipulated in the act. A law requiring the licensing of plumbers went into effect in August, 1920. A promise had been made by the Minister of Public Works that government contracts would contain a clause providing for the payment of union or prevailing wages.

Reports from Fraternal Delegates—Included in the report were statements from Mr. J. A. McClelland, fraternal delegate to the American Federation of Labour, held in Montreal in June, 1920, and from Mrs. Kathleen Derry, fraternal delegate to the first International Working Women's Congress, held in Washington, D.C., in October, 1919.

#### **Report of Committee on Officers' Reports**

The first item which the committee on officers' reports presented was that in reference to the tariff, the recommendation of the executive council being approved. The committee in reporting on item No. 1 (Annual Interview with Dominion Government) recommended that in future only the executive council should present the requests of the congress, except where expert advice is desired, then the council could call in affiliated labour representatives. This recommendation was adopted. Concerning the section dealing with political action, concurrence was recommended. Opposition was offered, some delegates desiring the congress to itself become a political organization. After considerable discussion the previous question



was called, and on a vote being taken the report as submitted was adopted. In reference to item No. 2 (Legislation) the committee disapproved of the prohibition in regard to contributions to election funds as contained in the Franchise Act and was also opposed to the provisions of the Naturalization Law. The committee also referred to the provisions of the Peace Treaty in regard to the eight-hour day, and stated that as the representatives of the Dominion Government had signed the treaty it was the duty of that government to see that legislation on this question was adopted; it was recommended that the executive council urge the government to enact the provisions of the Peace Treaty, and if necessary to do this that they ask for amendment to the British North America Act. The Committee also recommended that in presenting figures of trade union membership in Canada only those reporting international membership should be included in reports to congress. Approval was expressed of a recommendation made at a special conference of international representatives that suggested that in order to combat the O. B. U. and I. W. W. the different international organizations should take steps to immediately enforce the provisions of their constitutions, where such provide for expulsion or other penalties for those who endeavour to undermine the regularly constituted trade union movement. On the question of prison reform the committee recommended that an investigation of prison conditions be requested and that a representative of the congress be included on the commission. The president pointed out that the platform of the congress stood for prohibition of prison labour in competition with free labour. It was agreed that, notwithstanding this declaration, the representative of the congress on the proposed commission would not be bound by any previous policy on prison labour. Regarding a memorial to the late Allan Studholme, the committee recommended that a suitable tablet be placed in the Legislative building, as well as a bronze tablet in the Labour

Temple in Hamilton. In reference to police unions, it was recommended that a conference of representatives from such bodies be called by the executive council to form a police federation. It was also recommended that efforts be continued towards amalgamation of the Canadian Brotherhood of Railroad Employees with the Brotherhood of Railway and Steamship Clerks. The committee approved of co-operative methods in an endeavour to reduce the cost of living, and made the statement that it believed that price manipulation was responsible for considerable of the high prices. The remainder of the report of the executive council was concurred in, as were also the reports of the provincial executives, federations of labour and fraternal delegates.

#### Report of Secretary-Treasurer

Mr. P. M. Draper, secretary-treasurer, submitted his report showing the financial transactions for the year ended September 1, 1920. The total receipts, including the balance from the previous year, amounted to \$46,827.32; the expenditures, including the purchase price of the headquarters building in Ottawa, were \$44,969.50, leaving a balance, less \$10,000 in reserve fund and \$5,000 in victory bonds, of \$1,857.82. The total assets of the congress were reported to be \$35,107.82. The secretary also reported the membership at 173,463, an increase of 12,858 for the year. Six trades and labour councils and six federal labour unions had been chartered, and the new affiliations included the Dominion Postal Clerks' Association, American Federation of Teachers and the United Textile Workers. The report was referred to the audit committee, who reported as having found the accounts correct in every detail. This report was approved by the convention without discussion.

#### Committee on Constitution and Law

Several resolutions seeking to change the constitution of the congress were presented and referred to the committee on Constitution and Law. Of the resolu-



tions submitted, the committee was in favour of one which sought to decrease the representation at conventions. After a number of amendments had been moved, all of which, together with the report of the committee, were defeated, the former representation was confirmed. Among the resolutions defeated were (1) asking that the office of secretary-treasurer be made a permanent one with salary, the incumbent to devote his entire time to the position, (2) that any person holding a salaried position in the gift of the Crown be ineligible for any executive position in the congress, (3) That the railroad fares of delegates be pooled, (4) asking for wider autonomy for craft unions, (5) that all local unions chartered by the congress affiliate with chartered trades and labour councils, (6) seeking to increase the vice-presidents from three to five and asking that elections be conducted under the proportional representation plan, (7) setting a regular time for the nomination and election of officers, (8) asking that efforts be made to have the international organizations adopt a system whereby workers could transfer from one union to another, (9) asking that trades and labour councils be given the right to take strike votes, (10) that an agenda be prepared previous to conventions and submitted to affiliated bodies. The committee recommended that a resolution asking that the congress assume complete control over fire-fighters be referred for consideration to the executive council which should take up the question with the International Association of Fire-fighters, but in no case was the autonomy of this Association to be interfered with. This recommendation was adopted. A number of suggested amendments to the constitution contained in the report of the executive council were also referred to the committee on constitution and law. One of these amendments, which was approved, gives a majority of the executive council power to revoke the charter of any chartered body. The section as adopted reads as follows:

The Congress Executive Council shall have power by a majority vote of its members to suspend or revoke the charter of any Provincial Federation of Labour, Trades and Labour Council or Federal Union chartered by the Congress who have wilfully violated the Constitution, or where the officers have encouraged or advocated secession from international unions or assisted in forming independent or dual organizations, and the books, papers, funds and properties shall be surrendered, by the organization against which action is taken, to the Executive Council, to be held in trust pending the restoration of the charter suspended or revoked, when it shall be restored to the original or new organization.

A recommendation was approved that the committee on ways and means shall consider the financial standing of the congress and recommend any extraordinary expenditure not otherwise provided for. A new section was added to the constitution to provide for a board of trustees made necessary by the acquisition of real estate. The bylaws governing federal unions were amended by providing that such bodies shall consist of not less than ten members. (Seven was the former number).

#### Report of Ways and Means Committee

The report of the Ways and Means Committee recommended that the salary of the president be increased to \$4,500. An amendment was made that the salary be \$4,000. This was seconded by the president. Another amendment proposed that the amount be placed at \$5,000, and this was adopted. The remainder of the report, as amended, provided for the following appropriations: The secretary, \$2,000; assistant secretary for the convention \$100; sergeant-at-arms and caretakers, \$50 each; translator, \$80; messenger, \$50; fraternal delegate to the American Federation of Labour, \$600; fraternal delegate to the British Trades Union Congress, \$1,500; payment of the hotel expenses of the four fraternal delegates who were in attendance at the convention. The question of the salary of the stenographer was referred to the executive council to decide. It was decided to increase the per diem allowance to officers and

provincial vice-presidents and members of executive committees when engaged on congress work away from home from \$5 to not less than \$7 per day. The necessary changes were ordered to be made in the constitution.

### Report of Immigration Committee

The sections in the report of the executive council dealing with immigration matters, as well as a number of resolutions on the same subject, were referred to the committee on immigration. This committee regretted the retirement of Mr. W. R. Trotter as immigration authority, and recommended that a successor be appointed. Regarding the establishment of a central emigration empire authority, the committee concurred in the recommendation of the executive that such a board be established and that a labour man be nominated for a place on such board. The committee approved of the suggestion of the executive that any female household workers brought to this country should be brought through the Canadian Council of Immigration of Women and that Government grants to other organizations should be discontinued. Concurrence was also expressed in the recommendation that the work of the council should be extended to cover all work of this nature. Recommendation was made that legislation should be secured to prohibit private employers from recruiting workers from outside of Canada and advancing funds to such persons to reach and enter Canada; the committee further recommended in this matter the institution of a system of co-operation between the Dominion Employment Bureaus and the British or other government labour exchanges.

The Committee commended the activities of the Executive in their endeavour to secure what they considered the removal of objectionable clauses in the immigration laws, under which British born subjects, residents of Canada, may be deported, and recommended that they continue their activities along these lines to the end that these clauses be elimin-

ated from the immigration laws of the Dominion of Canada. On the question of Oriental immigration, the committee concurred in the recommendation of the executive that the congress reiterate the decision of last year, which was to abolish entirely the head tax and substitute a system of admission of not more than would always provide that the number of Orientals in Canada did not exceed one for each thousand of the population. A resolution pointing out that as there had been considerable immigration to Canada, and as the outlook for the winter was not reassuring, the government shall provide food and fuel, if the necessity arises, was sent to the executive council to be brought to the attention of the Government. The committee approved of a resolution that the Dominion Government compel shipping companies to have their immigration literature endorsed by a committee, and that organized labour be represented on such body, and expressed the opinion that the matter could be best handled through the Canadian Government employment bureaus and the British employment or labour exchanges. A resolution asking that all Mexicans now in Canada be deported, and that they be debarred from re-entering the country on the ground that they are undesirable citizens, was not concurred in, the committee being of the opinion that the matter might involve international complications. The report of the immigration committee was adopted without amendment.

### Report of Union Label Committee

The Union Label Committee had a number of resolutions referred to it for consideration. One of these resolutions called attention to the strike of the cigarmakers in Hamilton, Toronto, London and Montreal, and asked that the congress reaffirm support to the strikers and urged that every union member in Canada purchase only those cigars which are contained in the boxes bearing the cigarmakers' blue union label. The committee approved of the resolution



and it was adopted, as was also one seeking to have a law passed compelling cigar manufacturers to designate on the boxes how the cigars contained therein were made, by hand, mould or machine. The committee endorsed a resolution demanding all members of trade unions requiring work performed by building trades to have such done by union labour and contractors who are fair to organized labour, (2) that members of trade unions employed in factories, workshops, stores, etc., use their influence to have all buildings, alterations or repairs performed by union workers employed by firms recognized as friendly to organized labour, and (3) that all trades and labour councils in localities where union label departments do not exist be requested to establish such a department with the view of advancing the union label agitation and to popularize the sale of union made or fair goods, and that such bodies keep in touch with each other in order to carry on effective union label propaganda. Attention was called to the label of the United Brotherhood of Carpenters and Joiners, which appears on union made office fittings and furniture, and a request made that this label be given support. The committee recommended, and it was approved, that the executive council continue its efforts to secure legislation legalizing and assuring protection to registered trade union labels. The committee reported that of the delegates' credentials examined to ascertain whether they were carrying out the resolution of the congress which required each delegate to have three distinct union labels on his person, 215 met the full requirements. The committee, however, reported that they had no doubt that many more delegates met the decision of the congress on this point, but owing to the local secretaries failing to properly fill out the credentials the number of labels were not recorded. The committee, therefore, recommended that hereafter credentials should specify the name of the labels worn by the respective delegates. The report and recommendations were adopted.

Mr. John J. Manning, of Washington,

D.C., secretary of the Union Label Trades Department of the American Federation of Labour, during one of the sessions addressed the delegates on the power of the union label in bettering conditions and urged the great necessity of the money earned by union men being spent in the purchase of union labelled goods. A request was also made for support in the formation of union label leagues.

#### Fraternal Greetings

All of the fraternal delegates delivered fraternal messages to the congress. Mr. Wm. G. Shea, of Louisville, Ky., fraternal delegate from the American Federation of Labour, in extending greetings to the delegates, referred to the efforts now being made in the United States to introduce the American plan (open shop), and stated that the organized workers were endeavouring to prevent the system of the individual contract. Reference was made to the failure of the United States to enter the League of Nations, but the speaker believed the result of the pending elections would place men in power who would bring that country into line with the other great nations.

Mrs. Kathleen Derry, of Hamilton, Ont., fraternal delegate from the International Congress of Working Women, gave an account of the inception of the congress, which was formed in Washington, D. C., at the time of the organization of the International Labour Conference. The functions of the organization were outlined and a plea was made for support from the women of Canada.

Miss Mabel Gillespie, of Boston, Mass., fraternal delegate from the National Women's Trade Union League, gave an account of the League since its inception in 1903, and reported on the progress which had been made in organizing the women into trade unions and the efforts made to secure legislation in the interests of women. An invitation was extended to the congress to send a fraternal delegate to the next meeting of the league, and a desire was expressed for



a closer affiliation of the women of Canada with those of the United States in an endeavour to better their conditions.

Mr. John C. Davidson, of the Iron Founders of Great Britain, member of the British House of Commons for Sheffield, in extending greeting from the organized workers of Great Britain, referred to the loyalty of the workers to the nation during the war, and the efforts now being made by them to secure the full products of their toil. Speaking of the success of the labour party, which was composed of all classes who subscribed to the principles of that party, Mr. Davidson claimed that if called upon the party would be capable of governing. He recounted the progress which had been made in raising the early status of the workers, and referring to the threatened coal strike, stated that coal was one of the greatest natural resources of Great Britain. Enormous profits had been made from coal during the war. The workers claimed that no man had a right to make profits from this commodity, and were determined that it should cease. Mr. Davidson was opposed to direct action, and counselled his hearers against such a procedure, but urged them to organize politically in order to secure the demands that they could not secure through their economic power. In warning the Canadian workers against disruptive movements, the speaker suggested that every organized worker should be a missionary to add to the membership.

Mr. Eugene J. Brock, extended fraternal greetings from the Detroit Federation of Labour. He stated that the manufacturers of Detroit in order to secure the open shop and to reduce wages had laid off 60,000 men, and he asked that this be made known in order to prevent Canadian workmen from seeking work in that city.

Mr. Joseph Marks, of Toronto, secretary of the Ontario Independent Labour Party, addressed the convention urging increased support for independent political action.

Mr. Colis Lövely, of Boston, president of the Boot and Shoe Workers' Union, and Mr. Chas. B. Stillman, of Wilmette, Ill., president of the American Federation of Teachers, who were visitors at the convention, both delivered addresses, the latter making an appeal for the election to boards of education of friends of education from among the workers and asking for assistance from organized labour for the teachers in their efforts to organize.

During one of the sessions presentations were made as follows: To the fraternal delegates from the British Trades Union Congress and the American Federation of Labour, gold watches; to the delegates from the National Women's Trade Union League and the International Congress of Working Women, gold brooches. Presentations were also made to the officers of the local arrangements committee.

#### Refusal to Hear Ex-President

On the reassembling of the convention on Thursday afternoon ex-president J. C. Watters, who was a delegate, asked as a question of privilege to be allowed to bring before the delegates the action of President Moore in not allowing him to carry out the mandate of the congress as a delegate to the Peace Conference. The president submitted the question to the convention, and it was defeated by a vote of 66 to 179. A roll call vote was demanded, the request being again defeated by a vote of 101 yeas to 235 nays. After the vote was announced the president explained that the matter had been dealt with by the 1919 convention. He had not declared the request out of order, preferring to give the delegates an opportunity to express their wishes on the matter.

#### In Favour of Old Age Pensions

A resolution asking for the enactment of old age pension laws in the various provinces was endorsed as follows:

Whereas, there is no margin between the workers' wages and the cost of living, so that it is impossible to make any provision for old age; whereas, many of the aged toilers spend their declining years in charitable institutions because they have not the wherewithal to purchase the necessities of life; therefore, be it resolved, that this Trades and Labour Congress in Convention go on record as in favour of old age pensions and petition the various provincial Governments to enact such legislation.

### **Opposed to Congress becoming Labour Party**

The Resolution Committee reported adversely on the following resolution and recommended its deletion from the records:

Whereas, the Trades and Labour Congress of Canada claims to be the legislative mouth-piece of organized Labour; and, whereas, it has been the custom to interview the powers that be in the position of begging, cap in hand, to enact legislation; and, whereas, Congress has grown to manhood and self-respect; therefore, resolved that this Congress meeting at Windsor, go on record that the time has arrived to enter the political field and elect men of the working class to represent them in our legislative halls, Provincial and Federal, to enable the legislative demands of the Congress to be placed on the Statute books and eliminate the beggarly cap in hand function which has become an annual farce.

The resolution was strongly opposed by a number of delegates, the assertion being made that it was an effort to have the congress become a political organization. Opposition was also offered at the phraseology used. It was moved in amendment and approved that the following be added to the report of the committee: "That this congress reaffirm its decision on political action as adopted at the Ottawa convention." (This was a recommendation of the executive council for a labour party in Canada upon the lines of the British labour party to be formed provincially independent of the congress.)

### **Opposed to a Special Convention**

The Toronto District Labour Council in the following resolution presented a demand for special convention of organizations of workers in Canada:

Whereas the exigencies of the day prove that in all countries the workers are being forced more than ever to wield their economic power in a political crisis, and, whereas, it must be patent to all that the workers in Canada, in the absence of national autonomy, are hopelessly incapable of wielding their power; Be it therefore resolved, that a special convention be called by the incoming executive, before January 1st, 1921, of all the industrial organizations of the workers in Canada, to consider what steps should be taken to secure economic unity.

The committee on Resolutions recommended non-concurrence, and without any debate this was agreed to.

### **Not in Favour of an Irish Republic**

Two resolutions on the Irish question were submitted, asking that the congress endorse the demand for an Irish republic. The committee to whom they were referred recommended that on this question the decision of the 1919 convention be re-affirmed. (This decision was in favour of Dominion home rule for Ireland.) After a heated debate, in which a number of delegates took part, the report of the committee was adopted.

### **Against Industrial System of Production**

Toronto District Labour Council submitted a resolution asking that the Canadian workers align themselves with workers' political parties in other countries with the view of securing an industrial system of production. The resolution which was defeated without any one supporting it was as follows:

Whereas owing to the closing down of many factories, industrial chaos and economic insecurity has resulted, and at the same time the people of the world are in need of products, thus proving the inability of the powers that be to satisfactorily re-establish harmonious relations, and whereas, in the past the political activities of the workers in Canada have been purely reformist and opportunist, therefore be it resolved that this Congress considers the time has arrived for the Canadian workers to align themselves with the workers' political parties in other countries, and that they base their platform on advocacy of an industrial system of production for use instead of for profit, and be it further resolved, that this Congress grant \$5,000 to the Provincial Executives of the Labour Party to be spent for educational purposes to attain this object.



### Reaffirmed Attitude Towards Russia

Three resolutions on the Russian situation were presented (1) expressing determination against further interference in the internal affairs of Soviet Russia, (2) endorsing the attitude of British labour in Russian affairs, and (3) (a) pledging the Canadian workers to resist any attempt of the Dominion Government to support intervention in Russia and (b) to assist the Soviet Government against the designs of the Imperialist Governments of the world. The committee who dealt with these resolutions recommended re-affirmation of the action of congress of last year, but disapproved of the clause 3b. A lengthy discussion ensued on the resolutions, during which it was stated that their adoption pledged the Canadian workers to direct action. The debate was closed on the call for the previous question, and the report of the committee was adopted by an overwhelming vote.

(The action of the congress last year on the Russian situation was recorded in the adoption of the following resolution:

"That the Congress go on record as against military intervention in countries which after the termination of the world conflict changed the form of their social structure, and further expresses itself in favour of the self-determination of nations.")

### Do not Want Industrial Unionism

The following resolution seeking to change the present form of organization was presented by the Toronto District Labour Council:

Whereas our present form of organization has failed to organize the great mass of the workers, be it resolved, that this Congress goes on record as in favour, without further delay, of an industrial form of organization, and be it further resolved, that this resolution be sent to the American Federation of Labour and all central bodies in Canada and the United States.

The committee disapproved of the above proposal and the convention without any debate adopted the report.

Another resolution from the same source asked for the appointment of a

committee to investigate the actions of the executive council in regard to the Winnipeg strike and the trial of the workers involved. This resolution was also defeated by a large vote.

### Civil Service Demands

The Associated Federal Employees of Ottawa, an organization represented for the first time, submitted four resolutions for consideration: (1) Asking for the establishment of a national council for the Federal Government service, together with departmental councils for the various departments, in accordance with the provisions of the Whitley Councils as adopted in the British Government service, (2) that immediate steps be taken to properly grade the service and to raise the salary scales to an adequate standard with the view of abolishing the bonus system as at present in force, (3) that the Government's arrangement with Griffenhagen and associates to re-organize the civil service be terminated forthwith, and that the re-organization of the service be conducted by boards composed equally of representatives of the Government, the Civil Service Commission and the employees, assisted in an advisory capacity for each class of employment by representatives of similar classes in private employ. These three resolutions were adopted with the addition of the following resolve: "That the attention of the Prime Minister be directed to the serious situation which has developed in the postal service, which threatens to result in the disruption of this great public utility; and that in the opinion of this congress if this disruption is brought about the Government will have to assume the responsibility because of its failure to pay its employees a living wage and provide a Whitley council scheme for the adjustment of civil servants' grievances." The fourth resolution asked that a suitable superannuation measure for civil servants be at once devised and that the Government be urged to make it effective at the next session of Parliament. The committee reported that the movers had



withdrawn this request and accordingly no action was taken. Another resolution adopted had reference to the discharged employees from the printing bureau and requested that former employees not superannuated for life be permitted to make application for positions in the bureau as vacancies may occur.

#### **In favour of Light Beer**

A resolution was presented asking that the Nova Scotia Legislature be asked to enact legislation establishing saloons in the cities and towns of the province. The committee in reporting on this request, submitted the following as a substitute:

That the Congress reiterate its former decision as adopted in 1918, and that a protest be entered against the order-in-council giving to municipalities the power to restrict the sale of temperance beer in standard hotels, and that the Ontario Government be requested to repeal the present order-in-council.

(The decision of the congress in 1918 was in favour of legislation by the Dominion and Provincial Governments allowing the manufacture and sale anywhere in Canada of any beverage not exceeding two and a half per cent of alcohol by weight.)

#### **Industrial Disputes Investigation Act**

As previously mentioned in the report of the executive council, reference was made to the Industrial Disputes Investigation Act, and the demands which had been made from many sources for amendments to the law. A number of resolutions bearing on the same subject were also introduced. One of these requested that the act be extended to all industries upon the application of either an organization, an employer or a municipality, provided that the compulsory clauses restraining the right to strike pending decision be eliminated and the act so amended as to preserve full liberty of employees and employers during the investigation. Another was in favour of the act being extended to municipal employees, including police

and firemen, and asking that the provincial executive committees of the congress press for legislation which will permit of the law being applicable to such workers. A resolution was also submitted asking that a recommendation be made to the Minister of Labour that, in selecting chairmen for boards under the Industrial Disputes Investigation Act, he appoint men with the widest knowledge of economic problems. The committee recommended concurrence in the report of the executive council and also in the resolutions dealing with the Industrial Disputes Investigation Act, and recommended that the executive council draw up the necessary amendments in harmony with the resolutions submitted and present them to the proper authorities. After a brief discussion the report was adopted, only one delegate voting against it.

#### **Opposed to a National Organization of Municipal and Government Employees**

A resolution asking for the formation of a national organization of municipal and government employees was reported against by the committee on Resolutions, who presented a substitute that the congress and trades and labour councils and the international organizations be requested to take the necessary steps to organize all civic and government employees. It was moved in amendment that there be added to the report that the executive council convene a meeting of civic employees, not chartered by international organizations, to consider the formation of a national organization. By a standing vote the report of the committee was adopted by 93 to 69.

A resolution in favour of organizing office help and clerical staffs was adopted with instructions to the executive council and trades and labour councils to carry out the spirit of the resolution.

#### **Condemn the Ontario Government**

The following resolution was submitted by the Niagara District Trades Federation:

Whereas, during the year 1919, and until May 1st of this year, organized labour, as represented by the Niagara District Trades Federation, was working under an agreement with the Hydro-Electric Power Commission on the Chippawa Development, one of the conditions in said agreement was the basic 8-hour day and 44-hour week; and, whereas, the Niagara District Trades Federation submitted a proposed agreement to the Hydro Electric Power Commission early in this year, to go into effect May 1st, asking for the continuance of the 8-hour day and the 44-hour week, with certain increases in the rates of wages; and, whereas, the Hydro Electric Power Commission repudiated the 8-hour day and the 44-hour week, and substituted therefore a ten hour day and a sixty hour week; and, whereas, the Hydro-Electric Power Commission is a body appointed by, and subject to the Government of the Province of Ontario; therefore, be it resolved, that this Convention assembled go on record as vigorously opposing the action of the Hydro Electric Power Commission in repudiating the 8-hour day and the 44 hour week, and the substitution of the ten hour day and the sixty hour week; and, be it further resolved, that we condemn the Government of the Province of Ontario for not taking any action, or making any public statement, upon the report of the Special Committee appointed to investigate the dispute between the Hydro Electric Power Commission and the Niagara District Trades Federation, and for allowing the Hydro Electric Power Commission to put into effect on Provincial Government work conditions of labour other than which is prevalent in the district where the work is being carried on; and, be it further resolved, that we demand of the Government of the Province of Ontario and of the Hydro Electric Power Commission to put into effect at once, on the Chippawa Development work, such rates of wages as are established in that district, and working hours as are established in that district and as were in force on the Chippawa Development during the season of 1919.

The committee recommended concurrence in the demand, but it was not voted on until there had been a debate on the subject, during which the Ontario Government and the labour members thereof, as well as the Hydro-Electric Commission, were strongly criticized for their course in this matter. Mayor McBride, who was a delegate, defended his attitude, stating that he had done all he could to have the basic eight-hour day put into operation. Hon.

Walter Rollo, Minister of Labour in the Ontario Cabinet, also defended himself against the attacks made upon him. He stated that not all of the labour members were members of organized labour, and pointed out the limitations of the Government in dealing with the Hydro-Electric Commission. He asked if it was the desire to upset the labour connection with the Government and throw away all the benefits which had resulted. The president who took part in the discussion, dissented from the position of the Labour Minister in the matter of giving up established labour conditions for social betterment legislation. He read correspondence between himself and Sir Adam Beck, chairman of the Hydro-Electric Commission, regarding the existing conditions on the development work. The president stated that he was opposed to the repressive measures now in force, and if Sir Adam did not desire to give the workers what was desired in working conditions, then he should resign. The committee's report approving of the resolution was adopted.

#### Want Eight-Hour Day Legalized

A resolution seeking to have the eight-hour day legalized as adopted by the Peace Conference was approved by the convention. The resolution as adopted was as follows:

Whereas, all the allied countries interested in the Treaty of Peace of Versailles have adopted the principle of the eight-hour day, which principle was submitted by the Congress of organized labour then held at Paris; whereas, the construction trades benefit more or less from the eight-hour day, owing to their organization; whereas, several other trades, and even a great number of women and children, do not have the benefit of the eight-hour day; whereas, the Federal Government of our country claims that it is not within its jurisdiction to pass a law legalizing the eight-hour day, the federal authorities claiming that this power belongs to the Provincial Government; whereas, since the signature of the Treaty of Peace, certain European countries have passed a law legalizing the eight-hour day; Resolved, that the Executive of the Congress join the Provincial Executives in having the eight-hour day legalized.



### **Desire Government to Control Cold Storages**

Approval was given to a resolution seeking Government control of cold storages and the period for which food stuffs should be stored. The resolution was as follows:

Whereas, cold storage plants are necessary for the conservation of food products, so as to keep them in good condition for the people, but not, as is now being done by profiteers and speculators, to accumulate foodstuffs, which are allowed to remain in storage for months and years, thus becoming unfit for use; whereas, the above is done for the sole purpose of keeping the prices high and out of the reach of the workers; be it resolved that the Trades and Labour Congress of Canada instruct its executive to ask the Government for the enactment of a law placing such cold storage plants under the control, or making them the property, of the Government. At the said time, such a law should provide for the length of time during which foodstuffs are to be kept in storage.

A resolution was also adopted requesting that the Federal Government enact and enforce rigid legislation to eliminate profiteering and to prevent both corporations and individuals from realizing excessive profits.

### **Want Inquiry on Coal Embargo**

The Resolutions Committee recommended against a resolution asking that no embargo be placed on Canadian coal. The resolution read as follows:

Whereas, it has been intimated that the Federal Government will place an embargo on Canadian coal to foreign countries; and, whereas, in our opinion, the proposed embargo portends unemployment and hardship for those working in and about our coal mines, particularly; and, whereas, such a restriction is a distinct interference with the personal freedom of Canadian coal operators to sell their coal to whom and wheresoever they desire; and principally because the proposed embargo is calculated to prevent the investment of capital in our coal areas, and will consequently retard the development of our coal fields; be it resolved, that we place ourselves on record as strongly and unalterably opposed to the existence or continuance of any such embargo.

An amendment was introduced, and adopted, asking that the matter be referred to the executive council to secure further information to carry out the intent of the proposal.

Another resolution adopted asked that coal produced by miners be registered at 2,000 lbs., the same as the selling ton, and that a law to this effect be passed.

It was also decided that a demand should be made on the Nova Scotia Legislature to have the Coal Mine Regulation Act amended so as to permit underground miners to elect the inspectors.

### **Approve of Land Values Taxation**

The congress gave endorsement to a resolution asking for the adoption of a policy having for its object the abolition of land speculation through the medium of land values taxation, and instructing the executive council to petition the Dominion Government to adopt a tax sufficient to destroy permanently every element of speculation in land.

### **Want State Control of Mines and Railways**

A resolution was introduced demanding that the Dominion Government create a board of management for the democratic control of the government railway system, with equal representation of the Government, the community and the workers. The Committee on Resolutions submitted the following substitute, which was adopted without discussion:

Whereas the mines and railroads of Canada are of the utmost importance to the people of Canada, and the conditions under which these two utilities are operated have very far-reaching effects upon the people of the Dominion; And, whereas, profiteering in mines and railroads is indefensible and not in the interests of the people; And whereas it has come to be recognized that the investment of labour is at least as important as the investment of Capital; now therefore, be it resolved, that this Trades and Labour Congress call upon the Government to remove from private ownership and control all mines and railways within the Dominion of Canada and place them under the control of a board of management upon which the employees shall have equal representation.



### Seek Increased Compensation Benefits

Three resolutions were presented asking for amendments to workmen's compensation laws. From Quebec came a demand for the extension of the law to all workers in the province, for an increase in accident benefits from 50 to 75 per cent and for the raising of the indemnity from \$2,500 to \$3,000. This was approved and sent to the Quebec provincial executive committee. The second demand was from Nova Scotia, and requested increases in the benefits under the law as follows: (1) compensation to be raised from 55 per cent of earnings to 75 per cent; (2) a minimum of \$15 per week for partial disability, (3) in fatal accidents that each child under 16 years of age be given \$15 per month, irrespective of the number of children in the family. This proposal was adopted, as was also a request that the Ontario act have a provision inserted making it compulsory that all accidents be reported by the employer, whether the person injured leaves work as a result or not. A request was approved that policemen be included in the list of persons to whom compensation laws apply.

### Other Resolutions Adopted

Nearly one hundred resolutions received within the prescribed time limit were sent to the Resolutions Committee for consideration and report. Seven resolutions from the Toronto District Trades and Labour Council over which there was a question of their being forwarded according to the constitution, were on motion received and sent to the committee. Some twenty other resolutions over which there was no doubt of the time of their despatch were passed on to the Resolution Committee for their information only. The subject matter of these belated resolutions was, however, in most cases covered by resolutions regularly submitted. Of the resolutions not previously dealt with in this review of the congress proceedings, those on the following subjects were

adopted, no account being taken of those not approved:

Asking for provisions in the Canadian Copyright Act to give the Canadian printers equal protection to that afforded United States printers by their legislation.

In favour of supporting the appeal of the Canadian Daily Newspaper Association to the Dominion Government for legislation requiring each newsprint manufacturer to supply his proportion of the domestic requirements of newsprint at prices not higher than the current contract prices to foreign countries.

In favour of fair wage clauses in all provincial Government contracts.

Asking that the Department of Railways and Canals make an investigation as to wages and working conditions in the district where the new Welland ship canal is being constructed and that similar wages and conditions that may be found prevailing be put into operation on the canal work.

To make compulsory the removal of old wall-paper before new is applied.

In favour of the denaturing of wood alcohol used in painting and varnishing.

In favour of the discontinuance of the use of spraying machines in applying paint.

In favour of laws to govern the manning of vessels and changes in conditions governing pilotage.

In favour of 28 days constituting a month in the matter of pay for seamen and that seamen should be 12 months at sea before being qualified as able seamen.

In favour of the organized railroad employees being given representation on the board of management of government railways by the appointment of a *bona fide* trade unionist.

In favour of proper water and lavatory accommodations for railroad watchmen and signalmen.

In favour of express cars being kept in proper sanitary condition, etc.

In favour of a law prohibiting any drug clerk from filling prescriptions un-

less he holds a license as a qualified druggist.

Against the re-enactment of the wartime anti-loafing law.

In favour of the double platoon system for firemen, twelve hours per day and 72 in the week, no firemen being required to work more than 12 consecutive hours.

In favour of a question of trade jurisdiction concerning the pattern makers and railway carmen being referred to the American Federation of Labour.

In favour of assisting the Canadian National Railway employees in securing an increase in the minimum pension allowance from \$20 to \$50 per month.

In favour of a uniform barbers' license law in the various provinces.

In favour of all the provinces adopting exclusive state insurance to be administered by a board on which labour shall be represented.

In favour of legislation nullifying contracts between employer and employees which conflict with the right of collective bargaining.

Against the issuing of licenses to detective agencies which engage in strike-breaking activities.

In favour of an investigation into the working conditions in the rubber factories.

In favour of having furnace work properly performed.

In favour of the proper inspection of scaffolds by a qualified inspector.

In favour of the Government developing coal fields, owned and operated by the Government, with the view of making Canada independent of outside supplies.

In favour of the names being published of all persons who have food confiscated as unfit for food, and that a law be passed making it an offence for so holding food supplies, punishment to be imprisonment.

In favour of the enforcement of the provisions of the Ontario Building

Trades Protective Act, especially in the rural districts.

In favour of asking the Dominion Government to utilize the fleet of barges and dredges lying idle in the port of Sorel.

In favour of every worker being ensured at least one day's rest in seven.

In favour of the Dominion Government inserting provision for the payment of fair wages in all orders for supplies and equipment.

In favour of legislation similar to that in the British Trades Disputes Act re injunctions and seizures of trade union funds.

#### **Referred to Executive Council**

The following items were referred to the executive council at the request of the committee on Resolutions without any recommendations:

Opposing the increase in postage on all classes of publications and newspapers.

Asking that the medical and surgical profession be undertaken by the state.

Asking for a Royal Commission to investigate the conditions in the sugar refinery industries.

The question of excluding the Canadian Brotherhood of Railroad Employees from representation at Congress Conventions was referred to the executive council, as negotiations for an amalgamation with the Brotherhood of Railway Clerks were under way.

#### **List of Officers Elected**

The result of the elections was that the executive council of last year was returned to office, the president and secretary being elected by acclamation. The full list of officers for 1920-21 is as follows:

President—Tom Moore, Organizer, United Brotherhood of Carpenters and Joiners, Ottawa, Ont.

Vice-Presidents—Arthur Martel, member of Executive Board, United Brother-



hood of Carpenters and Joiners, Montreal, Que.; H. J. Halford, 4th Vice-President, Journeymen Barbers' International Union, Hamilton, Ont.; Alexander McAndrew, member of the United Brotherhood of Maintenance-of-Way Employees and Railway Shop Labourers, Moosejaw, Sask.

Secretary-Treasurer—P. M. Draper, member International Typographical Union, Ottawa, Ont.

Provincial Executives—Quebec: chairman, Gus Francq, Montreal; committee, J. A. Belland and A. Bouchard, Montreal; Omer Fleury, Quebec. Ontario: chairman, Jas. J. Ralph, Toronto; committee, Alf. Carrol, Windsor; W. J. Jeffrey, Sault Ste. Marie; Donald Deare, Ottawa. Manitoba: Chairman, H. J. W. Powers, Winnipeg; committee, Wm. McCormick, H. Pickett and E. Robinson, all of Winnipeg. Saskatchewan: chairman, James Somerville, Moosejaw; com-

mittee, R. J. Moore, Saskatoon; J. A. Regan, Regina; A. McKinnon, Moosejaw. British Columbia: Chairman, E. S. Woodward, Victoria. The selection of the remaining members of the committee was left to the Executive Council.

The provinces of Nova Scotia, New Brunswick and Alberta have organized Provincial Federations of Labour, which are chartered by the Congress to deal with legislative matters.

Fraternal delegate to the American Federation of Labour—W. F. Bush, member of Executive Board, United Garment Workers of America, Toronto, Ont.

Fraternal delegate to the British Trades Union Congress—John T. Foster, business agent, International Association of Machinists, Montreal, Que.

Winnipeg, Man., was selected as the convention city for 1921.

## ANNUAL CONVENTION OF THE NATIONAL AND CATHOLIC UNIONS

**T**HE third annual convention of the National and Catholic Unions was held at Chicoutimi, Quebec, on July 17-20. There were 225 delegates present representing 120 local groups with a membership of over 40,000. Forty-nine resolutions on a large variety of subjects were passed by the convention. A recommendation was made to the executive for the establishment of sick benefit funds. It was recommended that there be included in the agenda of the next convention consideration of the question of forming industrial councils composed of employers and employees, for the establishment of working conditions and the adjustment of grievances.

The confiscation by the government of profits unduly made during the war was advocated. It was resolved to urge the provincial government to pass legislation prohibiting the employment of women in abattoirs, tanning and currying shops and wholesale warehouses; to appoint two inspectors, one for the Dis-

trict of Quebec and one for the District of Montreal, for the enforcement of the Stationary Engineers' Act, with the power to prosecute employers and employees violating this Act; to pass a law similar to that of the Province of Ontario concerning the construction of steam boilers, but allowing any butter and cheese maker a certificate of competency to act as engineer in butter and cheese factories, and providing that the offices of the examiners of stationary engineers at Quebec and Montreal be equipped with accessories necessary for a practical examination of each candidate; to arrange for the recognition of Quebec stationary engineers' certificates in other provinces; to enforce the law relating to hygiene in barber shops, and to put a stop to Sunday work in those shops; to establish a compulsory court of arbitration for the settlement of disputes concerning firemen, policemen and waterworks employees, the arbitrators to be appointed by the parties to the dis-



pute. The foundation of technical schools in each industrial locality, and the provision of courses in practical and theoretical plumbing and heating in these schools was advocated. It was resolved to ask the provincial government to alter the regulations governing evening courses in localities other than Montreal and Quebec by reducing the registration for each teacher, the size of the classes and the number of courses per week, by increasing the teachers' salaries and putting the courses for female workers on the same footing as those for males.

It was resolved to ask the Dominion government to give more efficient help to the shipbuilding industry, and to request the provincial and federal governments to amend their housing legislation in various respects. The Executive was instructed to ask the provincial and federal governments for a law giving trade unions corporate rights similar to the French law of March 20, 1920, which allows trade unions to take legal action in the interests of the trade, to make contracts with other unions, societies or concerns, and to use union labels. It was claimed that trade unions should have the right to own and dispose of real estate and personal goods, and it was desired that certain of the property of the unions especially the benefit funds be declared not seizable. It was declared that several laws affecting labour were ineffective owing to defective means in their enforcement.

Among these were mentioned laws relating to the inspection of scaffolding, temperance and prohibition, the observance of the Lord's Day and the inspection of industrial establishments, as the officers having these matters in charge only acted upon the receipt of complaints from individuals often acting against their own interests. The convention held that the government officers should lay the charges themselves and conduct the prosecution and should have all the staff necessary for this purpose. It was decided to form a new organization to be known as the National Federation of the Catholic Workers of Canada, and the Executive was instructed to prepare a constitution and by-laws which will be submitted to the various groups of workers who are eligible for membership and will come into force after adoption by the next convention.

A resolution was passed approving the principle of proportional representation and urging the provincial and federal governments to appoint a commission composed of the various sections of the community to consider the matter and that delegate Alfred Charpentier, of Montreal, be the representative of the National and Catholic Unions upon said commission.

Mr. G. Hébert, Quebec, was re-elected president, and Mr. J. A. Pin, Quebec, was re-elected secretary.

Hull was selected as the place for the next annual convention.

### CONVENTION OF THE FEDERATED ASSOCIATION OF LETTER CARRIERS

**T**HE Federated Association of Letter Carriers held its nineteenth biennial convention at Peterborough, Ont., on September 2-4, there being present about 70 delegates from various parts of Canada. It was presided over by the president, Mr. Pierre Ménard, of Montreal.

It was decided that the convention should be held annually instead of every

two years; that there be one delegate from each of the three sections in Canada—east, centre, and west—to the Dominion Trades and Labour Congress; that the per capita tax be increased to \$6 a year; that an organizing secretary be appointed with power to adjust disputes between the branches and the Post Office Department; that a communication be address-

ed to the proper authority suggesting a reduction in the number of periodicals now being carried free; and that Panama hats be supplied every two years, for summer wear, and black Persian lamb every five years, for winter wear. It was also decided, instead of asking for an appeal board, to request the Government to grant a Whitley coun-

cil to adjust salaries, the decision of the council to be final rather than that of the Civil Service Commission; to ask the Government to furnish free transportation on the government-owned railways during vacation periods; to request the Post Office Department to supply street railway passes instead of tickets; to provide money in lieu of boots, and to set a limit of 35 pounds on any delivery.

### THE BRITISH TRADES UNION CONGRESS

**T**HE fifty-second annual Trades Union Congress of the United Kingdom was held at Portsmouth on September 6-11. There were more than 950 delegates representing about 6,500,000 workers. Mr. J. H. Thomas, M.P., presided at the Congress. In the opening address the chairman referred to the Council of Action which he said had been called into being for one object only, to secure the independence of Poland and peace with Russia. He described it as a challenge to the constitution, but added "Dangerous as was our remedy—and it was dangerous—it was justified by the result." Reference was made by him to the situation in Mesopotamia and to the Irish question, for the solution of which he advocated Dominion home rule.

The Congress adopted a scheme for setting up a General Council to supersede the Parliamentary Committee. The council will consist of 32 members, including two women, representing 18 groups of unions. The objects of the General Council will be to promote common action, to assist unions when attacked on vital principles of trade unionism, to endeavour to promote settlements of disputes, to assist unions in the work of organization, to carry on propaganda, and to enter into relations with kindred movements in other countries.

A resolution moved by Mr. Tom Mann and seconded by Mr. Ben Tillet was carried, demanding that each indus-

try should be made responsible for its unemployed workers assuring them an income while out of work amounting to 85 per cent of their regular wages.

Replying to a request for a statement as to the position of the Parliamentary Committee with regard to the demands of the coal miners, Mr. Thomas said: "We have considered both last week and this, very carefully the whole situation, and seeing that the matter is now raised, and both this Congress' action and the Parliamentary Committee's action are apparently deliberately misrepresented, I had better state the exact situation. . . . The miners submitted their case as they were bound to do, to the Triple Alliance. . . . The railwaymen and the transport workers deliberated separately on the issue and both unanimously came to the conclusion that in their opinion the miners' claim was not only fair and reasonable but that they displayed a particularly unselfish attitude." He announced that the miners had been invited by Sir Robert Horne, Minister of Labour, to meet him. Mr. Frank Hodges presented the miners' case to the Congress and declared that for the last six years they had been pursuing a dual policy, first, seeking to reduce the cost of living for the community generally, and secondly of trying to make wages keep pace with prices, and of the two they had emphasized the former. The Standing Orders Committee to whom the matter had been referred submitted the following resolu-



tion: "This Congress, having heard the statement of the miners' case for a reduction in the price of domestic coal of 14s. 2d. a ton, and an advance of wages of 2s, 1s, and of 9d. per shift for adults, youths and boys respectively, is of the opinion that the claims are both reasonable and just and should be conceded forthwith." This resolution was carried unanimously.

The Parliamentary Committee were instructed "to take the necessary steps to see that the British trade union move-

ment should be affiliated to the international trade union movement only through the Trades Union Congress and its Parliamentary Committee," and the Committee was directed "to refrain from co-operating with a sectional body which can only claim to represent a comparatively small minority, most of whom are, moreover, affiliated with the Congress." This was directed against the General Federation of Trade Unions.

The next annual congress will be held at Cardiff.

## NATIONAL ALLIANCE OF EMPLOYERS AND EMPLOYED IN GREAT BRITAIN

**T**HE National Alliance of Employers and Employed of Great Britain was founded in December, 1916, mainly to prepare a way in advance for the return to peace conditions in industry. But while designed as an organization for dealing with problems arising out of the war, the Alliance still continues to extend its work both in regard to area and scope of operation, and now appears likely to become a permanent body. Its functions do not conflict with, but are complementary to, those of the so-called Whitley Councils, the latter providing machinery for the internal organization of the several industries while the Alliance considers questions of a National character affecting industry generally. At the annual meeting held in Birmingham in June last, it was reported that the Alliance at that date covered 60 areas as compared with 13 areas at the date of the Armistice. In each of these areas the Alliance is represented by joint committees nominated by the Crown, and composed in equal proportions of representatives of chambers of commerce or other

employers' associations, officials of trade unions and Government delegates. Trade unions, however, are permitted to name their own representatives, if this course is consistent with the national interest. The function of the Alliance is to consider the general welfare of industry, including impartial consideration of such questions as increased production, unemployment, profiteering, nationalization, the use of machinery, payment by results, restitution of trade union rights, housing, transportation and safety arrangements. The proposals put forward by the Alliance, emanating from the responsible parties actually engaged in industry, but without Government control, are assured of consideration or co-operation on the part of the Government in carrying them into effect. The National Alliance thus represents an effort to reach a solution of industrial problems in so far as they can be solved by consent of the parties immediately concerned, and it is therefore described as a non-sectarian and non-political organization.



## CONFERENCE OF EMPLOYMENT SERVICE COUNCIL OF CANADA

THE second annual meeting of the Employment Service Council of Canada was held in Ottawa on Thursday and Friday, September 23 and 24. This Council was established under authority of Order-in-Council No. 3111 of December 17, 1918, as an advisory body to assist the Minister of Labour in the administration of the Employment Offices Co-ordination Act, and to recommend ways of preventing unemployment.

The following provincial governments and employees' and employers' associations are represented on the Council: Nova Scotia, Mr. W. B. MacCoy, K.C., Deputy Minister of Industries and Immigration; New Brunswick, Mr. Celine Melansin; Moncton, N.B.; Quebec, Mr. Jos. Ainey, General Superintendent, Offices, Employment Service of Canada, Quebec Government Offices, Employment Service of Canada, Montreal; Ontario, Mr. H. C. Hudson, General Superintendent Ontario Government Offices, Employment Service of Canada, Toronto; Manitoba, Mr. J. A. Bowman, General Superintendent, Manitoba Government Offices, Employment Service of Canada, Winnipeg; Saskatchewan, Mr. Thomas M. Molloy, commissioner, Bureau of Labour and Industries, Regina, Saskatchewan; Alberta, Mr. J. W. Mitchell, General Superintendent, Alberta Government Offices, Employment Service of Canada, Calgary; British Columbia, Mr. J. D. McNiven, Deputy Minister of Labour, Victoria; Canadian Manufacturers' Assn., Mr. G. E. Carpenter, Western secretary, Winnipeg, and Mr. E. Blake Robertson, Eastern secretary, Ottawa; Association of Canadian Building and Construction Industries, Mr. J. P. Anglin, president; Trades and Labour Congress of Canada, Mr. A. McAndrews, Ottawa, and Mr. H. J. Halford, Hamilton; The Railway Association of Canada, Mr. C. P. Riddell, secretary, Montreal; Cana-

dian Railway Brotherhoods, Mr. S. N. Berry, vice-president, Order of Railway Conductors, Toronto; Canadian Lumbermen's Association, Mr. Frank Hawkins, secretary, Ottawa; Canadian Council of Agriculture, Mr. W. C. Good, Paris, Ont., and Mr. R. McKenzie, Winnipeg; Mrs. J. S. Robson, Canadian Council of Immigration of Women for Household Service, Immigration Department, Ottawa, Miss Helen Y. Reid, Canadian Patriotic Fund, Montreal; Great War Veterans' Association, Mr. C. G. MacNeil, Dominion secretary-treasurer, Ottawa; Department of Soldiers' Civil Re-establishment, Mr. T. A. Stevenson, Director, Information and Service Branch, Ottawa, and Mr. Bryce M. Stewart, Director of Employment Service, Department of Labour, Ottawa.

Mr. Stewart, secretary of the Council, gave a resumé of the action taken on the recommendations passed at the last session, and reports were received from provincial representatives, indicating the progress that had been made in the employment work. The report of the Committee on Co-operation with the British Employment Exchanges, which was appointed last year, stated that the British government through its colonial office had entered into an agreement with the Canadian government with reference to the recruiting of workers in the United Kingdom for work in Canada. A form of application for the admission of workers had been agreed upon and was now in use in the Employment Service, and workers secured in the United Kingdom at the request of Canadian employers were being recruited through the British Employment offices. The Committee on Employment Management Courses reported that the special course which had been given in Toronto University last year had been well attended and had been regarded by employment people generally as very successful.

Following are the resolutions and recommendations of the various committees which were adopted by the Council:

**Resolutions submitted by the Committee on Unemployment and adopted by the Council**

WHEREAS the governments of Canada and of the United Kingdom have agreed that employers making application for labour from the United Kingdom shall be required to first make application to the Employment Service of Canada and shall import such labour if necessary only through the agency of the Employment Service and the Department of Immigration, and WHEREAS complaints continue to be received that workers recruited in the United Kingdom frequently find on arriving in Canada that employment conditions have been misrepresented; NOW THEREFORE BE IT RESOLVED that this council approves the agreement entered into by the said governments, and urges that such agreement be made more effective by providing that persons shall be permitted to recruit labour from the United Kingdom for employment in Canada only under the supervision of the British Ministry of Labour.

RESOLVED that the Employment Service of Canada should endeavour to extend among employers and workmen such methods as will result in stabilizing employment conditions; it is suggested that in the negotiations of trade agreements the principles of restriction of overtime and reduction of hours in slack periods rather than reductions of permanent working forces, as already agreed upon by many employers and labour organizations, be given full consideration; and that the members of this council representing various organizations of employers and workmen be requested to bring this resolution to the attention of their respective bodies and to report the views of such organizations to the Secretary of the Council.

WHEREAS in view of the report of the Royal Commission on Industrial Relations, and the recommendation of the National Industrial Conference and the fact that the principle of unemployment insurance has been endorsed by the Trades and Labour Congress of Canada, the Great War Veterans' Association and the International Labour Conference at Washington, this Council considers that some form of unemployment insurance would greatly reduce unrest and distress due to unemployment and fear of unemployment.

NOW THEREFORE BE IT RESOLVED that this Council request the Government to appoint a Board forthwith as recommended by the National Industrial Conference with instructions to submit a comprehensive report to the next National Industrial Conference.

WHEREAS unemployment consequent upon seasonal and cyclical fluctuations in the demand for labour can be greatly reduced by the policy of stimulating the demand for labour at bad times through the postponement of government contracts of a non-urgent character until it is necessary to promote a demand for labour owing to slackening of private employment, and WHEREAS this policy was endorsed by the Joint Industrial Conference of the United Kingdom and by the International Labour Conference at Washington, and WHEREAS this Council last year resolved "that in the approval and execution of public works and in the purchase of Government supplies regard shall be had so far as reasonably practicable to the general state and prospects of the labour market to the end that the total volume of employment of the country may be kept as constant as possible": NOW THEREFORE BE IT RESOLVED that the Employment Service of Canada through the Employment Service of the Department of Labour and through the provincial employment services shall with the least possible delay bring this policy to the attention of all government authorities controlling any considerable amount of public expenditure and shall in co-operation with such departments, arrange to have constantly at hand information as to available and projected government expenditure with the view to planning such expenditure in accordance with the state of labour market; that the Secretary shall send copies of this resolution to the departments concerned, and that the various Employment Services shall forward progress reports to the Secretary of this Council.

**Recommendations of the Committee on Administration and Technique  
Adopted by the Council**

**ADVISORY COUNCILS AND COMMITTEES.**

The members of the Committee declared themselves unanimously in favour of some form of Advisory Council or Committee for each employment office and for each provincial Employment Service and strongly recommends that each province take immediate action toward the formation of such Councils. Where special legislation is necessary it is recommended that the Federal Minister of Labour be asked to communicate direct with the provincial governments concerned.

**TRANSPORTATION.**

(a) The Committee realizes the importance of having the lowest possible transportation rates for persons securing employment through the Employment Service and recommends that the Director of the Employment Service exert his efforts to have the 2½c. rate maintained.

(b) In order to facilitate the transfer of workers to employment, the Committee recom-



mend that each province provide a fund out of which fares may be advanced to workers who are sent to more or less distant points on account of the impossibility of placing them locally. The regulations, covering such advances which should not be given any publicity whatsoever—should be modelled after the British system of Employment Offices—full particulars of which may be found on Pages 92 to 102 in the Government Code of General instructions to Divisional Office and Employment Exchange Staff (E. D. 399, Ministry of Labour Employment Department).

#### INFORMATION.

The Committee is pleased to learn that the efforts of the Department of Labour with regard to the issuing of an Employment Service Bulletin are meeting with success and we look forward with interest to the first number. We are convinced that such a bulletin will provide a valuable means of furthering the purposes of the Employment Service.

#### JOB ANALYSIS.

The difficulties under which the Department of Labour has been working are fully appreciated and the Committee is pleased to learn that in spite of these difficulties considerable progress has been made towards the publication of a memorandum on Job Analysis. The members of this Committee hope that the complete report on this subject will be issued as soon as possible, realizing that it will be of decided benefit to the Employment Service as a whole.

#### PUBLICITY.

With regard to the policy of the Employment Service towards the question of advertising and publicity the Committee recommends:

(a) The use of detailed classified newspaper advertising is essential to the successful operation of Employment Offices. The extent of this advertising may be determined by the Employment Service of each province.

Such advertising should be systematic and wherever possible should include the insertion in the same relative position of a daily advertisement showing the most attractive orders and applications which the office may have listed.

(b) Local Superintendents should confer frequently with such bodies as Boards of Trade, Chambers of Commerce, Business Women's Clubs, Rotary, Kiwanis and Commercial Clubs, Retail Merchants' and Builders' Associations, Local Trades and Labour Councils, and other organizations with the idea of laying before these bodies the advantages to be obtained

from the Employment Service as related to their business or private interests.

(c) It is recommended that a permanent poster be prepared which would direct seekers for employment or employers seeking workers to the various government offices. Such signs or posters should be displayed in railway stations, post offices and other public places.

(d) The Committee recommends that both general and local superintendents should seize every opportunity to have news items concerning the Service inserted in local newspapers.

(e) Standard Sign—after careful consideration of the various designs for a standard sign, the Committee recommended the adoption of the design used by the Province of Manitoba, consisting of an oval with the words, "Employment Service of Canada" around the outside, leaving the province directly concerned the decision as to the wording which shall be used in the bar running from end to end of the oval.

#### COMMERCIAL EMPLOYMENT AGENCIES.

The Committee has learned with satisfaction that several of the provinces have taken steps since the last meeting of the Employment Service Council to close all private employment agencies within their boundaries and it is strongly recommended that the provinces in which private agencies still exist should follow their example as soon as practicable.

#### Recommendations of Committee on Specialized Service, adopted by the Council

#### JUVENILE EMPLOYMENT WORK.

We recommend that the survey now being carried on by the Department under the direction of Mr. Wyatt at Winnipeg be continued and that all information gained be made available to the other provinces with the view that these provinces may proceed with the development of Juvenile Departments upon a sound and tested basis.

#### HANDICAPPED WORKERS.

This Committee reaffirms the recommendation made by the Employment Service Council, 1919, that where necessary special departments be created for handicapped workers. We further recommend the co-operation of the Employment Service of Canada with the special effort being made this winter by the Department of Soldiers' Civil Re-establishment in the placing of vocational trained men and that where necessary a special placement officer with overseas experience be attached to the offices of the Employment Service of Canada in the larger in-



dustrial centres for the express purpose of specializing in the needs of disabled and handicapped soldiers. The general principle that such workers require a special service seems to have been justified by the experience of the Public Employment Offices which are now handling handicapped workers in a special division. Special knowledge of occupational opportunities is necessary in connection with the placing of handicapped workers, and the needs of the employer as well as of the applicant must be carefully considered. A careful record of the progress of those applicants who are placed should be kept, preferably through a personal follow-up system.

#### WOMEN'S DIVISION.

This Committee would strongly urge the inauguration or establishment of distinctly female divisions in all employment offices throughout the Employment Service and that separate entrances to such divisions be provided where possible. We would recommend that all records of placements and replacements of female workers, especially girls from overseas, be made available to the superintendent of the local Hostel or such other authority as may seem entitled thereto.

#### PROFESSIONAL AND BUSINESS SECTION.

This Committee is of the opinion that adequate provisions should be made by the governments of the various provinces for the placing of teachers and other professional workers in employment so that they may not depend for this service on fee charging agencies. We would, therefore, recommend that the Minister of Labour take up with the various provincial Governments, the establishment of a uniform and co-ordinated system of business professional placement offices in the Employment Service at the earliest possible date.

#### FARM HELP.

The Committee recommend that the subject of farm and harvest labour be a special item on the agenda of the Council for general discussion Friday afternoon at 2.30 o'clock.

#### IMMIGRATION.

The Committee strongly recommends that the recruiting of workers from any country should be permitted only after consultation with employers and workers through the Employment Service.

### ANNUAL MEETING OF THE INTERNATIONAL ASSOCIATION OF PUBLIC EMPLOYMENT SERVICES

THE eighth annual meeting of Public Employment Services, formerly called the American Association of Public Employment Offices, was held at Ottawa, on September 20-22. A large number of men and women of recognized authority in their special lines were present, and the programme prepared for the meeting gave adequate expression to a broad view of public employment service work without neglecting definite practical problems. The meeting was characterized throughout by the large attendance at the various sessions and by the keen interest displayed in the papers and discussion.

In the present brief account of the meeting it will be impossible to do more than refer to the many papers presented, but these papers will be pub-

lished in full by the Department of Labour at an early date.

After the delegates had been welcomed to the City of Ottawa by the Mayor, the discussion on Unemployment and Organization of Employment was opened by a series of papers by representative Canadians. Professor Gilbert E. Jackson, Associate Professor of Economics, University of Toronto, by a critical examination of the merits of the five indications of the state of employment in Canada, published each month in the LABOUR GAZETTE, brought out the value of detailed studies of the labour market. The necessity for proportionate national development as a means of stabilizing employment was emphasized by Mr. Frank Beer of Toronto, who urged that there should be given to national production

some of the guidance and leadership now centered in industrial enterprises and that matters connected with production should be the subject of continuous study by the trade, employment and commercial experts of every country. Professor W. C. Clark, Associate Professor of Economics, Queen's University, advocated the policy of regularizing national demand for labour by Government employment. Professor Clark described what has been accomplished along these lines in other countries and dwelt on the need for such a policy in Canada. The morning session ended with two interesting papers on immigration problems. Dr. J. W. MacMillan outlined the functions which the public employment service, in co-operation with other agencies, can perform for the immigrant, and Mr. Rigg, acting as representative for Mr. Tom Moore, President of the Trades and Labour Congress of Canada, expressed the point of view of organized labour with regard to the importation of workers. The fundamental principle laid down by Mr. Rigg was that no authority to import labour should be granted unless it is first shown that the need for additional workers really exists and that such workers are not available in the country where they are required.

At the afternoon session Mr. S. M. Harrison of the Russell Sage Foundation gave a brief account of the scope and status of the study of public employment service which had been made by the Foundation. The trade union attitude towards the public employment service was described by Mr. A. J. Portenar; the managerial point of view was interpreted by Miss Odencrantz, while Mr. Buell made service the keynote of his discussion and analyzed the demand for organized employment service. Profes-

sor Lescoghier discussed the advisability and importance of studying not only the employment problem but all labour problems as market phenomena rather than as human welfare or production problems. The afternoon session closed with comments by Mr. Chas. B. Barnes on the remarks of previous speakers and further suggestions of his own on the proper functions of the public employment service.

In the evening a dinner was held in the Château Laurier at which Mr. Barnes was Chairman, and Mr. F. A. Acland, Deputy Minister of Labour, welcomed the delegates on behalf of the Department of Labour. Mr. Wade H. Skinner, Assistant Director General, United States Employment Service, traced the present trends in public employment service in the United States, expressing the opinion that these were noticeably towards centralization and standardization. Mr. Edward F. McGrady, representing the American Federation of Labour, commented on certain points which had already been raised at the Conference and expressed the views of organized workers regarding the public employment service. Scientific Management and the Reduction of Unemployment was the subject of an address by Mr. H. S. Person, Managing Director of the Taylor Society, and Dr. J. B. Andrews discussed different phases of the subject of unemployment insurance. The dinner session ended with an address by Miss Mary Van Kleeck, who suggested some of the unrealized possibilities of research as a factor in industrial relations. Mr. B. M. Squires, who was unable to be present, submitted a paper describing the actual situation with regard to long-shore employment and indicating the lines along which progress in regulariz-



ing and decasualizing such employment can be made.

The second day of the Conference was devoted to discussion of problems connected with juveniles, professional workers and handicapped persons by specialists in these particular fields. Miss Hirth, Director of the Bureau of Vocational Information, New York City, opened the session on Employment and Education with an address on the inter-relations of these two fields. In the discussion on employment service for junior workers, which included papers by Mr. Fred King of the Russell Sage Foundation; Mr. J. M. Wyatt, Juvenile Employment Specialist, Employment Service of Canada; Mr. Woelpper of the Junior Section, U. S. Employment Service; Mrs. Collier and Miss de Schweinitz the need for juvenile work in the public employment offices was stressed, the special problems connected with this work were stated, and methods of meeting such problems outlined.

Miss Florence Jackson of Boston told of her experience in employment work for professional women and insisted upon the necessity for educational and research work in the administration of employment service for professional women. In considering employment problems in the nursing profession, Miss Suzanne Haliburton placed her emphasis on the need for organization of employment in this profession and suggested a national clearance system for the employment of public health nurses. The special problems and possibilities of the University Employment Bureau were described by Mr. A. B. Crawford, Director of the Bureau of Appointments, Yale University.

Speakers who were qualified because

of first-hand knowledge of the questions discussed were unanimous in agreeing that the placement of the physically handicapped called for special attention and special organization. How the lessons learned in handling the war-disabled can be applied to the problems of those disabled in industry was shown by Mr. H. L. Brunson of the United States Federal Board for Vocational Education, while Mr. W. T. Cross gave an account of the work being carried on under the Illinois Department of Public Welfare with the aim of developing a plan for the physically handicapped which will afford the maximum opportunity for the Illinois Employment Service to do its part for the disabled. An address by Miss G. R. Stein, Employment Secretary of the Institute for Crippled and Disabled Men in New York, contained advice, based upon her own experience, as to the organization of an employment bureau for the handicapped. Employment opportunities for the hard of hearing was the theme of Miss Samuelson's address. The relation between workmen's compensation laws and the placement of the handicapped was handled in two papers submitted by Mr. Carl Hookstadt, U. S. Bureau of Labour Statistics, and Mr. T. Norman Dean, statistician, Ontario Workmen's Compensation Board, respectively.

Another phase of employment service work studied at the meeting was the harvest labour problem, which formed the subject of discussion at a round table evening conference. Professor Lescotier, who has recently conducted a survey of the harvest labour problem in the mid-western states for the Federal Department of Agriculture, introduced the topic and the discussion was



led by employment office officials of the various provinces of Canada.

The last day of the meeting was devoted to a consideration of employment office administration and technique. The majority of the speakers in this division of the programme were employment bureau officials and considerable light was shed upon the various matters taken up. Mr. Harry Lippart dwelt upon the fact that in order to justify the expenditure of public funds for employment offices the service given by these offices must be of real benefit to the public and made a strong plea for efficiency in employment office administration as a means of attaining this end. Mr. Hopf's presentation of the value of job analysis and job specifications to successful placement work was supplemented by charts, as was Mr. Boyd's description of the lay-out of the Chicago public employment offices. The possibilities in psychological tests to determine vocational aptitudes were explained by Mrs. Morgan, Employment Department of the Y. W. C. A., New York City, and Miss Esther Smith, Director of the Women's Employment Service at Pittsburg, gave a paper on the technique of placing professional women. Another phase of Employment Service for women was treated by Miss Rachael Gallagher who raised the problems which the establishment of separate departments for men and women involves, indicating the weaknesses in a demarkation along these lines. Miss La Dame discussed the structural organization of a national employment service and the division of work between national and state governments, favouring on the whole a co-operative plan between the two. Specialization in em-

ployment office administration was advocated by Mr. Richard Flinn, Superintendent of the State Employment Bureau in New York City. Mr. Flinn believes that specialization is particularly important in the case of interviewers in larger cities, because of the opportunities open to such interviewers to become acquainted with the principal trades and with employers and business agents of the locality.

Dr. Atwood called attention to the value of Advisory Committees in securing the confidence of both employers and employees and emphasized the opportunities such committees have for service. This same note was struck by Mr. Larkin in his paper describing the Ohio experience with Advisory Committees with particular reference to the valuable assistance given by these advisory bodies in war employment work. The factor of publicity as being most vital in all employment service work was brought out by Mr. Holbrook, Superintendent of the State Employment Bureau, Dayton, Ohio.

Three papers on the subject of clearance completed the programme. Mr. Leslie E. Woodecock traced the progress which has been made in the development of clearance and Mr. Mullane showed how important the clearance function is in employment work. The salient points in the Ontario zone system of clearance were explained by Mr. Hudson, General Superintendent of the Ontario Government Employment Offices.

At the annual business meeting which was held on the last afternoon the name of the organization was changed to the International Association of Public Employment Services. Certain other changes were also made in the constitu-

tion and the following were adopted as the objects of the Association:—

1. To promote a system or systems of employment exchanges in the United States and Canada.

2. To advance the study of employment problems.

3. To bring into closer association and to co-ordinate the efforts of Government officials and others engaged or interested in questions relating to employment, unemployment and the organization of the labour market.

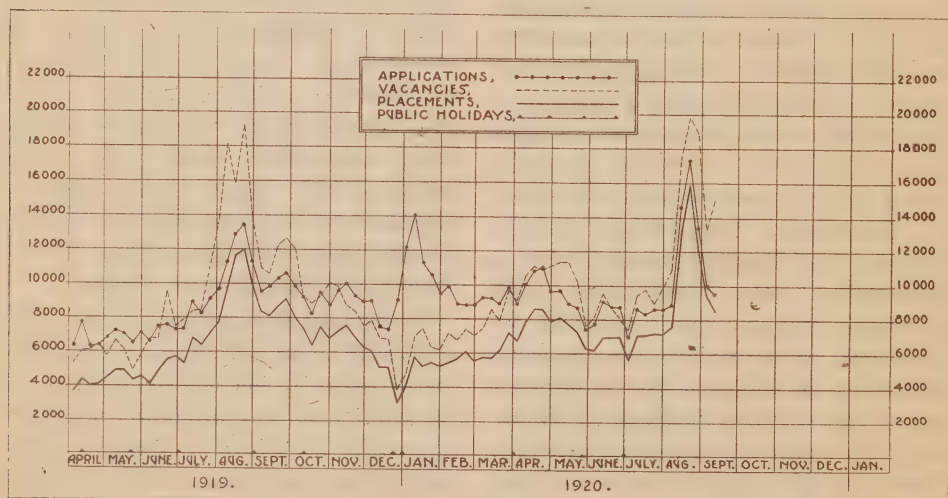
The following officials were then elected for the coming year:—President, Mr. Bryce M. Stewart; First Vice-President, Mr. A. W. Holbrook; Second Vice-President, Mr. Harry Dunderdale; Third Vice-President, Mr. Sullivan; Secretary-Treasurer, Mr. R. A. Flinn; Executive members, Mr. John B. Densmore, last past President, *ex-officio*, Miss Findlay and Mr. Peters. Buffalo, N. Y., was chosen as the place of meeting for next year.

### REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD OF AUGUST 16 TO SEPTEMBER 11, 1920

**R**EPORTS from Employment Offices to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, show that for the four weeks' period from August 16 to September 11 the number of placements was 46,310 as compared with 35,368 placements for the four weeks' period

ended August 14, an increase of 10,942. This is the best four weeks' period since the beginning of the record and when compared with the corresponding period of last year represents an increase in placements of 7,355.

During the period under review regular placements by weeks were reported



as follows:—week ended August 21—15,965; week ended August 28—12,223; week ended September 4—9,559; week ended September 11—8,523. In addition 6,931 casual jobs (employment of a duration of less than one week) were supplied and were reported by weeks as follows:—week ended August 21—1,751; week ended August 28—1,733; week ended September 4—1,795; week ending September 11—1,652.

The accompanying chart shows graphically the number of applications, vacancies, placements, week by week since the beginning of April, 1919. The chart indicates that during the period August 16 to September 11 (previous reports having been reviewed in other issues of the LABOUR GAZETTE) a new high record was established by the service in applications, vacancies and placements. The figures for the week ended August 21 marked the peak of the harvesting period in the West. During this year over 19,000 vacancies were listed, over 17,000 applications were registered and 15,965 placements were made. For the latter part of the period under review there was a steady falling off in applications registered, vacancies notified and placements reported, this being the inevitable reaction from the heavy demand of the previous weeks. On the whole, however, a higher level was maintained during the period than during the corresponding weeks of last year.

The accompanying table presents in some detail the work of the various offices for the four weeks' period ended Sep-

tember 11. At the beginning of the period (August 16) there were 3,997 applicants unplaced, of which 2,888 were men and 1,109 were women, as compared with 2,547 men and 934 women, or a total of 3,481 persons unplaced at the end of the four weeks' period. The number of vacancies remaining unfilled on August 14 totalled 14,694 of which 10,679 were for men and 4,015 for women. This compares with 16,671 vacancies for men and 3,500 for women, a total of 20,171 vacancies unfilled on September 11. It may be of interest to note that on September 13 of last year the the number of vacancies unfilled on September 13 of last year the number of applicants unplaced totalled 7,037 and the number of vacancies unfilled on the books of the various offices was 25,290.

During the period under review employers notified the service of 61,613 vacancies for men and 5,708 for women, a total of 67,321. while the number of applicants registered at the offices totalled 55,338 of which 50,526 were men and 4,812 were women. When compared with the report for the previous four weeks' period, this represents an increase of 19,948 vacancies and 11,302 applications. The report indicates also that placements in regular employment numbered 42,905 for men and 3,405 for women, as compared with 42,740 for men and 2,628 for women as reported during the preceding four weeks' period. Placements in casual jobs totalled 6,931 as compared with 6,836 during the previous period, an increase of 95.



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED SEPTEMBER, 11, 1920.

Office.	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Moncton.....	24	1	345	14	99	30	320	15	331	13	291	12
	24	1	345	14	99	30	320	15	331	13	291	12
New Brunswick..	25		359		129		335		344		303	
Hull.....	45	0	339	1	148	0	5	0	199	1	197	1
Montreal, St James St.	129	22	656	55	191	23	395	62	511	36	446	21
Quebec.....	147	0	329	61	641	0	415	46	302	36	272	22
Sherbrooke.....	0	0	133	22	86	0	221	22	133	22	133	22
Three Rivers.....	34	5	132	7	71	3	286	9	102	9	86	5
	355	27	1,589	146	1,137	26	1,322	139	1,247	104	1,134	71
Quebec.....	382		1,735		1,163		1,461		1,351		1,205	
Belleville.....	0	0	134	5	0	0	134	5	134	5	131	5
Brantford.....	0	1	102	10	7	6	102	8	103	13	98	11
Chatham.....	0	0	329	0	0	0	329	0	329	0	301	0
Cobalt.....	0	0	188	3	222	0	292	3	174	3	175	3
Fort William.....	8	0	434	1	201	3	733	10	323	0	371	0
Guelph.....	65	14	182	12	80	522	150	2	164	10	101	15
Hamilton.....	34	38	533	119	23	188	414	164	534	76	473	38
Kingston.....	4	2	148	5	333	3	138	7	136	5	147	5
Kitchener.....	0	2	364	5	72	277	443	0	386	5	357	5
London.....	18	11	357	62	46	121	302	80	335	61	298	47
Niagara Falls.....	0	0	222	4	5	19	219	3	223	3	75	2
North Bay.....	0	0	258	0	5	0	257	0	258	0	229	0
Oshawa.....	0	0	64	1	0	0	368	1	56	1	56	1
Ottawa, Dalhousie St.	13	0	112	0	124	0	90	0	122	0	102	0
Ottawa, Queen St.	14	55	519	71	25	288	221	107	496	50	462	37
Pembroke.....	0	0	131	1	19	0	626	0	131	1	131	1
Peterborough.....	32	6	182	15	180	8	341	19	168	11	149	10
Port Arthur.....	3	1	737	5	131	6	746	4	736	5	436	4
St. Catharines.....	13	2	420	26	66	5	437	23	430	17	327	14
St. Thomas.....	3	0	103	10	91	10	157	15	106	10	99	10
Sarnia.....	0	0	144	0	5	5	148	0	137	0	140	0
Sault Ste. Marie.....	0	0	1,176	5	243	0	1,246	5	992	5	992	5
Sudbury.....	0	0	1,543	5	106	0	1,472	4	1,539	4	774	4
Timmins.....	0	0	339	0	0	0	338	0	339	0	212	0
Toronto—												
45 King St. W.....	589	218	2,263	908	618	1,058	1,597	1,159	1,365	448	933	364
47 King St. W.....	0	0	965	0	228	0	202	0	130	0	743	0
Windsor.....	10	0	595	8	103	4	460	8	516	7	870	7
	806	348	12,544	1,281	2,933	2,523	11,962	1,617	10,362	746	9,082	588
Ontario.....	1,154		13,825		5,456		13,579		11,108		9,670	
Brandon.....	37	8	747	42	186	50	1,112	58	760	50	708	38
Dauphin.....	0	0	167	1	34	0	270	1			167	1
Fortage La Prairie.....	5	1	1,912	72	230	45	1,802	52	2,271	88	1,657	50
The Pas.....	0	1	55	12	11	0	98	13	49	11	45	12
Winnipeg—												
220 Bannatyne Ave.	38	0	706	0	330	0	1,569	0	687	0	688	0
179 Henry Ave.....	0	0	826	0	403	0	1,442	0	826	0	826	0
439 Main St.....	8	5	7,145	103	615	7	11,338	98	7,127	86	6,971	83
210 Montreal Trust.	0	214	0	219	0	155	0	224	0	212	0	127
216 Bannatyne Ave.	0	163	0	385	0	379	0	516	0	387	0	346
	88	392	11,558	834	1,809	636	17,631	962	11,720	834	11,063	657
Manitoba.....	480		12,392		2,445		18,593		12,554		11,720	
Estevan.....	25	0	616	20	348	20	1,104	16	642	20	461	20
Moose Jaw.....	59	25	2,097	99	142	46	2,742	115	2,015	78	1,910	71
North Battleford.....	3	0	392	4	50	11	478	4	393	3	377	3
Prince Albert.....	6	0	181	5	80	4	252	11	178	4	162	4
Regina.....	10	5	2,359	222	54	104	3,363	302	2,365	217	1,846	185
Saskatoon.....	90	9	2,539	213	325	88	4,576	343	2,468	202	2,333	182
Swift Current.....	2	1	1,265	26	87	24	2,004	37	1,242	25	1,121	20
Weyburn.....	10	0	150	9	1	2	225	10	159	8	144	9
Yorkton.....	0	0	406	3	53	10	583	8	370	1	360	0
	205	40	10,005	601	1,140	309	15,327	846	9,832	558	8,714	494
Saskatchewan..	245		10,608		1,449		16,173		10,390		9,208	

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD ENDED SEPTEMBER, 11, 1920—(Continued.)

Office.	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Calgary.....	134	86	4,626	405	376	234	5,776	515	4,533	359	4,070	271
Drumheller.....	0	0	336	8	18	0	1,044	10	253	5	249	4
Edmonton.....	197	140	2,242	409	1,206	200	2,331	499	2,107	424	1,956	370
Lethbridge.....	0	0	1,213	41	465	6	1,170	35	1,213	41	1,055	41
Medicine Hat.....	1	0	296	30	44	1	300	37	287	29	287	29
	332	226	8,713	893	2,109	441	10,621	1,096	8,393	858	7,617	715
<b>Alberta.....</b>	<b>558</b>		<b>9,606</b>		<b>2,550</b>		<b>11,717</b>		<b>9,251</b>		<b>8,332</b>	
Cranbrook.....	3	0	109	3	173	0	214	6	107	3	86	3
Fernie.....	0	0	46	0	45	0	70	0	66	0	63	0
Grand Forks.....	0	0	46	0	34	0	70	0	48	0	41	0
Kamloops.....	22	0	204	6	138	0	156	6	209	6	185	6
Kelowna.....	0	0	35	9	1	0	38	8	34	8	34	8
Nanaimo.....	18	0	56	0	101	0	46	0	47	0	45	0
Nelson.....	21	9	299	16	267	5	279	13	202	13	279	12
New Westminster.....	38	0	221	5	8	0	153	7	152	4	153	5
Prince George.....	0	0	15	0	0	0	15	0	15	0	15	0
Prince Rupert.....	4	0	367	0	46	0	515	0	343	0	349	0
Revelstoke.....	0	0	11	0	0	0	69	0	9	0	0	0
Vancouver—												
Dunsmuir Ave.....	255	32	1,380	760	9	15	476	722	1,298	758	1,247	702
Powell Ave.....	87	0	1,934	0	417	0	1,944	0	1,932	0	1,879	0
Vernon.....	3	4	401	122	189	4	190	145	399	122	380	36
Victoria.....	627	30	578	122	24	26	190	126	225	104	243	96
	1,078	75	5,772	1,043	1,452	50	4,430	1,033	5,086	1,018	5,094	868
<b>British Columbia</b>	<b>1,153</b>		<b>6,815</b>		<b>1,502</b>		<b>5,463</b>		<b>6,104</b>		<b>5,872</b>	
	2,888	1,109	50,526	4,812	10,679	4,015	61,613	5,708	46,971	4,131	42,905	3,405
<b>Totals for Canada</b>	<b>3,997</b>		<b>55,338</b>		<b>14,694</b>		<b>67,321</b>		<b>51,102</b>		<b>49,310</b>	

## UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF AUGUST, 1920, AS REPORTED BY UNIONS MAKING RETURNS

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of August, 1920, and is based on returns received from 1,464 labour organizations with a total membership of 187,432. For all occupations reporting, 3.16 per cent of the members were unemployed as compared with 2.64 per cent at the end of July, 1920, and with 2.33 per cent at the end of August, 1919. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades or who are idle because of sickness or as the direct result of strikes and lockouts are not consid-

ered as unemployed. As the number of unions making returns varies from month to month with consequent variations in membership upon which the percentage of unemployment is based, it should be understood that the percentage of unemployment figures have reference only to those unions reporting.

That the percentage out of work at the end of August was slightly larger than in the preceding month and also than in the corresponding month of last year was due to there having been somewhat less activity in the manufacturing and mechanical industries, particularly in the leather subgroup, and also in transportation. There were, on the



other hand, decreases in the percentages unemployed in the mining, quarrying and refining of ores, building and construction and miscellaneous groups.

Table I on this page summarizes the returns by provinces. Manitoba, Saskatchewan and Alberta registered declines in unemployment in comparison with the returns for both July, 1920, and August, 1919. In Nova Scotia and Prince Edward Island and New Brunswick, there were slight increases in the number unemployed as compared with the returns for the preceding month, but the percentages were considerably smaller than those reported for August of last year. In Quebec, Ontario and British Columbia there was more idleness than in both months.

TABLE 1.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Month	Nova Scotia & Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Canada
Dec. 1915.....	.36	.7	9.9	8.1	3.2	7.0	4.3	14.3	8.01
June 1916.....	.49	.8	1.8	1.7	1.2	2.6	3.08	.53	2.1
Dec. 1916.....	.74	1.66	3.6	.55	1.01	1.63	1.70	3.86	2.17
June 1917.....	.25	.20	2.23	.94	.58	.25	.84	2.50	1.25
Dec. 1917.....	2.64	3.07	2.96	2.44	1.07	2.41	1.55	3.05	2.42
June 1918.....	.16	.27	.44	.37	.29	.18	.39	1.70	.50
Dec. 1918.....	2.01	.42	3.46	2.95	1.31	2.15	2.07	3.81	2.76
Jan. 1919.....	1.25	.84	4.07	4.64	3.62	5.73	1.97	5.30	3.94
Feb. 1919.....	5.68	2.58	6.70	5.48	2.82	4.47	4.16	7.97	5.61
Mar. 1919.....	2.41	2.93	6.93	5.65	1.20	5.31	3.56	8.05	5.62
Apr. 1919.....	2.41	2.46	4.21	4.25	1.65	3.95	2.26	9.65	4.38
May 1919.....	4.66	3.38	5.15	2.60	1.47	2.86	1.43	6.52	3.33
June 1919.....	2.68	2.43	3.79	1.87	1.19	2.51	1.68	3.32	2.57
July 1919.....	4.11	1.15	2.51	1.52	.92	2.77	1.90	5.82	2.40
Aug. 1919.....	5.44	1.69	2.52	1.25	.81	1.95	1.09	5.81	2.33
Sept. 1919.....	1.53	11.22	2.12	1.41	.73	1.29	.94	8.03	2.19
Oct. 1919.....	3.19	1.06	2.39	.81	1.28	.59	.93	11.58	2.71
Nov. 1919.....	1.21	1.53	2.93	2.02	2.07	1.20	.52	16.18	3.58
Dec. 1919.....	1.47	5.80	5.39	1.99	4.97	6.01	2.79	18.62	4.98
Jan. 1920.....	2.72	3.97	4.38	2.66	4.50	4.92	4.01	12.17	4.23
Feb. 1920.....	5.08	2.31	1.93	3.04	4.62	5.24	5.12	14.58	4.38
Mar. 1920.....	1.88	3.06	3.18	2.53	3.18	4.03	2.06	9.50	3.44
Apr. 1920.....	.61	1.32	2.50	2.42	2.71	3.19	1.71	8.09	2.83
May 1920.....	.38	.53	3.62	1.80	2.63	1.32	1.49	10.63	2.88
June 1920.....	.56	.28	2.82	1.68	1.41	2.15	1.15	9.57	2.48
July 1920.....	.10	.20	2.59	1.50	1.33	.89	1.43	12.10	2.64
Aug. 1920.....	.26	1.02	4.15	1.73	.31	.53	.67	13.69	3.16

The percentages reported unemployed in the different groups of industries are indicated in Table II on page 1367.

Unemployment in the manufacturing and mechanical industries, as recorded by 378 unions having a combined membership of 53,730 persons, was more prevalent than at the end of July and also than at the end of August, 1919, 5.15

per cent of the members having been out of work as compared with unemployment percentages of 2.86 in the preceding month and 3.33 in the corresponding month of last year. This increase in unemployment may be attributed very largely to slackness for workers in leather, boots and shoes, and rubber products, where the number out of work was larger than has been reported previously in these articles. Workers in metals, machinery and conveyances, food, tobacco and liquors, printing, publishing and paper goods, and wood-working and furniture were more fully employed than in July and August of last year. In textiles, carpets and cordage, pulp, paper and fibre and glass blowing the percentages of unemployment were somewhat larger than in July, but improvement was shown in comparison with the figures for August, 1919. On the other hand, employment for jewellery workers as reported by 6 unions was brisker than in the preceding month, but the percentage out of work was larger than in the corresponding month of last year. As in the case of the leather and rubber sub-group mentioned above, employment for clothing workers was less active than in both months used in this article for comparative purposes. Some short time was recorded by unions of patternmakers, confectioners, meat cutters, butchers, tailors, garment workers, typographers, leather, boot and shoe workers, jewellery workers and glass bottle blowers.

Reports from 602 organizations of transportation workers having a total membership of 73,991 persons, indicated that 2.78 per cent of the members were unemployed as compared with percentages of 2.52 in July, 1920, and 2.02 in August, 1919. Employment among steam railway employees (whose returns constituted over 74 per cent of the entire group membership reporting) showed greater activity than in the preceding month, and also than in the corresponding month of last year. The same is true of street and electric railway employees and teamsters and chauffeurs. On the other hand navigation workers



TABLE II.—PERCENT AGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES.

Month.	Manufacturing and Mechanical Industries.	Metals, Machinery and Conveyances.	Food, Tobacco and Liquors.	Textiles, Carpets and Cordage.	Clothing.	Pulp, Paper and Fibre.	Printing, Publishing and Paper Goods.	Woodworking and Furniture.	Leather, Boots, Shoes and Rubber.	Glass Bottle Blowing.	Jewelry Working.	Oil Refining.	Transportation.	Steam Railways.	Street and Electric Railways.	Navigation.	Teaming and Driving.	Mining, Quarrying and Refining of Ores.	Building and Construction.	Public Employment.	Fishing.	Miscellaneous.	All Occupations.			
Dec. 1915	3.1	0	.8	0	3.3	0	3.7	3.7	0	0	0	0	3.0	2.4	2.3	12.2	0	5.9	28.3	0	23.3	8.4	8.01			
June 1916	1.1	0	4.9	0	.6	0	.8	5.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Dec. 1916	2.3	.71	1.2	0	6.48	0	.34	.6	4.33	0	0	0	1.62	.62	.20	10.57	0	.55	5.24	.11	0	1.3	2.17			
June 1917	1.79	.11	1.50	0	4.95	0	.79	.62	6.28	3.56	0	0	0	.51	.35	1.18	1.79	0	.32	3.21	.04	0	.89	1.25		
Dec. 1917	2.77	.76	3.29	0	11.21	.34	.67	3.00	2.92	4.48	0	0	0	.70	.76	.17	.74	0	2.09	9.58	.17	0	1.58	2.42		
June 1918	.42	.14	1.78	.05	.18	0	.72	2.20	0	0	0	0	0	.42	.21	0	2.12	.05	.18	1.57	.02	0	.49	.50		
Dec. 1918	2.89	3.53	8.63	1.41	3.42	.43	.86	10.57	1.19	.32	0	0	1.48	.35	.06	7.80	2.57	1.24	3.68	.47	0	2.29	2.75			
Jan. 1919	3.32	3.21	8.24	11.50	3.22	2.23	.69	10.57	1.19	.32	0	27	5.88	2.02	1.78	.33	6.73	2.98	1.42	16.29	33	50	50	2.84	3.94	
Feb. 1919	4.29	5.54	9.90	12.29	.26	.96	.70	2.78	4.00	9.44	74	4.61	4.56	2.74	3.42	18	17.3	6.9	3.79	16.44	.48	17	54	4	8.75	6.61
Mar. 1919	4.18	5.51	6.79	3.99	2.27	3.29	.59	2.21	4.22	10.03	.48	0	4.75	2.87	.38	17	73	2.63	1.87	16.45	.07	0	4	74	5	6.2
April 1919	3.17	2.26	4.06	2.04	0	.76	.59	1.07	8.63	7.93	0	0	3.48	2.40	3.79	9.60	4.26	2.69	12.05	.01	0	4	30	4	3.8	
May 1919	4.05	1.27	3.82	.32	.73	1.17	.46	0	.13	5.96	0	0	2.21	1.62	.15	10.29	8.2	2.84	8.68	0	4	10	7	26	3	8.3
June 1919	3.16	4.69	1.90	1.54	.32	1.61	1.64	4.08	1.9	9.89	0	0	1.84	1.98	.53	2.93	2.28	.58	4.71	0	0	3	99	2	5.7	
July 1919	2.95	4.84	1.83	.60	0	.34	1.86	0	.06	0	0	0	2.05	1.83	.14	3.99	1.25	.47	3.88	0	0	2	79	2	4.0	
Aug. 1919	3.33	5.39	6.48	.87	.56	1.07	1.45	.59	.37	64.33	0	0	2.02	1.42	1.59	5.06	2.86	.45	2.86	.17	0	1	58	2	3.8	
Sept. 1919	2.57	4.60	6.48	1.08	.05	30	.71	.13	.15	1.18	0	0	2.06	.99	.13	8.62	.36	1.11	2.91	.11	0	2	07	2	1.9	
Oct. 1919	2.27	4.60	1.29	.05	.85	.21	1.13	.14	.20	1.61	0	0	2.61	.76	2.19	10.88	1.36	.91	5.42	.06	0	2	95	2	7.1	
Nov. 1919	3.16	5.73	1.58	.05	.44	2.23	.05	.50	.47	2.71	0	0	3.87	1.17	.24	17.49	3.43	1.14	5.82	.47	20	75	3	24	3	5.8
Dec. 1919	2.79	3.72	11.32	.36	.12	.62	.108	.15	.44	6.22	0	5.60	5.03	1.59	.62	19.37	2.89	2.10	12.06	.91	72	16	4	23	4	9.8
Jan. 1920	2.96	4.11	7.90	.18	1.34	.54	1.31	.44	.39	8.92	.44	2.29	2.73	1.90	.18	13.13	.75	.84	11.77	.68	24	21	5	45	4	2.8
Feb. 1920	2.49	2.38	10.20	0	.15	.05	1.31	.26	.77	1.93	0	2.22	2.77	1.78	.20	9.74	.12	4.18	12.14	.63	3	57	4	84	4	3.3
Mar. 1920	1.93	2.29	6.04	.03	.15	0	1.28	.38	1.88	14.42	0	.....	2.61	1.80	.10	12.44	3.29	.65	9.88	1.66	3	45	3	66	8	4.4
April 1920	2.28	3.54	4.70	.05	.40	.02	1.24	.23	3.25	1.92	.11	.....	2.57	1.95	.09	9.75	2.43	1.10	5.92	.43	0	2	49	2	8.3	
May 1920	3.40	4.46	4.47	.02	2.56	0	1.17	12.17	5.87	1.53	.42	2.92	2.62	1.51	.09	10.18	.0	1.16	4.32	.04	0	1	57	2	8.8	
June 1920	2.17	2.00	7.00	.02	1.84	0	1.14	1.10	3.98	27.16	0	0	2.49	1.79	.05	8.04	.23	.38	4.28	0	24	2	48	2	4.8	
July 1920	3.86	2.09	4.33	0	1.57	0	1.53	1.56	11.88	1.87	8.18	5.38	2.59	.72	.09	14.48	.61	.94	3.99	.03	0	1	84	2	6.4	
Aug. 1920	5.15	1.74	1.49	.08	5.73	.04	1.37	.35	43.56	17.36	3.0	5.38	2.78	.53	.03	16.80	.09	.24	2.99	.12	.20	1	49	3	1.6	

recorded less employment than in both months. This increase in unemployment was partly the result of dullness in the shipyards in British Columbia. Some unions of firemen and carmen, engineers, trainmen and maintenance of way employees reported that not all their members were working full time.

In the mining, quarrying and refining of ores group, returns were tabulated from 37 unions having an aggregate membership of 10,497 persons, showing that .24 per cent of the members were out of work as compared with .94 per cent at the end of July and with .45 per cent at the close of August, 1919. Miners were more fully engaged than in both months, while employment for quarry workers and mill and smelter men was well maintained.

The percentage out of work in the building and construction group, as reported by 253 organizations having a combined membership of 28,724 persons, was 2.99, as compared with unemployed percentages of 3.99 in July, 1920, and

2.86 in August of last year. Plumbers and steamfitters and hodecarriers and building labourers were more fully engaged than in both months. The percentages out of work as reported by carpenters and joiners and steam shovel and dredgemen were somewhat smaller than in July, but they were slightly larger than in August, 1919. On the contrary, electrical workers, painters, decorators and paperhangers and bridge and structural iron workers were not as well employed as in the preceding month, but conditions were better than in the corresponding period of last year. The percentages out of work among bricklayers, masons and plasterers, granite and stone cutters and tile layers, lather and roofers were larger than in both months. Some short time was reported by unions of bricklayers, masons and plasterers, carpenters and joiners, painters, decorators and paperhangers and plumbers and steam fitters.

In the public employment group, as registered by 67 unions having a com-

TABLE III.—UNEMPLOYMENT ON AUGUST 31, 1920

OCCUPATIONS	Nova Scotia & Prince Ed. Island				New Brunswick				Quebec				Ontario			
	No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed	
	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent	Unions	Member-ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.....</b>	14	1320	4	.30	18	1849	7	.38	73	19608	1627	8.30	195	24210	861	3.56
2-(a) METALS, MACHINERY & CONVEYANCES.	10	1114	4	.36	10	618	2	.32	26	6751	63	.93	99	7977	50	.63
3- Moulders.....	3	181	0	.....	2	100	0	.....	3	987	0	.....	18	1253	8	.....
4- Blacksmiths.....	.....	.....	.....	.....	2	149	2	.....	3	510	10	.....	9	336	0	.....
5- Boilmakers and Iron Shipbuilders.....	1	40	0	.....	3	292	0	.....	5	2688	13	.....	15	1644	0	.....
6- Patternmakers.....	.....	.....	.....	.....	.....	.....	.....	.....	1	230	0	.....	7	307	20	.....
7- Metal polishers, buffers and platers.....	4	290	4	.....	1	37	0	.....	11	1525	40	.....	8	290	2	.....
8- Machinists.....	2	603	0	.....	2	40	0	.....	3	811	0	.....	35	3710	20	.....
9-Sheet Metal workers and tinsmiths.....	.....	.....	.....	.....	2	76	3	3.95	5	986	20	2.03	7	437	0	.....
10-(b) FOOD, TOBACCO AND LIQUORS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	1582	24	1.52
11- Flour and cereal mill employees.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12- Meat cutters and butchers.....	.....	.....	.....	.....	1	61	3	.....	1	125	0	.....	8	1141	2	.....
13- Bakers and confectioners.....	.....	.....	.....	.....	1	15	0	.....	3	831	20	.....	2	311	2	.....
14- Cigar and tobacco makers.....	.....	.....	.....	.....	.....	.....	.....	.....	1	30	0	.....	2	130	20	.....
15- Brewery workers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	1370	1	.07
16-(c) TEXTILES, CORDAGE AND CARPETS.....	1	59	0	0	1	409	0	0	3	3318	3	.09	12	2580	209	8.10
17-(d) CLOTHING AND LAUNDERING.....	.....	.....	.....	.....	.....	.....	.....	.....	1	500	0	.....	4	137	9	.....
18- Tailors.....	.....	.....	.....	.....	.....	.....	.....	.....	1	500	0	.....	6	2101	200	.....
19- Garment workers.....	.....	.....	.....	.....	.....	.....	.....	.....	1	500	0	.....	2	342	0	.....
20- Hat, glove and fur workers.....	.....	.....	.....	.....	.....	.....	.....	.....	9	1675	2	.12	12	3137	0	0
21-(f) PULP, PAPER AND FIBRE.....	3	147	0	0	2	613	0	0	11	2136	27	1.26	36	4914	65	1.35
22-(f) PRINTING PUBLISHING & PAPER GOODS	3	147	0	0	2	133	2	1.50	4	1009	11	.....	14	2184	45	.....
23- Composition.....	.....	.....	.....	.....	1	102	2	.....	1	417	10	.....	5	1103	16	.....
24- Pressmen and assistants.....	.....	.....	.....	.....	1	31	0	.....	2	407	6	.....	2	798	0	.....
25- Bookbinders.....	.....	.....	.....	.....	.....	.....	.....	.....	2	149	0	.....	2	111	0	.....
26- Stereotypers and electrotypes.....	.....	.....	.....	.....	.....	.....	.....	.....	2	154	0	.....	6	548	4	.....
27- Engravers and lithographers.....	.....	.....	.....	.....	.....	.....	.....	.....	2	154	0	.....	1	70	0	.....
28- Others.....	.....	.....	.....	.....	.....	.....	.....	.....	3	433	0	0	7	633	5	.79
29-(g) WOODWORKING AND FURNITURE.....	.....	.....	.....	.....	.....	.....	.....	.....	11	2964	132	46.63	10	1174	473	40.29
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.....	.....	.....	.....	.....	.....	.....	.....	.....	3	525	130	24.76	3	210	0	0
31-(i) GLASS BOTTLE BLOWING.....	.....	.....	.....	.....	.....	.....	.....	.....	1	320	0	0	4	733	34	4.64
32-(j) JEWELRY WORKERS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33-(k) OIL REFINING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>34-Transportation.....</b>	42	3171	25	.79	34	3585	62	1.73	90	18822	156	.83	242	26978	87	.32
35-(a) STEAM RAILWAYS.....	39	3011	25	.83	31	3201	61	1.91	78	12737	102	.80	213	20800	78	.37
36- Conductors.....	1	44	0	.....	2	113	0	.....	7	384	15	.....	23	1024	0	.....
37- Locomotive engineers.....	5	172	0	.....	5	357	54	.....	12	767	2	.....	31	2282	0	.....
38- Locomotive firemen.....	5	377	0	.....	3	354	7	.....	11	937	0	.....	30	3239	40	.....
39- Carmen.....	4	185	0	.....	2	602	0	.....	10	5686	75	.....	29	3476	10	.....
40- Trainmen.....	5	735	15	.....	5	668	0	.....	7	1564	4	.....	18	3159	27	.....
41- Telegraphers (Local unions).....	3	162	0	.....	.....	.....	.....	.....	1	21	0	.....	1	78	0	.....
42- *Telegraphers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43- Road maintenance men.....	8	821	10	.....	9	660	0	.....	12	1563	1	.....	40	4435	0	.....
44- Railway employees.....	8	515	0	.....	5	447	0	.....	18	1815	5	.....	41	3207	1	.....
45-(b) STREET AND ELECTRIC RY EMPLOYEES.....	.....	.....	.....	.....	.....	.....	.....	.....	2	453	0	.....	10	3825	0	0
46-(c) NAVIGATION.....	2	121	0	0	2	214	1	.47	6	4739	54	1.14	12	1735	8	.46
47- Marine engineers.....	2	121	0	.....	1	82	1	.....	2	130	27	.....	4	164	0	.....
48- Longshoremen.....	.....	.....	.....	.....	.....	.....	.....	.....	3	4025	0	.....	5	446	8	.....
49- Others.....	1	132	0	.....	1	132	0	.....	1	584	27	.....	3	1125	0	.....
50-(d) TEAMSTERS AND CHAUFFEURS.....	1	39	0	0	1	170	0	0	4	953	0	0	7	512	1	.19
<b>51-Mining, Quarrying and Refining of Ores.....</b>	14	5981	0	0	1	314	0	0	2	81	3	3.70	2	337	22	6.53
52- Miners.....	14	5981	0	.....	1	314	0	.....	1	47	3	.....	2	337	22	.....
53- Quarry workers.....	.....	.....	.....	.....	.....	.....	.....	.....	1	34	0	.....	.....	.....	.....	.....
54- Mill and smeltermen.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>55-Building and Construction.....</b>	6	655	0	.....	9	687	0	0	35	5091	231	4.54	150	17637	293	1.66
56- Bri layers, masons and plasterers.....	3	290	0	.....	1	13	0	.....	2	592	3	.....	30	2870	140	.....
57- Carpenters and joiners.....	1	132	0	.....	3	549	0	.....	17	2344	96	.....	50	6170	37	.....
58- Ele trical workers.....	.....	.....	.....	.....	1	11	0	.....	3	891	9	.....	15	1606	12	.....
59- Granite and stone-cutters.....	1	35	0	.....	.....	.....	.....	.....	4	221	15	.....	11	402	17	.....
60- Painters, decorators & paper-hangers.....	1	178	0	.....	2	60	0	.....	1	37	0	.....	15	1514	40	.....
61- Plumbers and steamfitters.....	.....	.....	.....	.....	2	54	0	.....	2	443	36	.....	16	1071	8	.....
62- Tile layers, lathers and roofers.....	.....	.....	.....	.....	.....	.....	.....	.....	1	35	30	.....	4	125	2	.....
63- Bridge and structural iron workers.....	.....	.....	.....	.....	.....	.....	.....	.....	3	472	42	.....	5	441	35	.....
64- Steam shovel and dredgemen.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	398	2	.....
65- Hod carriers and building labourers.....	.....	.....	.....	.....	.....	.....	.....	.....	2	56	0	.....	3	3040	0	.....
<b>66-Public Employment.....</b>	3	83	0	0	3	282	0	0	6	295	0	0	27	1567	5	.32
67- Civic employees.....	.....	.....	.....	.....	2	233	0	.....	4	268	0	.....	7	1020	5	.....
68- Letter carriers and postal employees.....	3	83	0	.....	1	49	0	.....	2	27	0	.....	20	547	0	.....
<b>69-Fishing.....</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	240	.....	.....
<b>70-Miscellaneous.....</b>	1	60	0	0	1	15	0	0	17	6504	79	1.20	67	4107	23	1.67
71- Retail clerks.....	.....	.....	.....	.....	.....	.....	.....	.....	3	766	0	.....	2	184	1	.....
72- Hotel and restaurant employees.....	.....	.....	.....	.....	.....	.....	.....	.....	1	50	0	.....	3	490	0	.....
73- Barbers.....	.....	.....	.....	.....	.....	.....	.....	.....	2	250	0	.....	18	690	1	.....
74- Musicians and theatre employees.....	.....	.....	.....	.....	.....	.....	.....	.....	3	728	79	.....	20	1197	10	.....
75- Stationary engineers and firemen.....	.....	.....	.....	.....	.....	.....	.....	.....	3	263	0	.....	15	1188	14	.....
76- Others.....	1	60	0	.....	1	15	0	.....	5	4547	0	.....	9	358	2	.....
<b>All occupations.....</b>	80	11270	29	.26	66	6732	69	1.02	223	50561	2096	4.15	685	75076	1300	1.73

\*Railway and commercial—organized in interprovincial divisions.



AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada							
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed					
Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent	Unions	Members	Members	Per cent				
																			July, 1920	Aug., 1920	Aug., 1919		
14	1827	20	1.09	12	471	3	.64	23	1224	6	.49	29	3221	238	7.39	378	53730	2765	2.86	5.15	3.33	1	
2	62	0	0	5	177	0	0	8	419	1	.24	9	1710	208	12.16	169	18828	328	2.09	1.74	5.39	2	
1	36	0	0					1	16	0	0	1	126	25		29	2699	33	.78	1.22	2.13	3	
1	26	0	0					1	120	0	0	1	6	0	0	16	1027	12	1.11	1.17	.77	4	
				2	79	0	0	1	9	0	0	2	1081	150		29	546	163	4.25	2.74	5.34	5	
								1		0	0					9	290	20	2.40	3.66	3.75	6	
								3	213	1		1	481	27		8		2		.69	0	7	
				2	88	0	0	2	61	0	0	4	16	6		60	6344	92	2.12	1.45	2.29	8	
2	313	0	0	1	10	0	0	2				1	16	6		18	1878	6	.54	.80	18.96	9	
								4	163	2	1.23	3	179	0	0	28	3299	49	4.33	1.49	5.42	10	
																		0			0.11		
1	285	0	0													2	410	0	7.52	0	0	12	
1	28	0	0					2	80	2		1	95	0		15	2141	27	3.71	1.26	2.68	13	
								1	12	0	0	2	84	0	0	6	463	2	9.94	.43	.23	14	
									71	0	0					5	285	20	0	7.02	0	15	
1	300	0	0					1	200	0	0	4	276	12	4.35	11	5156	4	0	.08	.87	16	
												2	178	12		19	3856	221	1.57	5.73	55	17	
1	300	0	0					1	200	0	0	2	98	0	0	6	315	21	6.38	6.67	.84	18	
																10	2699	200	0	7.41	0	19	
												1	90	0	0	3	842	0	0		11.11	20	
6	779	20	2.57	7	294	3	1.02	9	428	3	.70	9	674	9	1.34	24	5515	2	0	.04	1.07	21	
2	516	20		5	264	3		4	281	2		5	437	2		78	9405	129	1.53	1.37	1.45	22	
2	186	0	0	1	18	0	0	2	109	0	0	2	142	6		39	4940	85	2.06	1.72	1.62	23	
								1	25	1		2	95	1		14	2006	32	1.13	1.60	2.07	24	
1	29	0	0	1	12	0	0	2	13	0	0					7	1325	8	1.12	.60	.32	25	
1	48	0	0													6	165	0	0		.96	26	
																9	745	4	.53	.54	1.17	27	
2	320	0	0													3	224	0	0		0	28	
												1	37	0	0	13	1423	5	1.56	.35	.59	29	
1	53	0	0					1	14	0	0	1	125	2	1.60	22	4263	1857	11.88	43.56	.37	30	
																7	749	130	1.87	17.36	64.33	31	
												1	130	7	5.38	6	1106	34	8.18	3.07	0	32	
45	7599	11	.14	52	3339	8	.24	42	3359	3	.09	55	7078	1702	24.05	602	73891	2054	2.52	2.78	2.02	34	
43	6480	11	.17	47	3064	8	.26	39	2872	3	.10	41	2936	4	.14	531	55201	292	.72	.53	1.42	35	
3	184	0	0	5	276	2		4	324	0	0	5	310	0	0	50	2659	17	.25	.64	1.47	36	
7	452	0	0	8	407	0	0	5	372	0	0	5	283	3		78	5092	59	1.16	1.16	.16	37	
4	384	0	0	8	559	6		5	333	0	0	4	284	0	0	70	6467	53	1.71	.82	1.95	38	
2	48	0	0	6	212	0	0	8	428	0	0	5	400	0	0	66	11037	85	1.71	.77	3.09	39	
4	731	10		6	486	0	0	2	321	0	0	5	536	0	0	52	8200	56	.43	.68	1.90	40	
1	93	0	0													6	354	0	0		.98	41	
14	1959	0	0	7	748	0	0	8	732	0	0	12	957	0	0	5	7422	10	.08	.13	.06	42	
8	2629	1		7	376	0	0	7	362	3		110	11875	11	.01	99	9517	11	1.56	1.2	1.08	44	
1	1100	0	0	3	219	0	0	1	236	0	0	5	166	1		99	9517	11	1.56	1.2	1.08	44	
												1	244	2	.82	18	6077	2	.09	.03	1.39	45	
												9	3658	1695	46.34	31	10467	1758	14.48	16.80	6.05	46	
												2	673	59		11	1170	87	6.32	7.44	5.39	47	
												6	2585	1636		14	7056	1644	10.49	23.30	5.20	48	
												1	400	0	0	6	2241	27	30.01	1.20	2.78	49	
1	19	0	0	2	56	0	0	2	251	0	0	4	240	1	.42	22	2246	2	.61	.09	2.26	50	
								13	3275	0	0	5	509	0	0	37	10497	25	.94	.24	.45	51	
								13	3275	0	0	4	379	0	0	35	10333	25	.95	.24	.46	52	
																1	34	0		0	0	53	
9	866	1	.12	12	395	13	3.29	18	1668	53	3.18	14	1725	267	15.48	1	130	0	0		0	.64	
3	541	0	0	3	75	5		5	222	27		3	178	15		253	28724	858	3.99	2.99	2.86	55	
1	51	0	0	3	182	5		3	656	12		4	11496	232		50	4781	190	3.86	3.97	1.19	56	
				1	80	0	0	4	424	5		1	20	0	0	84	11496	382	5.06	3.32	2.24	57	
1	68	0	0	1	13	0	0	1	50	10		1	50	10		25	3032	26	.60	.86	6.70	58	
				1	14	0	0	1	43	0	0	1	11	0	0	19	789	42	3.55	5.32	2.59	59	
2	110	1		1	31	3		4	167	5		1	44	10		22	1857	40	.41	2.15	4.66	60	
1	30	0	0									3	30	0	0	28	1920	63	5.58	3.28	4.68	61	
1	66	0	0													9	220	32	.30	14.55	2.00	62	
																7	979	77	3.49	7.87	16.33	63	
																2	554	6	7.92	1.08	.60	64	
2	87	0	0	8	417	0	0	11	792	0	0	5	3096	0	0	5	3096	0	4.34	0	1.05	65	
				4	224	0	0	5	576	0	0	7	680	0	0	67	4203	5	.03	.12	.17	66	
2	87	0	0	4	193	0	0	5	216	0	0	5	600	0	0	28	2921	5	.05	.17	.22	67	
												2	80	0	0	39	1282	0	0	0	0	68	
7	723	2	.28	7	268	2	.75	9	703	12	1.71	4	1776	0	0	6	2016	4	0	0	.20	69	
												12	1791	90	5.03	121	14271	213	1.84	1.49	1.58	70	
																5	950	1	.25	.11	.10	71	
2	113	0	0	1	26	0	0	2	310	10		2	584	55		8	1434	65	5.46	4.53	3.32	72	
3	529	2		3	155	2		4	195	1		4	100	0	0	31	1374	2	.14	.15	.27	73	
1	30	0	0	3	87	0	0	3	198	1		2	81	0	0	34	2888	94	3.33	3.25	1.79	74	
1	51	0	0									1											



bined membership of 4,203 persons, the percentage unemployed was .12 as compared with percentages of .03 and .17 in July 1920, and August 1919, respectively. Civic employees were slightly less fully employed than in the preceding month. The percentage out of work, however, showed a nominal decline as compared with the figures for August of last year.

Unemployment in the group of miscellaneous trades, as indicated by returns tabulated from 121 organizations with 14,271 members, was slightly less prevalent than in either month used in this article for comparative purposes, 1.49 per cent of the members having been reported as unemployed as compared with percentages of 1.84 in July and 1.58 in August, 1919. Retail clerks, as recorded by 5 unions, showed a smaller number out of work than in the corre-

sponding month, with practically the same percentage as in August of last year. Employment for hotel and restaurant workers and musicians and theatre employees was slightly more active than in the previous month, but the percentages out of work showed small increases over the figures for August, 1919. On the other hand, the percentages of idleness among barbers and stationary engineers and firemen and unclassified workers were somewhat larger than those reported for July. They were, however, considerably smaller than the percentages registered in August of last year. Some unions of musicians and theatre employees, stationary engineers and firemen, barbers and unclassified workers reported part of their members not working on full time.

The tabular statement on pages 1368-69 presents the returns in some detail.

## EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD AUGUST 2 TO SEPTEMBER 11, AS REPORTED BY EMPLOYERS

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the six weeks from August 2 to September 11 inclusive, show that there were declines of varying size in the volume of employment during five of the weeks, with an increase during the remaining week.

The change reported for each of the weeks under review as compared with the preceding week was as follows:—

Week ending August 7, a decrease of 7,689 persons or one per cent.

Week ending August 14, an increase of 1,048 persons or .1 per cent.

Week ending August 21, a decrease of 165 persons or .02 per cent.

Week ending August 28, a decrease of 172 persons or .02 per cent.

Week ending September 4, a decrease of 295 persons or .04 per cent.

Week ending September 11, a decrease of 433 persons or .1 per cent.

During the six weeks period under review, employment conditions were substantially the same in the different parts of Canada, declines in employment occurring during two or more of the six weeks in every district and also in every province. In the Maritime Provinces there were reductions in staffs during the first and second weeks of the period, with increases in the remaining four. Within this district, employment in Nova Scotia was better maintained than in the remaining provinces showing declines only during the first two weeks of the period, while in New Brunswick there was an increase for the week ending August 28 alone, and in Prince Edward Island there were additions during the week of August 21 and 28, with reductions in the first two and last two weeks. Firms in Quebec recorded increases in employment during the weeks of August 21, September 4 and 11, with large decreases during the remaining periods.

In Ontario there were additions to staffs during the weeks of August 14, 21 and 28, while decreases in employment occurred during the weeks of August 7, September 4 and 11, these losses being the most pronounced registered in any district. Employers in the Prairie Provinces reported increases in employment during the week of September 11 only, with substantial declines in the first five weeks. Within this district, Alberta showed decreases during the first four, Manitoba during the first five, and Saskatchewan during all six weeks of the period under review. In British Columbia there were additions to staffs during the weeks of August 7 and 28 only.

A summary of the returns by industrial groups shows that firms in Logging, Fur Products and Telegraph Operation reported increases in employment during each of the six weeks under review. Building Construction, Edible Plant Products, Non-Ferrous Metal Products, Pulp and Paper Products, Textiles, Coal Mining, Personal Services (chiefly laundries) and Local Transportation reported fluctuation from week to week, with net gains during the period as a whole. On the contrary, Railway Construction, Edible Animal Products, Lumber and Its Products, Iron and Steel Products, Clay, Glass and Stone Products, Rubber Products, Miscellaneous Manufacturing Industries, Metallic Ores, Non-Metallic Minerals other than coal (quarrying), Hotels and Restaurants, Telephone Operation, Retail and Wholesale Trade, Railway and Water Transportation registered declines, taking the period as a whole with increases during one or more of the weeks under review. In Mineral Products, n.e.s., Leather Goods and Wood Distillates, there were reductions during each week of the period.

The most pronounced increases in the volume of employment afforded during the period under review was reported by firms in the Logging group, where an aggregate of 3,136 persons were added to their staffs during the six weeks, largely on account of the commencement of bush operations. In Textiles, the re-

ductions as well as the increases were large, being caused in most cases by shut-downs for vacations and inventory purposes. Seasonal activity in the canning sub-group occasioned practically all the gains in Edible Plant Products.

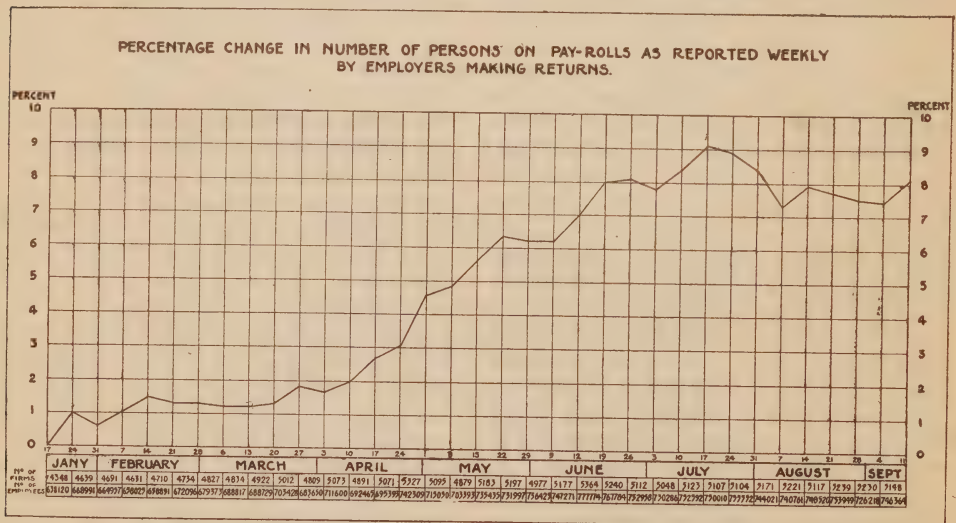
In contrast with the preceding periods reviewed in the LABOUR GAZETTE, during which greatly increased employment of a seasonal nature had been reported in Railway Construction, the losses in this industry during the six weeks period being discussed were the most marked in any group, amounting to 3,459 employees. These declines to some extent were the result of the release of construction workers for harvest activities, particularly in the Prairie Provinces, but the fact that in some cases the season's operations were completed also contributed to the reductions. In Edible Animal Products, the decreases were attributable in large measure to the close of the fishing season in the Maritime Provinces and British Columbia, though inactivity in meat packing establishments in Ontario also caused some of the decline, particularly during the week of September 11. The completion of saw milling operations occasioned a large part of the reductions in Lumber and its Products, which occurred in Ontario and Quebec and also in the Maritime Provinces. In Iron and Steel most of the losses were reported in the vehicle sub-group. Seasonal inactivity, together with shutdowns for holidays and stock-taking purposes caused part of the declines in Leather Products. The decreases in Pulp and Paper Products, to some extent, may be attributed to low water, especially in Ontario and Quebec, while there was marked activity in this group in the Maritime Provinces. Most of the losses in Miscellaneous Manufacturing Industries were registered in the tobacco sub-group. Reductions in the staffs of summer hotels occasioned the declines in Hotels and Restaurants, which occurred largely during September. In Retail and Wholesale Trade the decreases were in part attributable to holidays and inventories, although trade dullness also contributed to the reductions. The



fluctuations in Railway Transportation were partly on account of temporary increases to staffs for harvest excursions, while the amalgamation of railways also caused some of the change. In Water Transportation fluctuations are usually sudden and marked, as employment in this group depends very largely upon the number of ships in harbour from week to week.

The accompanying chart shows the weekly percentage of change in the number of persons on payrolls in comparison with the figures for the base week (January 17), as reported by those employers making returns, the number of firms averaging over 5,100. The returns for the week of January 17 are being taken as base figures. It had been the intention to use the week of January 1, but this was found impracticable because of the abnormal situation at that time, due to

the annual inventory and holiday period and the consequent reductions in staffs. The week of January 17 coincides fairly closely with the termination of this season and accordingly reflects more normal conditions. The chart indicates percentage gains of varying size in the volume of employment during each of the weeks under review, as compared with the returns for the base week. The reports for September 11 show for those employers making returns on that date, additions to staffs of 55,808 persons or 8.1 per cent as compared with the staffs of the same firms for January 17. This increase was the largest registered during the six weeks under review, while that of 50,290 persons or 7.3 per cent recorded on August 7 was the lowest, the percentage showing fluctuations of less than 5 per cent during the intervening weeks.



### EMPLOYMENT IN THE BUILDING TRADES DURING AUGUST, 1920, AS INDICATED BY BUILDING PERMITS

**E**MPLOYMENT in the building trades as indicated by the value of building permits issued in 56 cities showed a decline during August as compared with the preceding month, the total value of

building permits falling from \$13,025,560 in July to \$9,439,807, in August, a decrease of \$3,585,753, or not quite 28 per cent. Prince Edward Island and Quebec were the only provinces to regis-



ter increases in this comparison, while of the reductions reported in the remaining provinces, that of \$1,226,768, in Alberta was the most pronounced.

As compared with the figures for the corresponding month in 1919, there was a decrease of \$2,476,238, or nearly 21 per cent in the building permits issued, the value for August, 1919, having been \$11,916,045. In this comparison, British Columbia alone reported an increase, declines being registered in the remaining provinces.

Of the larger cities, Montreal recorded an increase as compared with the figures for July, with a reduction in comparison with August, 1919. In Toronto and Vancouver, on the contrary, there were decreases as compared with July and increases over August of last year. Winnipeg and Edmonton registered declines in both comparisons.

Of the smaller centres, Sherbrooke, Brantford, Chatham, Fort William, Guelph, Owen Sound, St. Catharines, Sarnia, Brandon, and Regina reported increases in the value of building permits issued as compared with both July, 1920, and August, 1919.

The returns from 35 cities formerly used in this report (which are distinguished by asterisks, and which are also tabulated separately for statistical purposes), show that the total value of building permits issued by these cities amounted to \$8,525,337, a decrease of \$3,591,462, or almost 30 per cent, as compared with the returns for July. In comparison with the figures for August, 1919, moreover, a decrease of \$1,052,271, or 11 per cent, was registered.

# ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS

City	July, 1920	August, 1920	August, 1919
<b>Prince Edward Island..</b>	\$	\$	\$
Charlottetown.....	Nil	3,500	6,000
	Nil	3,500	6,000
<b>Nova Scotia.....</b>	<b>736,833</b>	<b>425,995</b>	<b>601,425</b>
*Halifax.....	530,173	380,370	480,675
New Glasgow.....	4,800	Nil	3,000
*Sydney.....	201,860	45,625	117,750
<b>New Brunswick.....</b>	<b>382,705</b>	<b>293,800</b>	<b>490,750</b>
Fredericton.....	170,000	15,000	13,000
*Moncton.....	112,605	256,600	420,750
*St. John.....	100,100	22,200	57,000
<b>Quebec.....</b>	<b>1,414,480</b>	<b>1,768,538</b>	<b>2,056,985</b>
*Montreal-Maisonneuve.....	1,105,785	1,336,350	1,541,245
*Quebec.....	78,270	150,631	162,245
Shawinigan Falls.....	4,500	1,000	34,500
*Sherbrooke.....	21,600	123,500	51,700
*Three Rivers.....	54,700	47,800	84,870
*Westmount.....	149,625	109,255	182,425
<b>Ontario.....</b>	<b>5,280,167</b>	<b>4,535,239</b>	<b>6,009,835</b>
Belleville.....	4,000	10,300	Nil
*Brantford.....	41,705	78,305	61,890
Chatham.....	28,300	49,650	14,550
*Fort William.....	15,900	69,300	29,875
Galt.....	38,400	24,080	89,900
*Guelph.....	42,470	161,388	11,950
*Hamilton.....	498,025	414,995	506,065
*Kingston.....	51,205	22,331	45,508
*Kitchener.....	151,915	47,025	39,920
London.....	138,195	236,400	867,420
Niagara Falls.....	23,914	24,750	49,870
Oshawa.....	44,625	30,000	336,885
*Ottawa.....	488,936	284,157	168,490
Owen Sound.....	15,000	41,000	2,300
*Peterborough.....	2,640	9,875	9,875
*Port Arthur.....	84,455	38,659	411,572
*Stratford.....	57,795	31,040	12,150
*St. Catharines.....	127,450	156,896	57,905
*St. Thomas.....	6,656	101,095	8,290
Sarnia.....	72,150	104,454	70,746
Sault Ste. Marie.....	81,400	45,900	79,450
*Toronto.....	2,640,004	2,216,116	1,844,303
Welland.....	22,115	32,705	39,806
*Windsor.....	514,210	272,125	241,815
Woodstock.....	38,702	38,053	9,290
<b>Manitoba.....</b>	<b>1,207,220</b>	<b>640,025</b>	<b>862,320</b>
*Brandon.....	470	58,700	7,400
St. Boniface.....	46,300	85,275	144,020
*Winnipeg.....	1,160,450	496,050	710,900
<b>Saskatchewan.....</b>	<b>1,542,705</b>	<b>841,395</b>	<b>1,010,578</b>
*Moose Jaw.....	809,105	36,875	110,685
*Regina.....	159,850	647,220	338,635
*Saskatoon.....	573,750	157,300	561,250
<b>Alberta.....</b>	<b>1,406,914</b>	<b>180,146</b>	<b>232,440</b>
*Calgary.....	277,000	100,200	121,500
*Edmonton.....	1,042,789	68,711	94,755
Lethbridge.....	80,750	5,885	9,835
Medicine Hat.....	6,375	5,350	6,350
<b>British Columbia.....</b>	<b>1,054,536</b>	<b>751,171</b>	<b>845,720</b>
Nanaimo.....	7,465	29,594	2,150
*New Westminster.....	23,094	13,550	20,957
Point Grey.....	176,290	238,270	347,570
Prince Rupert.....	12,100	64,535	43,250
South Vancouver.....	31,575	100,169	35,965
*Vancouver.....	669,292	308,227	173,345
*Victoria.....	134,720	26,826	22,483
<b>Total—56 Cities.....</b>	<b>\$13,025,560</b>	<b>\$9,439,807</b>	<b>\$11,916,045</b>
<b>Total—35 Cities.....</b>	<b>\$12,116,799</b>	<b>\$8,525,337</b>	<b>\$9,577,608</b>

# REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES, AUGUST, 1920

**R** EPORTS from fifteen cities showing the number of workers temporarily engaged and the wages paid these employees during the month of August, showed a decrease of not quite three per cent in the number of workers and of less than four per cent in the wages paid as compared with the figures for the preceding month. In August, 1920, 11,401 persons were temporarily employed and the pay-rolls amounted to \$1,167,727 as compared with 11,711\* employees and of an aggregate payroll of \$1,213,752\* in July.

In comparison with the returns for the same period in 1919, increases of nearly eight per cent in the number of

employees and of more than thirty-eight per cent in the wages paid are indicated, there having been 10,563 employees with a total pay-roll of \$846,884 in August, 1919.

Toronto and London reported increases in the number of employees both as compared with the preceding month and also with August of last year. Montreal, Winnipeg, Regina, Moose Jaw and Calgary registered declines as compared with the figures for July, with increases over August, 1919. At St. John, Ottawa, Hamilton, Brandon, Saskatoon, Edmonton, Vancouver and Victoria there were decreases in both comparisons.

As to wages, Montreal, London, Winnipeg, Vancouver and Victoria showed

\*Revised figures.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, AUGUST, 1920, COMPARED WITH JULY, 1920, AND WITH AUGUST, 1919.

City.	Number of employees temporarily employed during the month of			Amount of wages paid employees temporarily employed during the month of:		
	July, 1920	August, 1920	August, 1919	July, 1920	August, 1920	August, 1919
				\$	\$	\$
St. John.....	*269	258	289	*26,270.04	19,921.21	18,353.98
Montreal.....	3,440	3,405	3,020	294,085.96	297,549.83	196,715.58
Ottawa.....	690	681	702	82,643.62	74,104.38	61,652.43
Toronto.....	2,656	2,696	2,268	307,902.02	290,047.19	184,318.89
Hamilton.....	768	684	779	88,312.51	72,833.92	73,945.75
London.....	437	461	371	55,480.98	57,269.09	39,871.86
Winnipeg.....	1,283	1,168	1,075	143,264.99	153,864.96	81,632.22
Brandon.....	73	71	102	7,007.76	6,861.96	7,082.75
Regina.....	204	198	181	23,999.70	20,892.10	17,980.87
Moose Jaw.....	239	234	120	18,145.16	14,535.81	14,324.25
Saskatoon.....	168	153	178	20,020.37	17,275.04	16,357.29
Calgary.....	502	467	425	49,805.25	46,731.89	41,767.90
Edmonton.....	147	137	213	11,531.23	9,599.77	15,432.24
Vancouver.....	588	550	591	59,592.21	60,360.81	52,988.41
Victoria.....	247	238	249	25,690.74	25,828.87	24,459.18
Total.....	*11,711	11,401	10,563	*\$1,213,752.59	\$1,167,726.83	\$ 846,883.60

\*Revised figures.

increases both as compared with returns for July, 1920, and also for August, 1919. At St. John, Ottawa, Toronto, Regina, Moose Jaw, Saskatoon and Calgary decreases were registered as com-

pared with the returns for the preceding month with increases over August of last year. In Hamilton, Brandon, and Edmonton there were declines in both cases.

### FAIR WAGE CONTRACTS, SEPTEMBER, 1920

**D**URING September the Department of Labour received for insertion in the LABOUR GAZETTE the following information relative to sixteen fair wage contracts, of which thirteen were awarded by the Department of Public Works, and three by the Department of Railways and Canals. All the contracts, with two exceptions where fair wage schedules were included, contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

#### DEPARTMENT OF PUBLIC WORKS.

Dredging (in deep water berths), St. John, N.B. Name of contractor, J. A. Gregory, West St. John, N.B. Date of contract, September 20, 1920. Amount of contract, Class "B" \$0.32 per cu. yd. (scow).

Repairs to public wharf, Owl's Head, N.S. Name of contractors, Naugle & Hiltz, Laurencetown, N.S. Date of contract, September 14, 1920. Amount of contract, schedule of rates.

New steam boiler in the old Post Office, St. John, N.B. Name of contractor, James H. McPartland, St. John,

N.B. Date of contract, September 17, 1920. Amount of contract, \$2,980.

Repairs to the checkwater pier, Cobourg, Ont. Name of contractors, The York Construction Company, Ltd., Toronto, Ont. Date of contract, September 15, 1920. Amount of contract, schedule of rates.

Construction of new ceiling, Machinery Building, Lansdowne Park, Ottawa, Ont. Name of contractors, J. E. Cooper, E. McDonell & D. Beatty, Ottawa, Ont. Date of contract, September 18, 1920. Amount of contract, \$2,494.

Supply of underground cable between the Printing Bureau and the Royal Mint, Ottawa, Ont. Name of contractors, Ahearn & Soper, Ltd., Ottawa, Ont. Date of contract, September 2, 1920. Amount of contract, \$3,651.

Wharf, Anse Aux Gascons, Que. Name of contractor, Thos. P. Charleson, Ottawa, Ont. Date of contract, September 10, 1920. Amount of contract \$4,500.

Construction of office and garage building for Air Board of Canada, Jericho Beach, Vancouver, B.C. Name of contractors, W. J. Sloan and W. W. Harrison, New Westminster, B. C. Date of contract, August 23, 1920. Amount of contract, \$5,000.

Reconstruction of the superstructure of West Pier, Pelee Island, Ont. Name of contractors, Border Cities Construction Company, Windsor, Ont. Date of contract, September 22, 1920. Amount of contract, unit prices.

Dredging, Grand Anse, N.B. Name of contractor, Miramichi Dredging Co., Ltd., Newcastle, N.B. Date of contract,



August 28, 1920. Amount of contract, Class "B" \$0.63½ (scow measure).

Sub-structure, approach, spans, etc., of the bridge over Bow River, Banff, Alta. Name of contractors, Fegles Construction Co., Ltd., Fort William, Ont. Date of contract, September 23, 1920. Amount of contract, \$169,900.

Construction of wharf, Thetis Island, B.C. Name of contractor, The Vancouver Pile Driving & Contracting Company, Vancouver, B.C. Date of contract, September 15, 1920. Amount of contract, schedule of prices. Fair wages schedule as follows:

Trade or Class of Labour	Rates of Wages: Not less than the following:			
Foreman carpenter.....	\$9.00	per day,	8 hours	per day
Foreman mixing concrete.....	6.50	"	8	" "
Foreman laying concrete.....	6.50	"	8	" "
Foreman stone crushers.....	6.50	"	8	" "
Carpenters.....	7.00	"	8	" "
Blacksmith.....	7.00	"	8	" "
Blacksmith's helpers.....	5.00	"	8	" "
Ordinary labourers.....	4.50	"	8	" "
Driver with 2 horses and wagon.....	12.00	"	9	" "

Structural steel of bridge across Bow River, Banff, Alta. Name of contractor, Dominion Bridge Co., Ltd., Montreal, Que. Date of contract, September 23, 1920. Amount of contract, \$73,886. Fair wage schedule as follows:

Trade or Class of Labour	Rate of Wages: Not less than the following:			
Concrete workers.....	.55	cents per hour,	9 hrs	per day
Teamsters (2 horses and wagon).....	1.05	"	9	"
Ordinary labourers.....	.55	"	9	"
Blacksmith.....	.80	"	8	"
Blacksmith's helpers.....	.60	"	8	"
Carpenters.....	.75	"	8	"
Engineer or hoisting engine.....	.80	"	8	"
Engineer or pile driver.....	.80	"	8	"
Steel erectors and riveters.....	1.00	"	8	"
Steel erectors and riveters' helpers.....	.75	"	8	"

DEPARTMENT OF RAILWAYS AND CANALS.

Grading for grade and alignment revision on the Fredericton Subdivision of the Canadian National Railways. Name of contractor, R. B. Stewart, Taymouth, N.B. Date of contract, September 7, 1920. Amount of contract, schedule of prices.

Construction of a direct railway connection between Charny, Que., and the Quebec Bridge, Canadian National Railways. Name of contractor, J. R. O'Neil, Quebec, Que. Date of contract, September 13, 1920. Amount of contract, schedule of prices.

Alterations and extension to station building at New Glasgow, N.S., Canadian National Railways. Name of contractor, John Johnston, New Glasgow, N.S. Date of contract, September 13, 1920. Amount of contract, \$57,770, with schedule of prices for additions or deductions.

POST OFFICE DEPARTMENT.

The following is a statement of payments made in September for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of Orders	Amount of orders
Making metal dating stamps and type and other hand stamps and brass crown seals.....	\$ 401.25
Making and repairing rubber stamps, daters, etc.....	92.56
Supplying stamping material, pads and ink.....	62.25
Supplying mail bag fittings.....	3,713.42
Supplying mail bagging.....	2,578.38
Making up and supplying letter carriers' uniforms, etc.....	32,521.27
Scales new and repaired.....	1,066.60
Making and repairing miscellaneous articles.....	6.25

## WAGES IN DAIRY FACTORIES IN CANADA

THE results of a statistical survey of the dairy industry of Canada in the year of 1918 are given in Part II of the Census of Industry, 1918, recently issued by the Dominion Bureau of Statistics. In pursuance of the programme for securing consistency in the statistical returns of the various provinces uniform schedules were prepared by the Dominion Bureau (based on a schedule used by the province of Quebec), the distribution and collection of these schedules being for the most part carried out by the several Provincial departments concerned. The information given in the present report refers only to factories and takes no account of home production of butter and cheese. The factories in Canada total 3,373, this number including 990 creameries or butter factories, 1,885 cheese factories, 476 combined butter and cheese factories and 22 condensed milk factories, 15 of the latter being in Ontario. The production from

these factories in 1918 was 93,298,349 lbs. of butter and 174,878,313 lbs. of cheese. In the manufacture of butter, the province of Quebec stood first with 36,761,057 lbs., Ontario holding the second place with 29,452,422 lbs. In cheese production, however, Ontario was first with 107,886,724 lbs., Quebec being second with 62,070,162 lbs.

Statistics relating to the employment of labour are given in the subjoined table. The returns from 1,419 factories (exclusive of Quebec) show that 22 operated less than 60 days; 74 operated from 60 to 120 days; 596 from 120 to 180 days; 369 from 180 to 240 days; and 358 from 240 days and over. In Quebec province the 1,954 factories were in operation 372,738 days, or an average of 191 days for each factory. The total expenses including salaries and wages, amounts paid to farmers, fuel, etc., amounted to \$101,364,912, the value of the products totalling \$107,340,850.

TABLE SHOWING WAGES, SALARIES, AND OTHER PARTICULARS OF THE BUTTER AND CHEESE FACTORIES IN CANADA IN 1918

Province	Number of Factories	Capital invested	Value of Products	Superintendents, Managers and other salaried Employees		Employees on wages	
				No.	\$	No.	\$
Prince Edw. Island.	37	139,341	855,374	72	27,103	33	10,749
Nova Scotia.....	26	328,033	1,423,451	37	25,685	68	33,524
New Brunswick.....	42	138,156	768,034	79	41,452	41	24,743
Quebec.....	1,954	5,959,989	31,033,944			2,856	1,196,256
Ontario.....	1,126	11,085,053	54,785,716	2,594	1,665,323	2,373	1,489,332
Manitoba.....	59	1,762,210	6,119,219	160	177,136	477	415,755
Saskatchewan.....	39	936,903	3,261,222	128	117,089	260	179,991
Alberta.....	61	1,941,454	5,550,583	236	221,989	418	288,638
British Columbia...	29	840,481	3,453,307	109	134,421	214	172,271
Total.....	3,373	\$23,131,620	\$107,340,850	3,415*	\$2,410,198	6,740*	\$3,811,259

\*In Quebec no distinction is made between salaried employees and wage-earners. The totals for Quebec in this table are given under the heading "Employees on Wages."

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. By verbal agreement is understood a schedule of rates and conditions agreed upon between the employees and the majority of employers, and in effect although not signed. The agreements are arranged by industrial groups.

### Metals and Machinery

AMHERST, N. S. — CANADIAN CAR AND FOUNDRY CO., LIMITED, AND THEIR EMPLOYEES, MEMBERS OF THE FEDERATED TRADES. Agreement in effect from June 30, 1920, until June 30, 1921, unless thirty days' notice be given.

Hours of labour: fifty per week, nine per day or night, and five on Saturday. Overtime, time and one-half; Sundays and holidays, double time. Work in excess of one shift in any twenty-four hours to be overtime. Pieceworkers working overtime to have overtime rates.

If staff is reduced, married men and men with dependents to be given preference.

Disputes to be referred to foreman, and failing adjustment, to a representative of the men and one of the Company. No strike or lock-out to take place pending settlement.

One apprentice for every five mechanics; apprentices to serve four years and to receive mechanics' rate at end of term, if retained. Apprentices to be between the ages of sixteen and twenty-one on entering the trade.

Minimum wages: Per hour—machinists, 70 cents; machinist specialists, 50 cents; 2nd year, 55 cents; 3rd year, 60

cents; blacksmiths, cabinet makers, upholsterers, template makers, bricklayers, pipe fitters, riveters, nut and bolt makers, electricians, welders, axle turner and fitter, 70 cents; carpenters, painters, saw fitters, wood machinists, sawyer and borer, morticer, sticker, planer, matcher, shaper, tool room repairer, car builders and repairers, armature winder 2nd class, motor attendants, wheel borer and wheel press, 60 cents; car oilers, bolt threaders, burners, tradesmen helpers, 50 cents; bucket, 65 cents; truck builders and repairers, punch operators, markers, press operator, reamer operator, shear operator, fitters, engineer, 55 cents; general checkers, 45 and 50 cents; tool room attendants, 45 cents; rivet heaters, 40 cents; fireman, water attendant, 47½ cents; crane operators, 52½ cents; millwright, 70 cents; apprentices, 25 cents per hour first year; each additional 6 months, plus 5 cents per hour; common labour, 40 and 42½ cents; watchman, 35 cents; tinsmiths, 70 cents; 2nd class, 60 cents.

AMHERST, N. S. — ROBB ENGINEERING WORKS, LIMITED, AND SHOP COMMITTEE REPRESENTING THE MOULDERS AND COREMAKERS IN THE FOUNDRY DEPARTMENT. Agreement in effect from July 14, 1920 until April 30, 1921.

Hours of labour, forty-eight per week; eight hours per day. Overtime, time and one-half; Sundays and holidays, double time.

Wages: Per hour up to October 1, side floormen, 75 cents; second men, 72 cents. From October 1 to April 30, men receiving 72 cents to receive 75 cents. Crane floor, first men, 78 cents; second men, 75 cents.

When a reduction of working force is necessary, married men to be retained.

Grievances to be referred to a committee, and no cessation of work to take place until committee shall have had



time to adjust a settlement with the highest officer of the company.

SAULT STE. MARIE, ONT. — ALGOMA STEEL CORPORATION, LIMITED, AND STEAM AND OPERATING ENGINEERS. Agreement in effect from September 7, 1920, with wage scale retroactive to June 15, 1920, with 60 days' notice of cancellation.

Wages per hour—Gas engineers, chief operators, 77½ cents; operators, 66½ cents; oilers, 59 cents; hoisting engineers, senior operators, 71¾ cents; junior operators, 68 cents; firemen, 55½ cents; locomotive engineers (narrow gauge), 70¾ cents; stationary engineers, 65¾, 67½, 68¾ and 70 cents.

Overtime, time and one-half.

Committee of engineers to have privilege of meeting company officials.

MONCTON, N. B. — LOCAL EMPLOYERS AND SHEET METAL WORKERS' UNION No. 643. Agreement in effect from May 1, 1920.

Wages: Per hour—journeymen 68 cents; foremen, 70 cents.

Hours of labour, forty-eight per week; overtime when necessary on stock work to be straight time; other overtime, time and one-half to 12 midnight; thereafter and Sundays, double time.

MOOSE JAW, SASK. — LOCAL EMPLOYING FIRMS AND AMALGAMATED SHEET METAL WORKERS' INTERNATIONAL ALLIANCE, No. 431. Agreement in effect from June 1, 1920 to May 1, 1921.

Minimum wage: Per hour—journeymen, 90 cents.

Hours of labour, eight hours per day, four hours on Saturdays.

Overtime to midnight, time and one-half; thereafter and legal holidays, double time; no work on Labour Day.

CALGARY, ALTA. — SHEET METAL WORKERS' EMPLOYERS AND SHEET METAL WORKERS' INTERNATIONAL ASSOCIATION, No. 254. Agreement in effect from May 1, 1920 to May 30, 1921 with 90 days' notice of change.

Hours of labour, eight per day, four on Saturdays.

Wages: Per hour—from May 1, 1920 to July 1, 1920, 90 cents; thereafter, 95 cents. Overtime, from 6 p.m. to 10 p.m., time and one-half; thereafter and Sundays and holidays, double time.

#### Foods, Liquors and Tobacco

OTTAWA, CANADA. — MASTER BAKERS' ASSOCIATION AND BAKERY DRIVERS' UNION, No. 488. Agreement in effect from June 1, 1920 to June 1, 1921.

Minimum wage per week to be \$25 for all experienced bread drivers; rate not to be changed where system of commission is in vogue. Less than three months' experience, per week \$18 to \$25.

Employers not to oppose men joining the Union.

Holidays to be observed with pay.

No route to require more than a nine-hour day.

Grievances not settled by committee of men meeting the employer to be referred to a joint committee.

VICTORIA, B. C. — MASTER BAKERS OF VICTORIA, AND INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN, AND HELPERS, No. 365. Agreement in effect from July 1, 1920, until June 30, 1921.

All salesmen to be members of the Union.

Minimum wage: Per week—Bakery Salesmen, \$30.00; men without experience, for not more than thirty days, \$25.00; stablemen's wages to be settled between individual employers, union representatives and men affected.

Hours of labour, fifty per week; overtime, time and one-half. Sunday labour, time and one-half, to be worked only in emergency.

Disputes to be referred to a joint arbitration committee.

WINNIPEG, MAN. — LOCAL EMPLOYERS AND UNITED GARMENT WORKERS OF AMERICA, No. 35. Agreement

in effect from February 17, 1920, until February 17, 1921.

Employees to be not less than sixteen years of age, and to be good standing union members. During slack season, work to be so divided that each employee may receive an equal amount.

Hours of labour, forty-four per week, ending Saturday at noon.

Differences to be submitted to the General Union officers.

### {Printing and Publishing

CALGARY, ALTA. — EMPLOYING PRINTERS AND CALGARY PRINTING PRESSMEN ASSISTANTS' AND FEEDERS' UNION, No. 201. Agreement in effect from May 1, 1920, until October 31, 1920.

Wages: Per week—Journeymen, cylinder pressmen, day, \$45, night \$48; platen pressmen, four presses, \$40 three presses, \$37.50, two presses, \$35; assistant pressmen, \$35. Cylinder feeders, first six months, \$18; second six months, \$21; second year, \$23; third year, \$27. Platen feeders, first six months, \$9; second six months, \$12; second year, \$15; third year, \$18; feeder with three years' experience, \$21. Feeders working on both cylinders and platens to be classed cylinder feeders. A feeder with three or more years' experience to enter apprenticeship as assistant pressman when a vacancy occurs, and after two years to be entitled to sit for an examination; if qualified, to be given first opening for a pressman. Only one assistant unless three journeymen employed. Feeders and assistants to receive 50 cents per shift over scale, for night work.

Foreman pressman to have full charge of press room; to have right to hire or discharge help at will so long as men comply with rules of union and discharge is not on account of maintaining union principles.

Hours of labour, forty-five per week day work; forty-four per week night work. Overtime, first three hours, time and one-half; thereafter and Sundays and holidays double time.

Only union men to be employed.

VANCOUVER, B.C.—LOCAL EMPLOYING PRINTERS AND PRINTING PRESSMEN'S UNION, No. 69, INTERNATIONAL PRINTING PRESSMEN AND ASSISTANTS' UNION OF NORTH AMERICA. Agreement in effect from December 15, 1919 to December 31, 1920, and thereafter until a new contract or scale be made.

	From September 1, 1919 to December 31, 1919	From January 1, 1920 to August 31, 1920	From September 1, 1920 to December 31, 1920
Cylinder and offset:			
Journeymen pressmen...	\$36.50	\$39.50	\$40.50
Feeders.....	22.00	23.50	24.50
Platen:			
Journeymen pressmen.	33.50	36.00	37.50
Feeders.....	20.00	21.50	22.50

#### Night work:

Pressmen.....7 cents per hour over day rate.

Feeders and apprentices 5 cents per hour over day rate.

Apprentices: apprentice pressmen on cylinder or platen presses to receive \$1 per week over respective feeders' scales, with increase of \$1 per week each year thereafter until becoming a journeyman. In case of apprentice pressman employed on both cylinder and platen presses, cylinder scale to prevail.

Shops employing an apprentice pressman or one journeyman feeder or more to be entitled to employ an apprentice pressfeeder, registered with Union, apprentice to receive \$12 per week after one year, and \$14 per week after eighteen months, or after one year if competent. After two years' apprenticeship, if eighteen years of age, apprentice to receive a journeyman feeders' card.

Overtime: first six hours, time and one-half; thereafter and Sundays and holidays, double time.

One apprentice to every four journeymen. Scale to apply to all journeymen feeders, regardless of sex.

All employees to be union members if such are available.



BRANTFORD, ONT. — EMPLOYING PRINTERS, AND BRANTFORD TYPOGRAPHICAL UNION No. 378. Agreement in effect from October 1, 1919, until May 31, 1921. Minimum wages: Per week—Machine operators and floorman, day work, \$27.00; night work, \$29.00; machinist operators and foremen, \$29.00.

Hours of labour: eight per day: seven and one-half per night.

Overtime, day, until 11 p.m. time and one-half; night, until 10 a.m. time and one-half; thereafter day or night and Sundays and holidays double time.

Machine learners' scale, journeymen, two-thirds of hand compositors' scale while operating the linotype. After four months, full scale for operators. Apprentices in last six months may operate machines.

Only union members or apprentices employed in the job or advertisement departments to handle type in any department controlled by the Union.

Apprentice to be not less than fourteen years of age to begin, and possessed of a common school education.

Five years to be term of apprenticeship, but an apprentice may remain longer to qualify fully; apprentices to be registered by Union; one apprentice to three journeymen printers or fraction.

Apprentice wage scale: Per week—third year, \$9.00; fourth year, \$11.00; fifth year, \$13.00.

Disputes to be referred to a joint standing committee.

OTTAWA, ONT. — EMPLOYING PRINTERS OF OTTAWA, AND OTTAWA TYPOGRAPHICAL UNION, No. 102.

To the rates as in existing agreement, a bonus was added to be effective from July 1, 1920, to June 30, 1921, benefiting printers, linotype operators and monotype operators in commercial job offices. Amount of bonus, \$3 per week, except in Government Printing Bureau, where bonus is \$4 per week. Overtime is paid on the scale plus bonus rate. The agreement appeared in the LABOUR GAZETTE for February, 1920, on page 174.

OTTAWA, ONT. — NEWSPAPER PUBLISHERS, AND OTTAWA TYPOGRAPHICAL UNION, No. 102. Agreement in effect from January 1, 1918, to December 31, 1922.

Only union members to be employed. Scale of minimum wages: Per week—on evening newspapers, assistant foremen, compositors, make-ups, operators, copy cutters, bankmen, typesetters, machinists, and machine tenders, \$26.50 for first two years, and \$27.50 for remaining three years; eight hours per day; overtime, time and one-half. Morning newspapers, first two years, \$28.50; last three years, \$29.50; seven and one-half hours per night; overtime and time and one-half. Sundays and holidays, double time.

To this agreement was subsequently added a bonus making pay and bonus up to September 13, 1920, for evening papers \$36; and for morning papers, \$38.50; further amendment September 13, 1920 made evening paper scale \$38; morning paper scale, \$40.50. This is in force with the majority of local newspaper publishers; also annual vacation of one week with pay; overtime, based on scale and bonus. Hours per week actually worked, day, 45½; night 42½.

Learners must be union members. Learners' term, six months. Wages: Per week—first two weeks, \$12; next two weeks, \$14; next eight weeks, \$16; next six weeks, \$19; remaining eight weeks, \$21; night rate, 15 per cent in advance.

Apprentices:—News rooms: one apprentice to four journeymen or less; one for each additional four or less; not more than four on one shift. Apprentices to be not less than fifteen years of age, and to serve five years. At end of second year if competent, to be made apprentice members of Union. Apprentices scale: 1st six months of third year, \$9; 2nd six month, \$10; 1st six months of fourth year, \$12.50; 2nd six months, \$13.50; 1st six months of fifth year, \$14.50; 2nd six months, \$17.

Disputes to be referred to the local Joint Standing Committee.



TORONTO, ONT. — PUBLISHERS OF TORONTO DAILIES AND TORONTO TYPOGRAPHICAL UNION, No. 91. Agreement in effect from July 1, 1917 to June 30, 1922.

In this agreement the original scale was as follows: Per week—evening newspapers first two years of agreement, \$26.50; last three years, \$27.50. Morning newspapers, first two years, \$28.50; last three years, \$29.50. Subsequently the rates were raised by bonuses to: evening newspapers, \$36; morning newspapers, \$38.50. These earnings were increased by \$2 on September 9, 1920, making the rate plus bonus: evening newspapers, \$38; morning newspapers, \$40.50.

Hours of labour: morning papers, seven and one-half, evening papers, eight.

Working conditions of agreement are similar to other typographical agreements now in force.

KITCHENER, ONT. — LOCAL EMPLOYING PRINTERS, AND TYPOGRAPHICAL UNION, No. 366. Verbal agreement in effect from June 1, 1920 until April 30, 1921.

Newspaper, Book and Job scale:

Hours of labour: eight hours per day or night; six days or nights per week.

Minimum wage: Per week—hand-compositors, operators, make-up men, proof readers, and journeymen not otherwise specified, day work, \$30; night work, \$32; machinist operators, \$30. Overtime, time and one-half.

Apprentices: Per week—first year, \$6; second year, \$7; third year, \$9; fourth year, 1st 6 months, \$12; 2nd 6 months, \$14; fifth year, 1st 6 months, \$16; 2nd 6 months, \$18. One apprentice to every four journeymen; apprentices to be not less than sixteen years of age, and to have common school education.

ST. CATHARINES, ONT. — LOCAL EMPLOYING PRINTERS AND ST. CATHARINES TYPOGRAPHICAL UNION, No. 416. Agreement in effect from July 1, 1920, until July 1, 1921.

Newspaper scale: Minimum wages: Per week—July 1, 1920 to October 1, 1920, advertising, floor and make-up men, and typesetting machine operators, day, \$31; night, \$33; machinist operators and foreman, \$33; night, \$35.

Book and job scale: (Piece work not to be allowed.) Wages: Per week—July 1, 1920 to October 1, 1920, hand and floor men, and typesetting machine operators, day, \$31.00; night \$33.00; machinist operators and foremen, day, \$33; night, \$35.

On October 1, 1920, and again on January 1, 1921, increase of \$1 per week to be granted to all.

Superannuated scale, 66 $\frac{2}{3}$  per cent of day scale, for old and incapacitated members; no more than one member to be allowed in any one office at this scale.

Hours of labour: eight per day; seven and one-half per night; six days or nights per week. Overtime, until 11 p.m. (day) and 10 a.m. (night), time and one-half; thereafter and Sundays and legal holidays double time. Foreman of composing room to employ and discharge all help.

Apprentices: one apprentice to each office with one or more journeymen, exclusive of the proprietor; term to be not less than five years; apprentices to be not less than sixteen years of age; examination at end of first year of apprenticeship, after which same may be terminated or continued. Apprentices, second year, one-third of journeymen's scale; third year, one-half; fourth year, two-thirds; fifth year, four-fifths. One apprentice to every five members or fraction thereof, the number in no office to exceed three. Apprentices to be admitted to the union at end of second year, if competent.

SWIFT CURRENT, SASK. — LOCAL EMPLOYING PRINTERS, AND SWIFT CURRENT TYPOGRAPHICAL UNION, No. 726. Agreement in effect from November 1, 1919, until October 31, 1920.

Scale of prices: Per hour—make-ups, admen, bankmen, journeymen engaged in hand composition or distribution, operator of typesetting machines, ma-

chine tenders (machinists), proof readers, copy preparers, day work, 68 cents; night work, 77 7/9 cents; machinist operators, foremen and superintendent, day work, 75 cents; night work, 84 4/9 cents. Machinist operator to receive 7 cents per hour for each extra machine taken care of.

Hours of labour: eight per day; seven and one-half per night. Sunday work, and morning papers or night staffs of afternoon papers Saturday night, double price. Holidays, time and one-half. Christmas Day, Dominion Day and Labour Day, or nights previous to these, to be paid without working.

Learners' wages: Per week, first five weeks, \$15; second five weeks, \$20; third five weeks, \$28; night shifts, 50 cents per night above scale.

Apprentices: Newspaper offices, one to every ten journeymen, or major fraction thereof; job offices, one to every five. Apprentices to be not less than sixteen years of age.

Wage scale, registered apprentices: Per hour—first half year, 27 1/2 cents; second, 29 1/2 cents; third 32 cents; fourth, 34 cents; fifth, 38 1/2 cents; sixth, 43 cents; seventh, 45 1/2 cents; eighth, 50 cents; ninth, 52 1/2 cents; tenth, 59 cents. Night shifts, \$2.00 per week over above scale. Apprentices to take yearly examination.

NANAIMO, B. C. — LOCAL EMPLOYING PRINTERS, AND NANAIMO TYPOGRAPHICAL UNION, No. 337. Agreement in effect from January 1, 1920 until May 1, 1921.

Minimum wages: journeymen compositors, typesetting machine operators, ad-men, and others, per day \$6; per night \$6.50, with a raise of 50 cents per day or night on May 1, 1920.

Hours of labour: eight per day; seven and one-half per night, seven hours on Saturdays. Foremen, 50 cents per day or night above journeymen's scale.

One apprentice for six journeymen, or fraction thereof. No youth under sixteen years to be accepted; apprentices must have common school education.

Apprentices in last year to be paid two-thirds of journeymen's scale.

#### Transportation—Electric Railways

MONTREAL, QUE.—MONTREAL TRAMWAYS COMPANY and MONTREAL TRAMWAYS EMPLOYEES' UNION, AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES No. 790. Agreement in effect from July 1, 1920, with 30 days' notice of change.

#### Car Service Department:

Conductors and motormen: Wages: Per hour—first year, 45 cents; second year, 50 cents; thereafter, 55 cents. Hours of work, overtime freight, sweepers and other conditions as in agreement of previous year.

Inspectors and Instructors: Per month—first year, \$160; second year, \$175; chief freight inspectors, \$175; travelling freight inspectors, \$150.

Signalmen's wages, same as conductors and motormen.

Depot clerks: Per month: day clerks, \$175; night clerks, first year, \$160; second year, \$170; freight clerks, \$145; janitors at depots, \$85.

Stablemen: foremen, \$125 per month; grooms 30 to 35 cents per hour, chauffeurs, \$120 per month, hillmen, 35 cents per hour to July 1, 1920.

Power Department: Wage rate: Per hour—Power houses: steam engineers in charge, 65 cents; assistant engineer, boiler room foreman, 52 cents; boiler room helpers, coal weigher, 40 cents; mechanics, carpenters, 55 cents; boiler repairmen, 50 cents; oilers, 47 1/2 cents; fireman, 50 cents; sweepers, 35 cents; chief operator, Hochelaga, 65 cents; switchboard operators, first class, 63 cents; second class, 59 cents; sub-stations, 55 cents; dynamo tenders, 50 cents; foreman electricians, 60 cents; electricians, 55 cents; sweepers, 35 cents; Overhead line: sub-foreman, 60 cents; linemen, 55 cents; groundmen, 50 cents; chauffeurs, 50 cents.

Construction Department: Wages: Per month—general roadmaster, \$225; roadmasters, \$195; permanent gang



foreman, \$175; Per hour—assistant foreman, 54 and 55 cents; permanent suburban track foremen, 52 cents; permanent checkers, 50 cents; temporary checkers, 44 cents; trackmen, 1st class, December 1 to April 1, 47 cents; April 1 to December 1, 50 cents; trackmen, suburban, 47 cents; trackmen, 2nd class, 42 cents; construction watchmen 23½ cents; carters, prevailing rate; messengers, 16 cents; permanent clerks, 50 cents; emergency men, 35 cents; inspector pavement, 50 cents; inspector excavations, 47 to 50 cents; inspector switchers, 47 cents; switchmen, 35 cents; electric welders, grinders, motormen's rate; grinders' helpers, 42 cents; assistant foreman bonder, 55 cents; bonders, 50 cents; blacksmiths, machinists, carpenters, bricklayers, plumbers, 60 cents; painters, 55 cents; helpers, 47 cents. Per month: foremen construction shops, \$175; checker in charge, \$135, \$140; chauffeurs, \$120; inspectors plants, day, \$125; night, \$195; foreman electric welder, foreman bonder, \$165; foreman carpenter, \$180; leading carpenter, \$160; foreman bricklayer, \$175; foreman painter, \$150, \$140; foreman plumber, \$160; foreman watchman, \$135; labourers, prevailing rate. Stores Department: Per month—foreman in yard, \$115; Per hour—assistant foreman in yard, 52 cents; freight handlers, 42 cents; store helpers, permanent, 37 cents; temporary, market rate.

Rolling Stock Department: Youville shops: carpenters, painters and miscellaneous, machine shop, a flat increase of 10 cents per hour to all employees with exception of floor sweepers, firemen, apprentices and those twenty years of age and under, who will receive increase of 5 cents per hour. Car barns: chief inspector, truck inspector, brake inspector, motor inspector, electrical inspector, fender and sand boxes, emergency men, pitmen, carpenters, helpers, benchmen, 10 cents per hour over rates prior to July 1, 1920.

Per hour—Car starters, motormen's rate: car starters' helpers, 50 cents; car cleaners, shop cleaners, 55 cents; car cleaner inspectors, firemen, labourers,

40 cents. Cashier's Department: Wages: per month—night cashiers (depots), \$120; day cashiers, emergency clerks, \$90, \$95; \$100; fare box day clerks, \$80, \$85, \$90; fare box night clerks, \$95; branch office clerks, \$75; \$80; \$85.

Regular employees in all of the above departments, not included in the above classification, who have not received an increase during past twelve months, to receive increase of 15 per cent in rates prior to July 1, 1920.

GALT, ONT.—GRAND RIVER RAILWAY, AND LAKE ERIE AND NORTHERN RAILWAY, AND EMPLOYEES. Rates of pay and rules in effect from November 1, 1919, until October 31, 1920.

Rates of pay: Per hour—Passenger and express train service, conductors and motormen, 1st year, 48 cents; 2nd year, 49 cents; thereafter 50 cents. Freight work train or snow-plough service, conductors and motormen, 52 cents, senior brakemen, 49 cents; trolleyman, 46 cents.

Hours of labour, nine per day; overtime, time and one-half after ten hours.

MOOSE JAW, SASK. — MOOSE JAW ELECTRIC RAILWAY COMPANY, LIMITED, AND AMALGAMATED UNION STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, No. 14. Agreement in effect from November, 15, 1919 to November 15, 1920.

Operators joining service to become students with no cost to the Railway Company until qualified.

Wages: Per hour—Operators, first six months, 50 cents; thereafter, 55 cents.

Hours of labour: nine per day, six days per week. Operators to be paid at rate of nine and one-quarter hours, which shall include time for reporting. Overtime, after ten hours, time and one-half. Hours on Sundays and holidays, six and one-half with nine hours' pay, overtime after seven and one-half hours.

SASKATOON, SASK. — MUNICIPAL STREET RAILWAY AND EMPLOYEES. Civic bylaw enacted by City Council of Sask-



atoon, March 15, 1920, to be in force until January 1, 1921.

Wage increase of motormen and conductors over pre-existing rate to be paid as from January 1, 1920. Wages: Per hour—1st six months, 50 cents; 2nd six months, 52 cents; 3rd six months, 56 cents; 4th six months, 58 cents; thereafter, 60 cents; motormen and conductors training students to be paid 5 cents per hour over above schedule. Sundays, time and one-quarter; holidays, time and one-half. Snow or sweeper work, for ten hours, plus 5 cents per hour; thereafter, time and one-half.

No discrimination for being or not being members of the Union.

Motormen and conductors, after being in the service continuously for one year prior to May 1, 1920, to be entitled to one week's holidays with pay, and after a period of two years continuously, prior to May 1, 1920, each to be entitled to two weeks' holidays with pay. Not more than six men to be on holidays at the same time.

**Mechanical Department:** Wage scale, retroactive to January 1, 1920; per hour—skilled mechanics, 73½ cents; junior mechanics, 68½ cents; blacksmith, 68½ cents; painter and carpenter, 73½ cents; armature winder, 73½ cents; pit men, general workers, 58½ cents; car cleaners and helpers, 53½ cents. Night foremen, \$145 per month.

Car-barn men, shop and linemen, overtime and Sundays, time and one-half. Trackmen and greasers, additional pay for overtime as determined by Superintendent.

Shop employees who have been in service of system one year or more to be promoted or have their pay increased at discretion of council according to merit notwithstanding the above schedule.

City to reserve right to pay wages of men taken on according to ability.

Employees of Mechanical Department to have same provisions for vacation as motormen and conductors.

## Coal Mining

POCAHONTAS, ALTA. — JASPER PARK COLLIERIES LIMITED, AND EMPLOYEES OF THE JASPER MINE, KNOWN AS THE POCAHONTAS INDEPENDENT WORKMEN'S CLUB. Agreement in effect from July 19, 1920 to March 31, 1922.

This agreement goes into particulars as to rates and working conditions for piece workers.

General conditions and rates not specified in the local contract to be as in the District Agreement for United Mine Workers, ending March 31, 1922, as published in the August 1920 issue of the LABOUR GAZETTE.

The closed shop to apply to all men excepting power house employees, fire bosses, and salaried men. Company accepts closed shop clause, and agrees to check off only so long as the Pocahontas Independent Workmen's Club applies its funds only to the local organization, lives up to the contract, and co-operates with the Company in maintaining the provisions thereof.

A man found with stolen tools to be fined \$10 for first offence, and for the second offence, fined \$10 and discharged.

Schedule of wages effective April 1, 1920. Per day—slate pickers, boys, \$3.53; slate pickers, men, car oilers, men, \$5.40; car oilers, boys, tally boys, \$3.53; teamster, \$5.80; blacksmith, \$7.16; blacksmith's helper, \$5.83; power house engineers, \$7.21; carpenters, \$7.16; carpenters' helpers, \$5.83; box car loader, \$6.49; firemen, \$6.72; firemen's helpers, railway handler, tripple dumper, man, \$5.40; triple dumper, boy, \$3.53; machinist, \$7.16; machinist helper, \$5.83; sawyer, \$7.21; rock bank man, \$5.80; all other top labour not classified, \$5.40; fire bosses, \$8.16; brattice men, timber men, \$6.35; timber helpers, \$5.38; track-layer, motorman, miners, \$6.35; track-layer's helper, \$5.58; switchman, timber packers, \$6.27; miners, wet places, rock miners, \$7.00; all other inside labour not classified, \$5.58.

War bonus of \$1.17-per day included in above rates, but war bonus to be figured separately for contracts, and then for contract time only.

#### Building and Construction

NORTH VANCOUVER, B. C.—MASTER BUILDERS' ASSOCIATION, AND INTERNATIONAL BROTHERHOOD OF CARPENTERS AND JOINERS, No. 452. Verbal agreement in effect from March 1920 until April 1921.

Wage scale, effective September 1, 1920; Per hour—90½ cents.

Hours of labour, eight per day; four hours on Saturdays. Overtime, except tide work, Sundays and holidays, double time. No sub-contracting or piece work to be done.

Members working tides to receive one day's pay each tide.

PORT ARTHUR AND FORT WILLIAM, ONT. — TWIN CITIES BUILDING TRADES FEDERATION, AND BRICKLAYERS, CARPENTERS AND MILLWRIGHTS AND STEAM AND OPERATING ENGINEERS. Agreement in effect from June 1, 1920 to June 1, 1921.

Hours of labour: eight per day; four hours on Saturdays.

Overtime, only in emergency. Sundays, Saturday afternoons and holidays, time and one-half.

Preference to be given to members of unions affiliated with the Federation.

Disputes to be laid before the Industrial Council before a strike is resorted to.

Wages: Per hour—bricklayers, \$1.25; 5 cents extra on boiler repair work; carpenters and millwright, \$1.00; steam and operating engineers, on machines with three or more drums, locomotives, cranes, steam shovels, ditchers, drag lines, clam shells, orange peels, derricks with swinging gear attachment, derrick cars, and pile drivers irrespective of motive power, 90 cents; engineers in charge of double or single drum machines and all other machines not enumerated above, 85 cents.

BRANTFORD, ONT. — BUILDERS' EXCHANGE AND BRICKLAYERS' 'MASONS' AND PLASTERERS' UNION No., 9. Agreement in effect from May 1, 1920 to April 30, 1921.

Wages: Per hour—\$1.

No strike to be ordered by union against Builders' Exchange. No employee to leave work until dispute has been brought before joint committee for settlement. No sympathetic strike to be ordered.

Builders' Exchange to employ only union men; union men to work only for contractors who recognize this agreement.

Union to charge 20 cents per hour extra for contractors not belonging to Builders' Exchange, with certain exceptions.

Hours of labour: eight per day, four hours on Saturdays. Double time for overtime and certain holidays.

Local men to be given preference if available.

Article-10 of this agreement concerns the Master Plasterers of Brantford and the same union. Wages, hours, overtime and holidays are as stated in the main agreement.

No master plasterers to do day work unless employing union journeymen; no two firms of plasterers to be represented on one contract.

TORONTO, ONT. — TORONTO SOCIETY OF DOMESTIC SANITARY AND HEATING ENGINEERS, AND UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS OF THE UNITED STATES AND CANADA, No. 46.

Hours of labour: eight per day; four on Saturdays.

Wages: Per hour—journeymen, 90 cents.

Overtime, Sundays and certain holidays, double time.

Employers to use their efforts that all employees may be members of the union. Employees to use efforts that union members work only for licensed Sanitary or Heating Engineers.



Apprenticeship to be served in one shop. Apprentice when deeming himself competent, to be examined by Joint Examining Board; if successful, to work with tools, for two years, receiving: Per hour—first year, 50 cents; second year, 60 cents; thereafter, journeymen's minimum rate. Only one apprentice for every five journeymen from each shop to apply for examination each year. If applicant fails, he must return to work for six months. One apprentice to each steamfitter.

Grievances to be referred to a joint arbitration board; if no settlement is made, to the General Office of the Association; no strike or lockout to take place pending investigation.

#### **Domestic and Personal—Including Amusements**

VANCOUVER, B. C. — LOCAL EMPLOYERS, AND HOTEL AND RESTAURANT EMPLOYEES' UNION, No. 28. Agreement in effect from May 1, 1920.

Employers to employ only white cooks at the range. Only union members to be employed. Six days of eight hours constitute a week's work.

Minimum wages: Per week—cooks: chef, three or more cooks employed, to arrange own hours, \$40; second or fry, three or more cooks employed, eight hours straight, \$33; night cooks, eight hours straight, \$36; combination, pastry or fry, \$36; chef, only two cooks employed, \$36; second, only two cooks employed, \$30; women cooks, same wages as men; relief cooks, same as cooks relieved; cooks in fish and chip houses, minimum, \$27.50; combination cook and waiter in fish and chip houses, minimum, \$25; cooks' helpers, eight hours straight, \$21; overtime, time and one-half. Waiters: counter waiters, eight hours within twelve, \$24; eight hours straight, \$23; five hours within eight, \$19; table waiters, eight hours within twelve, \$19.50; eight hours straight \$18; five hours within eight \$16.50; short hour waiters; first hour, 75 cents; second, or part, 50 cents; relief waiters, same as waiters relieved; split shift

on table and counter 15 cents per hour above table scale while working on counter. Overtime, time and one-half. Waitresses: counter, eight hours within twelve, \$19; eight hours straight, \$18; five hours within eight, \$16.50; table, eight hours within twelve, \$16.50; eight hours straight, \$15; five hours within eight, \$13.50; in tea rooms, bakery, lunch and hotel dining room, \$13.50; short hour waitresses, 50 cents per hour or part thereof, relief waitresses, same as waitress relieved; overtime, time and one-half. Cabaret waiters or waitresses 50 cents per hour or part thereof. Waitresses working split shift on table and counter, 10 cents per hour or part thereof above table scale while working on counter.

All above scales to include three meals per day. Eight hours' straight shift to include one meal on employers' time, and two meals on employees' time. Five or eight hours' split shift, three meals on employees' time. Three hours' shift or less, one meal on employees' time. Fractions of an hour to be paid full hour. Employees not to be responsible for breakfast.

Member working the seventh day except by special permit to be fined \$2.50 for each offence. Members working over eight hours, except in emergency, to be fined \$2.50. Any employer who persists in working help the seventh day to forfeit card.

VICTORIA, B. C. — LOCAL EMPLOYERS AND HOTEL AND RESTAURANT EMPLOYEES' UNION, No. 459. Agreement in effect from June 1, 1920, until June 1, 1921.

Union to furnish competent help, whenever available. Outside help to join union within 30 days.

Six days to constitute a week's work unless otherwise specified.

Upon written complaint from employer, local to discipline its members for any specified cause.

Wage Scale: Per week—eight hours per day, six days a week; chefs, \$40; second fry, \$33; night cook, \$36; cooks'



helpers, \$21. Waiters: eight hours in twelve, six days a week, table waiters, \$18; table waiters, shifts less than eight hours, per hour—45 cents; overtime, time and one-half, relief waiters, same as waiters relieved. No shift to be broken more than once.

Waitresses: same hours as waiters; table waitresses, per week, \$15.00; shifts less than eight hours, per hour, 35 cents; other conditions, same as waiters.

Banquets, picnics, etc.; banquets with full dress, four hours or less, \$4; hot spread, not over two hours, white clothes, \$3; cold spread not over two hours, white clothes, \$3; places outside city limits, waiters, per day, \$5; waitresses, per day, \$4. White lunches, cafeterias, etc.: Per week—hours as for waiters; counter men, \$20; counter girls, \$14.50; pantry girls, \$14.50; no shift to be broken more than once; catering work outside, per hour, 50 cents. Hotels: Per month—Waitresses eight hours, per day, six days per week, with room, \$35; without room, \$45; hotel dining rooms open all day, restaurant scale.

Foregoing scales to include meals while working.

Fractions of an hour to be paid full hour.

If employee's day off falls on public holiday, said employee, if asked to work, to receive \$1.00 extra. Any employer persisting in working help on the seventh day, when there is available help, to forfeit his card.

Probationers: in catering establishments, when local is unable to furnish competent waitresses, non-experienced female help can be employed, classed as probationers, and paid \$12 per week for two months; thereafter, probationer to join the Union and receive Union rate.

EDMONTON, ALTA. — LOCAL EMPLOYERS AND MUSICIANS' PROTECTIVE ASSOCIATION, No. 390, AMERICAN FEDERATION OF MUSICIANS. Verbal Agreement in effect from September 1, 1920.

A week to mean Monday to Saturday; Sunday engagements quoted separately.

Theatres to be entitled to one rehearsal of 2½ hours per week, except picture shows and stock houses where rehearsals are extras. Minimum charge, \$2 per man, leader \$3.50, for 2½ hours. Overtime, per man, 75 cents; leader \$1 per hour.

Overtime rates:

	Men	Leader
First 20 minutes or fraction thereof.....	\$ .75	\$1.00
Over 20 minutes up to 40 minutes.....	1.50	2.00
Over 40 minutes to 60 minutes.....	2.00	2.50

Musicians playing continuous music to rest 10 minutes in every hour. Leader to receive time and one-half except when otherwise provided or where over 16 men are engaged, when leader shall charge double. In leader's absence, side man appointed to act to receive 50 cents per hour over scale. Any member playing in theatre when orchestra is not engaged, to receive \$1.00 per half hour, organists excepted.

Evening dress worn: single engagement, 50 cents extra; each additional engagement by same party, same week, 25 cents; hotels or theatres by week of 6 performances, \$1.50; additional performances, 25 cents each until \$3 maximum is reached—two performances after 6 p.m. being considered one engagement.

Casual engagements on holidays, \$1 per man over scale, with certain exceptions. Substitutes to be paid at casual rate.

Musicians engaged for more than four hours to have meal or 50 cents over scale; one half hour allowed for refreshment.

Provision made for travelling; minimum and maximum charges beyond four mile zone.

Theatres: When an orchestra displaces a regular theatre orchestra and the members of latter are laid off, they shall receive full salary.

Dramatic stock: week of eight performances, sidemen \$35; leader \$42; extra matinees, sidemen \$3.50; leader \$4; rehearsals extra.

Road shows: half week of four performances, sidemen, \$26; leader, \$32.50; full week of eight performances, sidemen, \$37.50; leader \$45; single performances, sidemen, \$8; leader, \$10; until four-performance rate is reached. Extra performances: sidemen, \$3.50; leader, \$4.00.

Vaudeville, 12 performances: sidemen, \$45; leader, \$55. Extra performances: sidemen, \$3.50; leader \$4; extra men for six performances, \$28; every additional performance until weekly rate is reached, \$3.50.

Combination houses: vaudeville with road shows, etc. Per week—men, \$45; leader, \$55; two free rehearsals allowed. Half week of six performances, men, \$33; leader, \$41; one rehearsal on half week.

Operas, symphony concerts and oratorios, including one rehearsal, per man, \$9; leader, \$10.50. Extra rehearsals and overtime, usual rates; succeeding performances, per man, \$5.00; leader, \$6.50; Sunday concerts: per man, \$4.; leader, \$6.

Moving picture theatres: evening performances (rehearsals extra): casual rate, 2½ hours, men, \$4; leader, \$5; 3 hours, men, \$4.75; leader, \$6.75; 3½ hours, men, \$5.50; leader, \$7.50.

Week of six performances: time not to exceed 2½ hours, men \$22.50; leader, \$28.50; time not to exceed 3 hours, men, \$26; leader, \$33; time not to exceed 3½ hours, men, \$29; leader, \$37. Afternoon performances, week of six performances: time not to exceed 2½ hours, men, \$18; leader, \$21.50; time not to exceed 3 hours, men, \$20; leader, \$24.

Organists: in theatres not employing orchestra, per week, \$150, time of playing not to exceed 3 hours afternoons, and 3 hours evenings. Overtime, \$3 per half hour or fraction.

Receptions, weddings, dances, etc. Single Engagements:

	Men	Leader
2 hours between noon and 8 p.m. . . .	\$3.50	\$5.50
2½ hours between noon and midnight.	4.00	6.50
3 hours between noon and midnight.	4.75	7.50
3½ hours between noon and midnight.	5.50	8.50
4 hours between noon and midnight.	6.25	9.50
Starting after 10 p.m. for first 1½ hours	3.50	5.50

Overtime at usual rates.

Weekly engagements—six evenings: between 6 p.m. and midnight:

	Men	Leader
1½ hours. . . . .	\$18.00	\$22.00
2 hours. . . . .	20.00	26.00
2½ hours. . . . .	24.00	29.00
3 hours. . . . .	26.00	34.00
3½ hours. . . . .	30.00	39.00
4 hours. . . . .	33.00	42.00
4 hours (2 shifts). . . . .	36.00	45.00
5 hours (2 shifts). . . . .	40.00	48.00
6 hours (2 shifts). . . . .	44.00	52.00

Less than 6 evening performances at casual rate until weekly rate is reached.

Weekly rate for 6 afternoon performances in addition to 6 evening engagements, between 12 noon and 6 p.m.:

	Men	Leader
1½ hours. . . . .	\$15.00	\$18.00
2 hours. . . . .	18.00	21.00
2½ hours. . . . .	20.00	23.00
3 hours. . . . .	22.00	25.00
3½ hours. . . . .	24.00	27.00
4 hours. . . . .	26.00	29.00

If less than 6 evening performances be given, 6 afternoons to be charged at evening scale; 3 or less evening performances same week, additional rate of \$2.00 per week in addition to evening rate for 6 afternoon performances. Less than 6 afternoon performances casual rate until

weekly rate is reached. Extra men and substitutes to receive casual rates unless playing whole week engagement. Part time substitutes, first  $1\frac{1}{2}$  hours, \$3.50; per half hour, or fraction, 75 cents. Substitute leader, \$4 for first  $1\frac{1}{2}$  hours; per half hour or fraction thereof, \$1.25.

Where orchestra is regularly engaged in hotels, if a special function takes place, orchestra to be paid additional amount.

Bands: leader, rate and one-half up to sixteen men; thereafter, double. Bandsmen, Per day—up to six hours, \$8; per half day, up to three and one-half hours, \$5; additional evening engagements, up to two hours, in addition to whole or half day, \$3.50; open air concerts on Sundays, up to two and one-half hours, \$4.

Skating rinks: single engagements after 6 p.m., two hours, men, \$3.50; leader, \$5.00; before 6 p.m., men, \$4.00; leader, \$5.50; weekly engagements, six nights per week, two hours per night, men, \$18.00; leader, \$25.00.

#### Public Utilities

MONTREAL, QUEBEC. — MONTREAL LIGHT HEAT, AND POWER CONSOLIDATED, AND INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, No. 492. Agreement in effect from June 1, 1920 to June 1, 1921.

##### Linemen:

Hours of labour: eight per day, six days per week.

Overtime, time and one-half; Sundays and holidays, double time.

Wages: Per month—foreman (qualified truck driver), \$162.50; foreman ordinary, \$150. Per hour—linemen 56 to  $62\frac{1}{2}$  cents; groundmen, truck drivers,  $52\frac{1}{2}$  cents; labourers, 43 cents. Cable department: combination cable splicer and linemen, 70 cents; cable splicer,  $62\frac{1}{2}$  cents; cable splicer helper,  $56\frac{1}{2}$  cents; truck drivers,  $52\frac{1}{2}$  cents; labourers,  $43\frac{3}{4}$  cents. One week's holi-

days to monthly men of six months' service.

Fire and Arc Patrol Department: Hours of labour: eight per day; fifty-six per week. One week's holidays with pay to employees after six months service. Wages: Per month—chief patrolmen, \$156.25; assistant patrolmen, \$143.75; arc lamp patrolmen, \$121.87; arc lamp changer, \$112.50; assistant arc lamp changer and cleaner, \$109.37; arc lamp trimmer, \$106.25; arc lamp trimmer for wharf, \$118.75; arc lamp trimmer for inverted lamps, \$112.50; power inspector, \$121.37; assistant, \$115.62; incandescent inspector, \$106.25; assistant inspector, \$93.75; line inspector, \$112.50.

City stations: Hours of labour: eight per day; fifty-six per week.

Wages: Per hour—central station operators 71 cents; other stations, 65 cents; central station floormen, 56 cents; other stations, 52 cents; combination telephone linemen, per month, \$137.50.

One week's holidays to seven-day workers having six months' service.

Construction and maintenance (city stations):

Hours of labour, eight per day, forty-eight per week. Wages: Per hour—maintenance men, 75 cents; helpers, 62 cents; labourers, 43 cents. Grievances to be settled by arbitration.

General shops: Hours of labour: forty-four per week. Wages: Per hour—electricians, armature winders, 80 cents; arc lamp assemblers, meter assemblers and repairers, testers, (meters transformers, motors) transformer winders, transformer assemblers, 70 cents.

Apprentice to serve three years. Wages: Per hour—first year, 31 cents; second year, 40 cents; third year, 50 cents; charge hands, 10 cents per hour above men over whom they have charge.

Grievances to be settled by arbitration. Piecework rates as in vogue May, 1920, to be increased 16 per cent.



### Transportation—Water

CANADA. — VESSELS TRADING FOREIGN OR BETWEEN PACIFIC AND ATLANTIC PORTS, AND NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA. Verbal agreement in effect for the year 1920.

Ocean and coastwise scale, Cargo steamships: Per month—1,001 to 2,000 power tonnage, chief engineer, \$200; second, \$150; third, \$125; fourth (overtime or introduction additional engineer), \$110; 2001 to 3000 P.T., chief \$205; second, \$155; third, \$125; fourth (as above) \$110. 3001 to 4000 P. T., Chief, \$210; second, \$155; third, \$130; fourth, \$120; fifth (overtime or introduction additional engineer), \$110. 4001 to 5000 P. T., Chief, \$215; second, \$160; third, \$135; fourth, \$120; fifth (as above), \$110. 5001 to 6000 P. T., chief, \$220; second, \$165; third, \$140; fourth, \$125; fifth (as above) \$110. 6001 to 8000 P. T., chief, \$225; second, \$170; third, \$145; fourth, \$125; fifth (as above), \$110. 8001 to 10,000 P. T., chief, \$230; second, \$175; third, \$150; fourth, \$130; fifth (as above), \$110. Power tonnage is indicated horse power plus gross tonnage of respective vessels. Subject to adjustment for oil tankers and refrigeration vessels.

Watch and watch to be maintained on sailing day; no engineer to take charge of a watch upon or immediately after leaving port, unless after six hours off duty. Working day, 8 a.m. to 5 p.m., one hour for dinner. Night service, eight hours per night. If required to stay aboard at night, after having worked all day, engineer to do only work necessary for safety of vessel and to have a full day off with pay and six hours overtime at 75 cents per hour. If required to do work, engineer to be paid in addition 75 cents per hour for all hours worked. If required to stay aboard Sundays or holidays, engineer to be paid overtime, 75 cents per hour. Work done off watch to be paid overtime. Assistant engineer working in excess of eight hours to be paid overtime. Chief engineers not to be paid overtime

except on vessels with less than four engineers. Full complement of engineers to be employed while vessel is working cargo or in commission. On vessel out of commission one engineer to receive pay and subsistence allowance of chief engineer. Others employed as machinists, to receive not less than minimum wage paid machinists.

Chief engineers to receive for subsistence allowance not less than \$2 per day. Assistant engineers, not less than \$1.50 per day.

If a member of the Association be discharged for observance of these rules, no member of the N. A. of M. E. to be permitted to sail or work with substitute.

ST. JOHN, N. B. — CERTAIN SHIP OWNERS, AND NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA, COUNCIL No. 2. Verbal agreement in effect from January 1, 1920.

Tug and freight steamers:

Minimum wage scale: Per month—first engineer, from 20 to 30 nominal horse power, \$120; over 30 to 50, \$135; over 50 to 75, \$150; over 75 to 100, \$165; over 100, increased according to scale. Second engineer, \$25 per month less than chief. All steamers (compound) under 20 N. H. P. minimum rate per month, certified engineers, \$100.

Class 1. Tugs and steamers, freight or passenger, single cylinder type: Per month—First engineer, from 10 to 20 nominal horse power, \$110; over 20 to 30, \$125; over 30 to 50, \$135; over 50 nominal horse power, increased according to scale. Second engineer, \$25 per month less than chief.

Class 2, Per month—First engineer, from 20 to 30 nominal horse power, \$120; over 30 to 50, \$135; over 50 to 75, \$150; over 75 to 100, \$160; over 100 to 150, \$170; over 150 to 200, \$180; over 200, increased in proportion to scale; all ferry steamers over 20 N. H. P., minimum scale per month, \$150. Second engineer, \$25 less than chief; third engineer, \$25 less than second engineer. All above rates include board, or \$20 per month extra to be given. Engineers

to receive first class transportation and hotel expenses when going to fit out or lay up steamers. When not hired by year, rates to be 25 per cent more than above scale.

CHARLOTTETOWN, P. E. I. — CERTAIN SHIP OWNERS, AND NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA, COUNCIL No. 15. Verbal Agreement in effect from June 1, 1919, to September 1, 1920.

Minimum wage scale for ocean and coastwise steamers; Per month and found, 200 nominal horse power and upward—Chief engineers, \$170; second, \$145; third, \$120; fourth, \$110; 100 to 200 horse power—Chief engineer, \$160; second, \$135; third, \$115; fourth, \$105; 50 to 100 horse power—Chief engineer, \$150; second, \$125; third, \$100; 25 to 50 horse power—Chief engineer, \$125; second, \$100. Steamers under 25 N. H. P., minimum rate for engineers in charge, \$110 per month and found.

On steamboats where engineers are not found, \$20 per month additional.

If not hired by year, men to have 20 per cent more.

MONTREAL, SOREL, CHAMPLAIN AND LEVIS, QUE. — SHIP OWNERS, AND PROVINCIAL COUNCIL OF THE NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA. Verbal agreement in effect during the season of 1920.

Expenses to be paid to and from residence to boat. All engineers to be found, except on ferry boats. Overtime after twelve hours, 75 cents per hour.

Passenger boats: 3000 tons and over—Chief engineers, season, \$2,400; second, per month, \$180. From 1,250 to 3,000 tons sailing six months or more, chief engineer, season, \$2,100; second, per month, \$150. From 1,250 to 3,000 tons, sailing less than six months—Chief engineer, season \$1,900; second engineer, per month, \$150. Boats less than 1,250 tons, requiring chief engineers with 2nd class certificate—Chief engineer, season, \$1,650; second, per month, \$125; other passenger boats—per month, chief engineer, \$125 and \$150; second, \$110.

Freight boats: 5,000 tons and over—chief engineer, season, \$2,400; second, per month, \$180; boats from 3,000 and less to 5,000 tons, chief engineer, season, \$2,200; second, per month, \$160. Other freight boats, chief engineer, season \$1,800 and \$2,000, and per month \$165; second per month, \$120, \$130; and \$140, according to class of boat.

Tugs: Per month—chief engineers, according to class of boat, \$185, \$170, \$165, and \$150, second engineers, \$145, \$140, \$130, and \$120 per month.

Ferry Boats: second class engineers, \$185; third class, \$150.

Dredges: according to type as specified by Department of Marine and Fisheries, first engineers, per season \$2,200, \$1,600; per month, \$175, \$200, \$180; second engineers, per month, \$160, \$150, \$140, \$130; third engineers, per month, \$140, \$120, \$100; fourth engineers, \$120.

PRINCE RUPERT, B. C. — PACIFIC STEVEDORING AND CONTRACTING CO., GRAND TRUNK PACIFIC RAILWAY, GRAND TRUNK PACIFIC COAST STEAMSHIP COMPANY, LIMITED, AND INTERNATIONAL LONGSHOREMEN'S ASSOCIATION, Nos. 38 and 41. Agreement in effect from July 16, 1920, subject to thirty days' notice of cancellation or revision.

Wages: general 'longshore work, per hour, day time, 90 cents; overtime, \$1.10. Eight hours per day. Coal and ore in bulk, and cement in lots of 25 tons, per hour, day time, \$1; overtime, \$1.20. Per hour straight time: fertilizer and plaster in lots of over 25 tons, \$1.15; powder any quantity, creosoted lumber and piles, \$1.10; sulphur in bulk any quantity, \$1.25. Double winch drivers, \$1.10 per hour, day time: \$1.50 overtime.

Hours of labour, eight per day.

'Longshoremen to line up at shed at 8 a.m. and 1 p.m. for one half hour. If not hired, to retire to hall and remain subject to call until 11 a.m. and 5 p.m.

Union to endeavour to supply sufficient men, otherwise employer may obtain men.

## PRICES RETAIL AND WHOLESALE IN CANADA, SEPTEMBER, 1920

THE movement of prices was again downward, lower levels appearing in both wholesale and retail prices. Many of the important changes were seasonal and due to large crops and better supplies on the market, but the tendency to lower levels for raw materials and for some manufactured goods was still evident. In some cases there was a slight recovery in the prices of raw materials, indicating that for such articles the usual fluctuations might now be expected rather than the steadily rising or falling markets which had characterized the movement since 1914. Raw silk, jute, brass, solder and aluminum illustrated this condition, while coal, gasoline, pulp and paper appeared to be still rising. Iron and steel were still firm but lumber fell in some lines. Dairy products were upward but the changes in butter and cheese were slight with fluctuations downward at times while eggs showed considerable increases. Cattle and beef were weak but hogs, ham and bacon were higher. Grain was lower but fodder was firm. Potatoes were again lower, and other fresh vegetables came on at lower levels than for some time. Sugar and molasses declined steeply as larger supplies became available. Cotton, hides, leather, and some metals continued to decline.

In retail prices the average cost of a list of staple foods in terms of the retail prices in sixty cities at the middle of September was \$15.95 as compared with \$16.42 for August, \$16.84 for July, \$16.92 for June, \$14.33 for September, 1919, \$13.31 for September, 1918, and \$7.83 for September, 1914. The chief decreases were in potatoes and sugar with slight decreases in beef, lard, flour and rolled oats, but increases in pork, bacon, eggs and butter. Coal, wood and coal oil were also higher and rent advanced in some of the cities.

In wholesale prices the index number was lower at 326.6 for September as compared with 330.2 for August, 346.8 for July, 349.3 for June, 356.6 for May, 301.5 for September, 1919, 385.3 for September, 1918, 141.3 for September, 1914, and 134.4 for September, 1913. The chief decreases by groups were in Grains, Foods, Textiles, Hides and Leather, and in Lumber, with the chief increases in Dairy Products and Fruits.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workingmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central,



without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood, coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For instance the only fruits are evaporated apples and prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained.\* In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in

the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and averaged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

In meats, prices averaged slightly lower for beef, veal and mutton, but pork and bacon were higher. There were some decreases in lamb. Bacon and ham advanced in several of the cities, especially in the West. Lard was lower in a number of the cities. Eggs advanced, the increase averaging 5 cents per dozen. Milk advanced in twelve of the cities. Butter was slightly higher throughout the Dominion. Flour declined in several of the cities. Canned tomatoes, peas and corn were steady. Dry beans were lower in a few of the cities. There was a general decline in onions. Potatoes again dropped considerably, the decrease being general throughout the Dominion, the average price per bag at the middle of September being \$2.44 as compared with \$3.81 in August and \$6.51 in June. Fresh apples also declined considerably. Jam and canned fruit were steady. Sugar declined 2 cents per pound in nearly all the cities, averaging 22.1

\*At times when the price of an article heavily weighted for this purpose rises (or falls) abnormally the increase (or decrease) in food prices so indicated is exaggerated and this should be taken into account in using the budget as an indicator of changes in the cost of living.

**COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT IN TERMS OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA.**

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	Sept. 1914	Sept. 1915	Sept. 1916	Sept. 1917	Sept. 1918	Sept. 1919	Aug. 1920	Sept. 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	50.6	48.4	52.4	62.4	77.4	75.4	83.0	81.2
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	35.0	33.2	35.0	43.4	55.4	50.6	53.4	51.2
Veal, roast, forequarters.....	1 "	10.0	11.3	12.8	14.0	14.4	15.7	18.0	17.6	19.8	23.6	26.7	26.2	28.2	28.7
Mutton, roast, hinds' r.....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	21.4	20.9	23.8	29.2	36.8	35.5	36.9	35.6
Pork, fresh, roast ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.8	19.6	22.8	31.9	39.3	41.5	41.6	41.5
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	37.4	35.8	39.2	57.2	70.0	74.2	74.2	74.0
Bacon, break'ast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	26.7	26.8	29.9	41.7	51.1	57.3	57.9	58.8
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	37.4	35.8	41.0	63.0	74.0	85.0	76.0	73.8
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	31.7	29.8	37.2	50.7	55.7	61.4	64.5	70.6
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	23.1	30.1	27.7	33.7	46.4	50.8	57.0	56.3	64.3
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	50.4	50.4	52.2	62.4	74.4	81.6	88.2	90.6
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.0	58.4	58.0	58.0	58.0	68.4	84.8	95.8	112.8	121.8	124.0
Butter, creamery, prints.....	1 "	25.5	27.7	31.9	31.5	31.7	33.9	33.8	33.3	38.9	47.3	52.8	63.0	66.8	68.4
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	21.1	24.0	26.3	33.4	33.3	39.9	40.8	40.8
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	20.1	21.1	23.0	30.6	31.0	37.1	38.9	38.8
Bread, plain, white.....	15 "	55.5	53.5	66.0	64.5	60.0	61.5	66.0	69.0	78.0	109.5	117.0	118.5	145.5	145.5
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	38.0	36.0	43.0	68.0	68.0	67.0	84.0	83.0
Roll'd oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	24.5	24.5	24.5	32.5	40.0	40.0	44.5	44.0
Rice, good, medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	13.2	12.2	13.6	18.8	23.8	28.2	34.0	33.4
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	13.4	14.8	19.8	33.0	33.8	22.4	24.4	23.6
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	13.7	12.0	13.4	16.2	23.2	26.2	29.5	29.5
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	13.2	13.1	13.1	15.9	18.3	23.7	27.9	27.2
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	29.6	31.2	36.4	42.4	47.2	50.8	100.0	92.4
Sugar, yellow.....	2 "	10.0	9.8	10.3	11.0	12.0	11.0	13.6	15.2	17.0	19.4	21.8	23.6	46.8	43.8
Tea, black, medium.....	$\frac{1}{4}$ "	8.2	8.3	8.7	8.9	8.8	8.9	9.9	9.6	9.9	12.2	15.2	15.7	16.5	15.5
Tea, green, medium.....	$\frac{1}{4}$ "	8.7	8.7	9.1	9.4	9.5	9.3	9.8	9.9	10.3	11.9	14.5	16.0	17.0	17.1
Coffee, medium.....	$\frac{1}{4}$ "	8.6	8.8	8.9	9.2	9.3	9.4	10.1	9.9	9.9	10.1	11.4	14.0	15.6	15.6
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	34.3	33.2	63.2	66.3	70.7	87.0	126.9	81.2†
Vinegar, white wine.....	$\frac{1}{8}$ pt.	.7	.7	.7	.7	.8	.8	.8	.7	.8	.8	.9	1.0	1.3	1.0
<b>All Foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.95</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.83</b>	<b>\$7.74</b>	<b>\$8.96</b>	<b>\$11.65</b>	<b>\$13.31</b>	<b>\$14.33</b>	<b>\$16.42</b>	<b>\$15.95†</b>
Starch, laundry.....	$\frac{1}{8}$ lb.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
		2.9	3.0	3.1	3.1	3.2	3.2	3.2	3.2	3.3	4.3	4.8	4.8	5.0	4.9
Coal, anthracite.....	$\frac{1}{4}$ ton.	39.5	45.2	48.1	48.8	51.9	55.0	53.5	52.5	57.2	68.5	77.9	82.4	110.0	118.3
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	37.2	37.3	39.1	54.4	60.8	63.7	81.3	85.6
Wood, hard.....	" cd.	32.5	35.3	38.8	41.4	41.3	42.5	42.8	41.3	43.1	54.6	72.1	77.8	82.0	83.1
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	31.4	30.4	31.0	40.8	54.1	56.4	64.1	66.2
Coal, oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	23.6	23.2	23.0	25.8	28.0	29.3	38.3	39.2
Fuel and lighting.....		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.89</b>	<b>\$1.85</b>	<b>\$1.93</b>	<b>\$2.44</b>	<b>\$2.93</b>	<b>\$3.10</b>	<b>\$3.76</b>	<b>\$3.92</b>
Rent.....	$\frac{1}{4}$ mo'th	\$2.37	\$2.89	\$4.05	\$4.05	\$4.60	\$4.75	\$4.59	\$4.06	\$4.08	\$4.44	\$4.82	\$5.41	\$6.37	\$6.45
<b>Grand Totals.....</b>		<b>\$9.37</b>	<b>\$10.50</b>	<b>\$12.79</b>	<b>\$13.00</b>	<b>\$13.79</b>	<b>\$14.02</b>	<b>\$14.33</b>	<b>\$13.67</b>	<b>\$15.01</b>	<b>\$18.57</b>	<b>\$21.11</b>	<b>\$22.88</b>	<b>\$26.60</b>	<b>\$26.38</b>

**AVERAGE COST OF STAPLE FOODS BY PROVINCES†.**

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.48	\$7.86	\$8.59	\$11.62	\$13.51	\$14.36	\$16.97	\$16.37
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.75	6.71	7.75	10.37	11.71	12.37	15.38	14.13
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.69	7.71	8.81	11.66	13.20	13.93	16.25	15.58
Quebec.....	5.15	5.64	6.33	6.46	6.97	6.87	7.40	7.20	8.64	11.29	12.70	13.33	15.54	15.03
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.77	7.62	9.18	11.74	13.27	14.45	16.44	15.91
Manitoba.....	5.35	6.19	7.46	7.41	7.88	7.87	8.15	7.90	8.65	11.25	12.85	14.36	17.24	16.65
Saskatchewan.....	6.86	6.92	7.86	8.08	8.16	8.25	8.49	8.10	8.87	11.59	13.09	14.21	16.75	16.05
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	8.14	7.73	8.86	11.92	13.32	14.18	16.31	15.60
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	9.03	8.63	9.30	12.36	14.28	14.81	17.09	17.07

\*December only.

†See footnote, page 1394

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		Ham, boiled, sliced, per lb.
	Sirloin steak, per lb.	Round Steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Stewing, per lb.				Fresh, leg roast, per lb.	Fresh chops, loin, per lb.	Salt mess, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.	
Dominion Average . . . .	cents. 40.6	cents. 35.8	cents. 31.7	cents. 25.6	cents. 26.2	cents. 28.7	cents. 35.6	cents. 40.0	cents. 41.5	cents. 44.9	cents. 37.0	cents. 58.8	cents. 63.3	cents. 78.3
Nova Scotia (Average) . . . . .	42.0	36.4	35.2	28.4	24.8	27.5	32.5	38.5	38.6	40.8	36.5	55.2	59.6	72.0
1-Sydney . . . . .	45	40	38	28	28-32	28-32	40	40	40	40	40	60	65	85
2-New-Glasgow (a) . . . . .	40	35	33	25	22	28	30	35	38	35-40	35	53	58	65
3-Amherst . . . . .	35	35	25	23	22	35	35	32-36	50	50	35	58	60	75
4-Hali ax. . . . .	50	35	45	32	25	25	35	50	35	50	35	60	65	75
5-Truro . . . . .	40	37	35	32	25	22	25	33	35	35	35	45	50	60
6-P.E.I.—Charlottetown . . . . .	30-35	30-35	28-32	25-28	18-20	12-15	20-30	30-35	35	35	35	54	56	63
New Brunswick (Average) . . . . .	40.0	34.4	28.9	23.0	19.5	21.5	28.8	36.7	35.1	35.6	35.3	53.5	59.8	71.7
7-Moncton . . . . .	40-45	35-40	28-32	24-28	18-20	24-28	35	40	35-40	35-40	35	52	55	70
8-St. John . . . . .	50	40	35	25	22	22	35	35	38	40	35	55	60	75
9-Fredericton . . . . .	35	30	28	23	20	18	20	35	35	35	36	52	55	65
10-Bathurst (b) . . . . .	30-35	30	20-25	18	17	20	25	30	30	30	35	55	55	65
Quebec (Average) . . . . .	32.5	32.0	27.3	22.3	19.9	25.4	30.8	34.9	36.5	36.5	34.6	59.9	60.1	78.0
11-Quebec . . . . .	29-30	28-30	23-24	16-19	14	22-27	25-28	25-28	30-32	28-30	30-32	48	48	70
12-Three Rivers . . . . .	40	38	30	25	25	25	30	35	35	35	35	60	70	75
13-Sherbrooke . . . . .	25	25	25	20	18	20	30	35	38	38	35	55	60	80
14-Sorel . . . . .	38	38	30	25	22	30	35	35	35	35	35	65	65	75
15-St. Hyacinthe . . . . .	25	25	18	18	15	18	22	28	30	30	35	70	70	90
16-St. John's . . . . .	38	38	38	25	25	35	35	40	35	35	35	60	55	80
17-Thet ord Mines . . . . .	30	35	30	25	20	20	30	35	38	38	35	60	55	80
18-Montreal . . . . .	28.5-35	28.5-32	24-28	15-25	15-18	22-28	37-38	39-40	45-48	45-49	35-38	58-62	60-65	78-80
19-Hull . . . . .	35	30	25	25	18-20	25	30	40	40	40	35	45	50	75
Ontario (Average) . . . . .	43.1	38.6	33.7	28.1	22.7	30.9	36.9	41.3	43.4	47.3	37.2	56.8	60.9	77.4
20-Ottawa . . . . .	38	38	28	25	18-20	28	40	40	38	42	40	60	60	75
21-Brockville . . . . .	40-45	35-40	30-35	25-30	20	22-25	25-30	30-35	40	40	38	65	70	80
22-Kingston . . . . .	40-45	30-35	30-35	20-24	17-20	22	30	35	40-45	40-45	32	55	55	65-70
23-Belleville . . . . .	45	42	40	30	25	30	40	45	40	40	40	58	60	70
24-Peterborough . . . . .	45	40	30	28	22-26	30	40	45	45	48	30	68	70	75
25-Orillia . . . . .	40-45	30-35	35	25	18-25	33	35	40	40	40-42	63	65	65	75
26-Toronto . . . . .	35-40	30-35	25-35	15-20	12.5-15	20-30	25-30	40-45	35-45	40-50	35-40	50-55	55-60	65-75
27-Niagara Falls . . . . .	50	45	30	25	20	25	45	45	42	48	38	55	60	80
28-St. Catharines . . . . .	35	32	30	25-28	18-22	27-32	35-37	38	38-40	44	35	45	50	70
29-Hamilton . . . . .	42-45	38-42	32-40	26-28	20-28	25-30	35-40	33-40	40-45	48	38-40	55	58	75
30-Brant ord . . . . .	45	40	35	32	25	35	40	45	55	55	40	60	65	80
31-Galt . . . . .	48	40	40	35	30	35	45	45	45	55	40	55	60	75
32-Guelph . . . . .	45	38	37	30-32	25-30	30-35	40	45	40	50	35	55	57	80
33-Kitchener . . . . .	40	38	28	25	40	45	45	45	50	50	45	55	60	80
34-Woodstock . . . . .	43-48	40	38	28	25	35-40	35	45	45-50	50	37	60	80	80
35-Strat ord . . . . .	38	36	32	30	28	28	33	35	48	45	32	60	60	80
36-London . . . . .	45	40	35	32	25	35	40	40	45	50	40	56	60	80
37-St. Thomas . . . . .	45	43	32	28	22	33	25	42	50	55	40	55	60	80
38-Chatham . . . . .	45	40	32	28	25	35	35	40	40	55	35	55	60	75-80
39-Windsor . . . . .	38	35	28-36	28	24-28	35	40	40	38-45	55	40	60	65	85
40-Owen Sound . . . . .	38	35	30	25-28	20-25	28-30	35	35	40	40	32-35	50	50	75
41-Cobalt . . . . .	48	40-45	40	22-30	15-30	40	40	45	40	40	40	50-58	60	80
42-Sault Ste. Marie . . . . .	50	45	40	35	15-22	30	40	40	45	45	45	55	60	75
43-Port Arthur . . . . .	40	40	32	30-32	18	25	45	45	45	50	45	60	65	85
44-Fort William . . . . .	45	40	35-38	30-33	17-25	30	40	45	45	45-55	45	65	85	85
Manitoba (Average) . . . . .	40.0	32.5	27.5	20.0	17.3	28.8	37.5	40.0	43.5	50.0	37.3	66.3	73.8	81.7
45-Winnipeg . . . . .	40	30	25	15	12.5	25	35	40	42	55	40	70	75	90
46-Brandon . . . . .	40	35	30	25	22	30-35	40	40	45	45	40	60	70	70
Saskatchewan (Average) . . . . .	42.5	33.8	28.5	23.8	20.1	26.8	38.3	41.3	42.5	45.0	37.3	66.3	73.8	81.7
47-Regina . . . . .	45	35	32	25	20	30	40	45	50	50	40	65	75	80
48-Prince Albert . . . . .	40	35	30	25	25	30	38	40	40	40	35	70	75	80
49-Saskatoon . . . . .	45	30	25	20	12.5	20	40	45	40	50	45	70	80	85
50-Moose Jaw . . . . .	40	35	27	25	23	27	35	35	40	40	32	60	65	85
Alberta (Average) . . . . .	37.5	31.3	29.5	21.8	16.3	26.3	35.5	39.5	45.0	48.8	38.3	63.3	67.5	81.3
51-Medicine Hat . . . . .	40	30	25	22	15	25	40	40	40	40	38	60	65	70
52-Edmonton . . . . .	30	25	28	20	15	20	30	35	45	50	35	65	70	80
53-Calgary . . . . .	40	35	35	20	15	30	40	45	55	55	40	63	65	90
54-Lethbridge . . . . .	40	35	30	25	20	30	32	38	40	50	40	65	70	85
British Columbia (Average) . . . . .	43.4	36.1	33.8	25.1	21.7	33.3	40.4	44.2	44.1	50.3	39.7	64.0	69.4	86.9
55-Fernie . . . . .	45	38	35	30	22	30	40	40	50	55	35	62	70	90
56-Nelson . . . . .	40-45	38	35	18-25	18-26	33-38	38-43	40-45	40-45	50	38	65	70	85
57-Trail . . . . .	40	35	30	18-22	15-20	30-35	35	40	40	50	40	70	75	85
58-New Westminster . . . . .	40	30	25	25	18-22	30	45	45	40	45	40	65	70	100
59-Vancouver . . . . .	45	38	45	20	20	30	35	45	40-45	40-55	45	60	70	80
60-Victoria . . . . .	40	35	27	22	18	38	42	38	50	50	40	50	55	85
61-Nanaimo . . . . .	50	40	38	35	30	40	45	50	50	50	35	70	75	90
62-Prince Rupert . . . . .	45	35	35	27	25	30	45	45	50	55	45	70	70	80

(a) Including Westville, Stellarton and Trenton.

(b) Representing the former Newcastle district.



## AND RENTALS IN CANADA AT MIDDLE OF SEPTEMBER, 1920

FISH																							
Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, fresh, per doz.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	Other fish, fresh, per lb.	Other fish, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod boneless per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. tin.	Canned salmon, med. red. lb. tin.	Canned salmon, pinkies, lb. tin.	Lard, pure lard, best, per lb.		
cts. 17.8	cts. 15.8	cts. 16.0	cts. 13.3	cts. 31.8	cts. 26.5	cts. 13.4	cts. 14.2	cts. 48.8	cts. 51.3	cts. 19.5	cts. 15.5	cts. 26.4	cts. 23.8	cts. 13.6	cts. 63.9	cts. 24.5	cts. 21.8	cts. 50.1	cts. 40.5	cts. 30.9	cts. 36.9		
14.6		13.3		32.6				50.0				26.0			57.0	25.4	18.0	40.0		35.0	39.7		
10				25-30				14-20				14-20			60	30				42-45	45		
15		15		30								35			50-60	25		35		30	32		
15				35											60	22		40			3		
15		10		38				50							50	25	18	45	35		38		
18		15													60	25	18			40	40		
8-10		8-10														54	15-18				38		
14.0		14.7		35.8											60.0	24.8	18.0	40.0	32.5	32.5	35.8		
12		12		35-40										12	70	24	20	40	35	35	8		
18		18		35				40							60	25	18		35	30	8		
18		14		35		12						50			70	25	16		30	35	9		
8															40	25	18	40	30	38	10		
15.7		13.3	12.5	33.6		12.5		72.5		19.2				10.8	72.5	24.0	26.7	46.5	35.4	31.3	35.8		
10		12	12		30				75	15					75		30				35		
	15		13												75		30	50	40	30	40		
		18		40						25								45	40	35	38		
		13								20								45		35	13		
				25						15					10	60					32		
				38						25					15			40			40		
18-20		9.5-12		28-38		15		70-75		10-25					70-90	23-25	18-22	38-50	30-33	25-28	35		
18		12.5		32		10				17					20-28			55	30	32	18		
19.4	15.7	17.2	16.7	34.6	27.9	14.5	13.3	50.6	27.5	20.5	17.3	22.8	22.5	14.0	65.6	24.6	21.1	51.4	40.8	29.8	36.5		
20		14		35		125				17				12.5				45-55	30-35	25	38-40		
25				35-40						15-20		20-40				25		50	40-45	28-35			
12.5-15	10	12.5	10	35	25	10	10	50		15	15-18	15			50	17-25	18	50	38		22		
		16								15								50			23		
20		14		33	25-30	15				15					75	25	18-22	50	45	30	24		
										26		33-35	18-22			25		60	40	25	25		
22				30						30-35				15		25	25	50	40	25	35		
20		15		35-40		15		1.00		25				15	75	25-35	18-25	50	40	25-35	32-34		
				30-35		20				15-28		28-35		13		30	20	50	45	30	43		
18		15		33		15				17		25	25					50			32		
				35						20		15				25	20	55	40	35	40		
		25				12.5				17		30	30			25		50	40	30	33		
				40		17				20		22	22			25	20	50	40	30	34		
		10	10	30	30	15	15			18	18			10		25	28	50	40	29	35		
		15		35		12-15				25					60	18-23	18	50	40	25	36		
18		38		40		25				20				10	50	25	20-23	50	30	25	37		
20						30				18-25						30	30	55	45	35	38		
										20		20			70	25	20	45-50	35	30	35		
16-18	16-18			30	25-30	5		25		15-17						25	20	45-55	40-45	25	40		
20	20	15	15	35	25-30		25-30	25-30		15				15-25	75	25	18-20	50	40-45	25	40-45		
				32.5						18.0								55.0	47.5	37.5	42.5		
				35	25					18	15							50	55	50	40		
				30						18								50	40	25	45		
20		30		28.8						17.0								23.8	50.0	41.7	40.0		
				30						18								30	50	25	45		
				30						18								25	55	40	48		
				25		18.5				18								20	50	45	49		
				30	23	12.5				15				15	75	20	20	45	40	25	50		
22.0				27.5	23.0	14.4				16.9	35.0			17.5		27.0	22.3	52.5	41.3	32.5	35.8		
25				30	30	15				20	40			20		30	25	55	40	30	33.3		
25	17.5			25	23	12.5				12.5	30	25		15		25	20	50	45	40	35		
25				25		15				20				15		28	22	60	40	25	40		
18				20		12.5				15				20		25	22	45	40	35	54		
18.9	15.0	20.0	20.0	27.0	25.0	10.8						17.5		12.0		25.0	23.1	54.0	41.6	30.9	35.7		
22				30	30	15								15			23	50	25	40	55		
22				32		12.5								15		30	32	55	50	35	56		
20				28													22	45	38	27	57		
18				25		10						30	25			25	25	50	40	25	58		
20				28		10						30		10		25	22	50	40	30	59		
16				28		7		25				25		10		25	16	44		25	60		
18				25								25		10		25	25	50	40	35	61		
15	15	20	20	20	20	10								10		20	20	55	50	45	62		

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	EGGS					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
	Fresh, specials per doz.	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage, per dozen.		Dairy, solid, per lb.	Creamery, printa, per lb.		Old, per lb.	New, per lb.
<b>Dominion Average.....</b>	<b>70.6</b>	<b>66.8</b>	<b>62.8</b>	<b>62.0</b>	<b>64.3</b>	<b>15.1</b>	<b>62.0</b>	<b>68.4</b>	<b>43.6</b>	<b>40.8</b>	<b>38.8</b>
<b>Nova Scotia (Average).....</b>	<b>71.3</b>	<b>77.5</b>				<b>15.0</b>	<b>63.8</b>	<b>73.6</b>	<b>45.0</b>	<b>40.0</b>	<b>39.0</b>
1-Sydney.....		80				14-16		75	48	40	
2-New-Glasgow (a).....	70					16	65	70		40	
3-Amherst.....	65					15	60	70	42		37
4-Hali'ax.....	80	75				15	65	78	45		40
5-Truro.....	70					14	65	75	45		40
<b>6-P.E.I.—Charlottetown.....</b>	<b>59</b>	<b>52</b>	<b>50</b>			<b>12-13</b>	<b>55</b>	<b>65</b>		<b>35</b>	<b>35</b>
<b>New Brunswick (Average).....</b>	<b>63.3</b>	<b>66.7</b>				<b>14.6</b>	<b>61.0</b>	<b>68.1</b>	<b>43.8</b>	<b>37.7</b>	<b>39.0</b>
7-Moncton.....	65	60				14-15	60-65	65-70	45	38	
8-St. John.....		75	70			17	65-68	70	43	35	
9-Fredericton.....	70	65			55	15	65	75	42	40	38
10-Bathurst (b).....	55					12	50	60	45		40
<b>Quebec (Average).....</b>	<b>73.3</b>	<b>66.8</b>	<b>67.0</b>	<b>64.0</b>	<b>60.8</b>	<b>14.4</b>	<b>61.2</b>	<b>65.8</b>	<b>39.3</b>	<b>40.6</b>	<b>36.2</b>
11-Quebec.....	70	65				16	56-59	62-64	38	38-40	34-36
12-Three Rivers.....	70					15	60	65	35	45	40
13-Sherbrooke.....	75					c14.3		74			40
14-Sorel.....	60	55				14		60	40	35	35
15-St. Hyacinthe.....		68				14		65			39
16-St. John's.....	75	75	70	65	65	13	64	66	40	45	35
17-Thet'ord Mines.....	85	65	65	62	58	15	65	70	45		35
18-Montreal.....	78-85	70-75	68	65		14-16	57-64	64-65	40-42	38-40	35-40
19-Hull.....			65			13	60	65	30-42		38
<b>Ontario (Average).....</b>	<b>67.3</b>	<b>64.7</b>	<b>59.5</b>		<b>61.3</b>	<b>14.8</b>	<b>62.8</b>	<b>66.8</b>	<b>42.7</b>	<b>41.2</b>	<b>39.2</b>
20-Ottawa.....	68-75					13	60	65-68	37-43	40-45	40
21-Brockville.....		65				12-13	58-65	70	40-42	40	40
22-Kingston.....	65		55			12	55-60	65-70	37-40	37	35
23-Bellefille.....	63	60			58	c13	70	68	45		40
24-Peterborough.....	65	65				c12.5	63	65	45	44	40
25-Orillia.....	60					c14.3	60	65	42	45	40
26-Toronto.....	75	70				c16.7		68	42	45	
27-Niagara Falls.....	70					16		67	43	40	37
28-St. Catharines.....	65					15	55-60	68-70	43-45	40	38-40
29-Hamilton.....	70	65				16	64	65	40	40	37
30-Brant'ord.....	70				68	14-15	65	66	43	42	40
31-Calt.....	60	63				c12.5	62	62	40-42	35	30
32-Guelph.....	60	60				c12.5	d62	65	45	45	40
33-Kitchener.....	64					c14.3	d62	63	40	42	
34-Woodstock.....	65					12	d80	65	45	40	40
35-Strat'ord.....			63			12		62	65	40	42
36-London.....	65	62				14	62	65	40-42	40	40
37-St. Thomas.....	68	68				c13.5	65	68	40	43	40
38-Chatham.....	58	58	58	58	58	16	68	70	42	40	38
39-Windsor.....	65	65	62			17-20	70	72	48	48	45
40-Owen Sound.....		60				12	60	60	40	38	
41-Cobalt.....	75	70				20		70	42	40	40
42-Sault Ste. Marie.....	75	70				16	65	68	45	40	40
43-Port Arthur.....	75	70				20		70	45	40	
44-Fort William.....	75					20		70	45	40	
<b>Manitoba (Average).....</b>	<b>65.0</b>					<b>14.5</b>	<b>60.0</b>	<b>71.0</b>	<b>45.5</b>	<b>42.5</b>	
45-Winnipeg.....	75	70				16	65	72	48	45	45
46-Brandon.....	55		40			13	55	70	43	40	
<b>Saskatchewan (Average).....</b>	<b>63.3</b>					<b>16.0</b>	<b>56.7</b>	<b>68.8</b>	<b>46.3</b>	<b>41.7</b>	<b>40.0</b>
47-Regina.....	65					15	60	65	45	40	40
48-Prince Albert.....	65					15		70	45		40
49-Saskatoon.....		60				16	60	75	50	40	
50-Moose Jaw.....	60					18	50	65	45	45	
<b>Alberta (Average).....</b>	<b>71.3</b>	<b>65.0</b>				<b>15.5</b>	<b>60.0</b>	<b>69.4</b>	<b>43.8</b>	<b>41.3</b>	<b>40.0</b>
51-Medicine Hat.....	70					17	60	70	45		40
52-Edmonton.....	75	70				c13.3		70	40	40	40
53-Calgary.....	70		60			15		65-70	45	42.5	40
54-Lethbridge.....	70	60				c16.7	60	70	45		40
<b>British Columbia (Average).....</b>	<b>85.0</b>	<b>80.0</b>	<b>75.0</b>		<b>72.5</b>	<b>17.0</b>	<b>63.9</b>	<b>72.4</b>	<b>47.5</b>	<b>41.4</b>	<b>39.6</b>
55-Fernie.....	80		75			c16.7	60	70-75	50		40
56-Nelson.....	80	70				c19	60	70	50	45	
57-Trail.....	85				70	15	60	70	50	40	
58-New Westminster.....	80					16.5	72	75	45	40	40
59-Vancouver.....	80					15	70	67	40	38	35
60-Victoria.....	80				65	c15.4	65	80	45	42	38
61-Nanaimo.....	85					18		75	50	45	45
62-Prince Rupert.....	1.00	90	75		75	20	60	70	50	40	

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district.

## AND RENTALS IN CANADA AT THE MIDDLE OF SEPTEMBER, 1920—(Continued)

Bread, plain white, per lb.	Soda Biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLES		
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				"B", Rangoon per lb.	Patna, per lb.	Japan, per lb.	Sham, per lb.		Tomatoes, 2½ s, per can.	Peas, standard, 2 s, per can.	Corn, 2 s, per can.
cents. 9.7	cents. 22.2	cents. 8.7	cents. 8.3	cents. 8.8	cents. 9.1	cents. 11.4	cents. 16.7	cents. 19.6	cents. 20.4	cents. 17.7	cents. 18.3	cents. 21.1	cents. 21.2	cents. 21.1
10.0	22.0	9.4	9.1	8.8	9.3	9.4	17.5	18.0			21.7	23.6	22.4	23.0
10	24	10		9	9	9	20				22-25	25	25	25
10	20		9.2	8.9		8		18			20	25	25	25
10.7	20	9.4	8.8	9	9	10	18				23	20	20	20
9.3	22	9.2	8.8	8	10	10	17				22	23	23	23
10	24	8.8	9.4	9	9	10	15	18			20	25	20	22
9.3	22	8.3	7.9	8	8	8	15		13		20	18-20	18-20	18-20
10.5	21.5	9.1	8.4	8.5	8.5	9.3	18.0	24.5	16.5	17.5	20.5	20.5	20.0	20.0
9.3-10	22	9.4	8.8	7-9	9	9				16	20	20-22	18-20	20-22
16.7	22	9.4	9	9	5-9	10	18	18-20		18	22	20	20	20
10.7	20	9.2	9	8	8	10	18	30	18	18	22	18-20	20-22	18-20
10.7	22	8.3	6.9	8	10	8		15	15	18	18	20	20	20
8.8	22.3	8.8	8.4	8.9	10.5	12.2	16.1	19.8	20.3	16.3	20.4	19.6	20.4	19.8
9.5	22	9	9	8				16	18		16	20	18	
9.3	22	9.4	9.4	8	12.5	12	15	20			20	20-25	20-25	23-25
9.3		9	9	10	10	15	18	20	25		20	20	20	20
8.3	22		7.9	10	10	12	15	18			25	17	23	20
8			7.9				17	22			18	20	20	20
8	22	8.3	8.3	10	10	13	15	20	20		25	20-22	20	20-22
8.3		8.3	8.3	8		8				15	20	19-20	24-25	17-18
10-10.3	22-24	8.5-9.4	8.5-8.1	8-9	10	12-13	15-18	22-23	18	18	18-20	18-20	18-20	16-20
8.7	20	8.8	7.9	8.3		12.5		20		16	17.5	17.5	20	17.5
9.4	22.0	8.5	8.1	8.6	8.9	11.6	17.9	19.8	22.2	19.1	18.4	20.0	20.3	20.4
8.7	22	9.4-9.8	8.3	8.3-10	8.3-10	12-12.5	20	25		20	18-20	20	20	20
9.3	25	8.8	8.8	8	8	10	18				20	20	18-20	18
9.3	22	7.9	7.9	8	6	13	17	20			15	18	18	18
7.7	20	8.3	9	10	9	12.5		18			20	20	20	20
9.3	22	9	7.9	8	10	10	15		25	25	25	19-20	17-20	20-22
9.3	25	7.7	8.3	7	7		15	25	25	15	20	22	25	25
8.7	22	9.4	8.3	8.3		12	15	25	22	15	20	20	18	18-20
9.3	24		8.3	8	10	10	22	25	22	18	20	20	20	20
9.3	18	9.2	7.1	7.1	8.3	10	18	20	20	20	20	19	19	20
8.7	20	7.9	6.7	8.3	6.3	10		20-22	17-19	15	16.7-17	18	18	18
9.3	23	9	7.5	10	9	13	13	15	25	18	20	22	22	22
9.4	20	7.3	8.1	8.3	8.3	10	15	20	20	15	17-18	18	18	17-18
9.3	22	9.2	8.1	8.3	8.3	15	20	20	25	20	18	20	20	20
9.3	24	7.7	7.4	8.3	10	15	15	25	25	20	20	23	23	23
8.7	22	7.3	7.3	8.3	8.3	12.5	20	25	25	20	20	20	20	20
9.3	22		8.1	10	8	8	20	25	25	20	20	15	20	20
8.7	22	7.5	8.3	8.3	9	10	15	20	22		17	21	21	20
9.3	22	5.3	8.3	7	10						18	20	15-22	20
9.2	25	8.3	7.7	8.3	8	10	20	24	24	24	20	23	22-25	20
9.3	22	10.4	9.4	9	15	15	20	15	18		18-20	23-25	20-22	20-22
8.7	25	8.1	6.9	9	9	9	17	20	18	18	15	18-20	18-20	20
12	20	9.4	9.4	10	10	10	20				20	24-25	24-25	24-25
10.7	20	9		10	10	10	25	25	25	25	20	20-23	20-23	20-23
11.1	22		8.3	10	8	12.5	12.5	15	20	13	20	16.7-20	19-20	24-25
11.1	18-20	8.3	8.3	7.5-8	8	12	15	15	12.5	15	20	16.7-20	19-20	20
9.2		8.1		8.8	11.5	12.5		16.5		14.0	16.5	24.0	22.0	24.0
8.8	22	8.8	8.8	10.8	13	15		18	20	15	15	25	25	25
9.6		7.3	7	10	10	13		15		13	18	23	18	23
9.7	24.3	8.4	8.3	9.7	10.6	12.1	15.0			17.8	19.4	23.9	23.7	24.1
8.9		8.1	8.1	8	8	10				18	18	23	23	23
10	21	8.3	8.3	10	10	11				20	17	22.5-25	22.5-25	22.5-25
10	22		8.8	8.8	9.2	12.5	15			18	17.5	22.5-25	25	25
10	30	8.8	7.9	12	15	15		15		15	25	25	25	25
10.0	21.5	8.4	7.8	9.0	7.8	10.8			18.9	17.7	15.0	23.3	23.3	22.0
8.7	20	9.2		10	7.5	8.3			17.5	17.5	17.5	20.5-25	21-25	21-25
10	21	8.1	8.1	8	8	10			20		12.5	22.5	20	20
10.4	25	7.9	7.5	8.1	8	12.5			20	18	15	23	25	25
10.8	20		7.7	10	7	12.5		12	18	17.5	15	25	25	20
11.3	23.3	8.8	8.5	9.4	9.6	13.2			19.5	15.8	13.9	22.4	22.4	21.8
10	22	8.8	8.8	9.5	10	15			22.5		17.5	25	22.5	22.5
12.5	22	9.4		10.6	10	15		20			15	25	25	25
11.5	22	8.3		9	8	12.5		20			15	22-23	22-23	23
10.7	20	9.6		10	10	12.5		20	15	12.5	22.5	22.5	22.5	20
9.8	22	8.5	8.3	9	9	12.5		20	15	8.3	20	20	20	20
10.7	30	8.3	8.3	9	9	12.5	15		17	15	12.5	20	23	20
10.7		8.3	8	11				20	18	15	20	20	20	20
14.3	25	9	9	10	10	12.5			16.7		15	22.5-25	22.5-25	22.5-25

(c) Price per single quart is higher. (d) Dairy prints.



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow, red, etc per lb.	POTATOES		APPLES			Prunes, medium size, per lb.	Raisins, seeded, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (30 lb.)	Per peck, (15 lb.)	Fresh, best or eating, per gal.	Fresh, cooking, per gallon.	Evaporated, bright, per lb.			
<b>Dominion Average</b> .....	cents 11.8	cents 8.5	cents 2.436	cents 45.1	cents 30.6	cents 26.0	cents 29.5	cents 27.2	cents 29.1	cents 31.8
<b>Nova Scotia (Average)</b> .....	<b>13.0</b>	<b>7.6</b>	<b>2.670</b>	<b>43.1</b>			<b>27.5</b>	<b>25.1</b>	<b>30.5</b>	<b>33.3</b>
1-Sydney.....	15	8	2.55	42.5		33	25	25-30	30-35	30
2-New-Glasgow (a).....	12	9-10	c3.00						30	35
3-Amherst.....	12	7	c2.40	35					30	35
4-Hali ax.....	14	6	3.00	55			25	20	30	35
5-Truro.....	12		2.40	40			30	23	25	
<b>6-P.E.I.—Charlottetown</b> .....	<b>11</b>	<b>8</b>	<b>1.80</b>	<b>30</b>	<b>25</b>	<b>25</b>	<b>30</b>	<b>24</b>	<b>25</b>	<b>25</b>
<b>New Brunswick (Average)</b> .....	<b>11.0</b>	<b>9.0</b>	<b>2.900</b>	<b>55.0</b>			<b>27.5</b>	<b>27.0</b>	<b>27.0</b>	<b>34.5</b>
7-Moncton.....	13	10	3.00	60			30	22	22	35
8-St. John.....	11	8	3.60	60	35	35	28	30	26	35
9-Fredericton.....	12	8	2.50	45			27	26	30	35
10-Bathurst (b).....	8	10	2.50	55			25	30	30	33
<b>Quebec (Average)</b> .....	<b>11.3</b>	<b>11.8</b>	<b>1.827</b>	<b>39.1</b>	<b>41.1</b>	<b>24.3</b>	<b>28.5</b>	<b>27.3</b>	<b>28.0</b>	<b>33.4</b>
11-Quebec.....	8	12	1.60	50			20	30	20	
12-Three Rivers.....	12.5	15	c2.25	35	50	35	30	30	30	35
13-Sherbrooke.....	15	12.5		40				35	25	50
14-Sorel.....	13	20	1.50	35	40		30	25	30	30
15-St. Hyacinthe.....	10		1.50		15	8		18		
16-St. John's.....	10	15	c1.69	30	d25	d20	35	30	25	25
17-Thet ord Mines.....	11	10	2.25	45	65	8	25	25	35	35
18-Montreal.....	11-12	5	2.00-2.15	35-40	40-75	30-60	30-32	25-30	30-32	35
19-Hull.....	11	5	1.75	40	35	30		25	28	24
<b>Ontario (Average)</b> .....	<b>12.7</b>	<b>8.1</b>	<b>2.227</b>	<b>41.7</b>	<b>24.9</b>	<b>21.8</b>	<b>29.6</b>	<b>27.4</b>	<b>29.7</b>	<b>29.8</b>
20-Ottawa.....	12.5	5-8	1.60-1.75	35-50	45-50	35	30	20-30	30	30-35
21-Brockville.....	10-12.5	10	2.25	40	20	15-20	30	25	27-30	30-35
22-Kingston.....	12.5	5	1.75	35	25	20		23	25-30	28
23-Belleville.....	12.5	10	2.00	35	d15	d12.5		35	30	30
24-Peterborough.....	12.5	12.5	2.00	35	d15	d15	30	28	28	25
25-Orillia.....	10	7	1.50	30	20	10		25	30	30
26-Toronto.....	13	6	2.25	40	d17.3	d17.3		25	30	30
27-Niagara Falls.....	13	10	3.00	50	d25	d20		25	28	30
28-St. Catharines.....	12.5	5	c2.63	60	d16.7	d13.3		25	25	28-30
29-Hamilton.....	10	8.5	2.75	40	40			25	25	25-30
30-Brant ord.....	12	5	2.25	40	d10			32	30	25
31-Galt.....	12	6.3	2.00	35	30		28	25-30	33	25
32-Guelph.....	12.5	8.3	1.65	40	30	25		30	30	30
33-Kitchener.....	12.5	8.3	1.60	30	10	10	35	35	30	30
34-Woodstock.....	12.5	6	2.00	40	20	15	30	25	30	30
35-Strat ord.....	10	10	1.50	25	15	15		20	35	33
36-London.....	12.5	10		40	15	15		30	33	28
37-St. Thomas.....	12.5	12.5	2.70	45	15	15		30	35	30
38-Chatham.....	12.5	8	2.75	50	30-40		30	25-30	30	28
39-Windsor.....	20		2.70	45	20	20	35	35	25	32
40-Owen Sound.....	12.5	7	1.50	35	25	15		25	30	25
41-Cobalt.....	15		3.00	50	50	30	25	35	35	35
42-Sault Ste. Marie.....	15	8	2.75	60	40	40	25	30	35	35
43-Port Arthur.....	12.5	8.3	2.50	50		d40	25	20	25-30	30
44-Fort William.....	10-15	6.3	2.75	50	d40		30-35	20	20	35
<b>Manitoba (Average)</b> .....	<b>13.0</b>	<b>7.5</b>	<b>4.375</b>	<b>75.0</b>				<b>30.0</b>		<b>30.0</b>
45-Winnipeg.....	13	7	3.75	65	70	70		30		30
46-Brandon.....	13	8	5.00	85			30	30	18	30
<b>Saskatchewan (Average)</b> .....	<b>11.3</b>	<b>8.6</b>	<b>2.608</b>	<b>51.7</b>			<b>30.0</b>	<b>26.3</b>	<b>26.7</b>	<b>36.3</b>
47-Regina.....	10	8	3.30	55				25		35
48-Prince Albert.....	12.5	8	1.50	50			30	30	25	35
49-Saskatoon.....	12.5	8.3	c2.63				35	25	30	35
50-Moose Jaw.....	10	10	3.00	50			25	25	25	40
<b>Alberta (Average)</b> .....	<b>10.0</b>	<b>5.7</b>	<b>1.830</b>	<b>35.0</b>			<b>31.3</b>	<b>26.3</b>	<b>31.0</b>	<b>32.5</b>
51-Medicine Hat.....	9	6.3		75			35	25	30	30
52-Edmonton.....	10	5	1.50	25			30	25		30
53-Calgary.....	11	5	c2.16	45			30	30	38	35
54-Lethbridge.....	10	6.3					30	25	25	35
<b>British Columbia (Average)</b> .....	<b>10.2</b>	<b>8.1</b>	<b>3.027</b>	<b>56.5</b>	<b>43.8</b>		<b>31.3</b>	<b>28.3</b>	<b>30.8</b>	<b>31.9</b>
55-Fernie.....	10	12.5	c2.70		75	70	25	30	30	35
56-Nelson.....	12.5	10	c4.05				35	35	30	35
57-Trail.....	11	12.5	c4.05	75			30	27	28	35
58-New Westminster.....	10	10	c2.25		12.5		35	25	30	30
59-Vancouver.....	8	3	1.70	29			30	28	30	25
60-Victoria.....	10	5	2.84	55			34	33	33	30
61-Nanaimo.....	10	6		50				25	35	35
62-Prince Rupert.....	10	6	c3.60				30	25	30	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district.

## AND RENTALS IN CANADA AT MIDDLE OF SEPTEMBER, 1920—(Continued)

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Corn syrup, per 5-lb. tin.	Honey, clover, strain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's per can.	Pears, 2's per can.	Plums, 2's per can				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packets), per lb.	Green, medium (in bulk), per lb.	Green, medium, (packets), per lb.
\$	\$	cents.	cents.	cents.	\$	cents	cents	cents	cents	cents	cents	cents	cents
1.516	1.478	42.6	42.3	31.9	1.186	75.0	1.628	23.1	21.9	64.0	60.0	68.0	68.3
1.450	1.450	43.3	5.75	40.0	1.125	71.7	.....	24.2	22.2	62.4	66.5	.....	.....
1.20	1.20	.....	.....	.....	.....	.....	.....	25	24	75	70	.....	.....
1.50	1.50	40	45	30	1.25	70	.....	25	24	65-70	60-65	.....	.....
1.85	1.85	50	70	50	.....	80	.....	23	22	60	65	.....	.....
1.25	1.25	40	.....	.....	1.00	65	.....	23	21	52	70	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	25	20	65	65	.....	.....
1.50	1.50	35	40	25	1.25	60	1.75	20	19	60	65	.....	.....
1.550	1.500	44.1	47.1	37.5	1.133	70.0	.....	23.1	21.8	67.5	62.5	70.0	65.0
1.45	1.35	40	40	40	1.00	65	.....	23	22	55	55	.....	.....
1.35	1.35	40	40	35	1.00	75	.....	23	22	60	65	70	65
1.85	1.80	60	65	.....	1.40	70	.....	22.2	21.1	55	65	70	.....
.....	.....	35-38	40-47	.....	.....	.....	.....	24	22	60	65	65	.....
1.429	1.401	43.6	43.6	32.1	1.213	68.9	1.817	23.1	21.9	67.2	64.4	65.9	63.9
1.50	1.40	40	40	30	1.25	60	1.50	22	20	70	65	70	65
1.50	1.50	50	50	35	1.25	65	2.25	24	23	60	50	70	50
1.50	1.50	45	45	25	.....	70	.....	23	22	70	70	55	.....
.....	.....	.....	.....	.....	.....	.....	.....	22.2	21.1	.....	60	70	60
1.50	1.50	45	40	35	1.50	70	1.50	25	22.2	70	60	70	60
1.25	1.25	40	40	40	1.25	65	1.50	23.5	23.9	70	70	70	70
1.50	1.40-1.50	40	45	30	95-1.10	70-85	1.50-1.80	22-23	21-22	55-60	70	45-60	70-75
1.25	.....	45	45	30	1.00	70	.....	22	20	70	70	70	70
1.508	1.470	40.7	39.1	30.0	1.171	76.1	1.762	23.0	22.1	65.0	66.4	64.8	66.6
1.35-1.75	1.35-1.75	40-50	40-50	30	97-1.25	65-70	1.65-1.75	22-23	20	60	60	60-65	60
1.50	1.30	40	40	35	1.00	65	1.75	25	25	70	70	70	70
1.50	1.40	40	35	25	1.25	75	.....	22.2	21.1	60	50-55	60	50-55
1.60	1.45	35	50	25	1.25	75	.....	22.2	22.2	70	60	70	60
1.35	1.25	40	40	35	1.25	70	1.50	23.4	23.4	70	70	75	70
1.50	1.50	.....	.....	20	1.10	70	1.50	23	23	50-60	70	70	70
1.35	1.35	40	30	30	1.25	75	1.75	23	22	60	70	60	60
1.85	1.75	40	40	1.40	.....	75	1.75	25	22.2	60	70	70	60
1.50	1.40	35-40	45	35	1.00	75-85	1.75	20	20	80-70	70	55-65	70
1.50	1.45	32	35	35	1.10	70	.....	21	20	60	70	60	70
1.65	1.50	50	45	35	1.15	75	2.00	25	22.2	70	70	80	70
1.30	1.50	30	30	25	1.15	68	1.25	20	20	60	60	65	65
1.50	1.40	40-50	40-50	30-40	1.25	70	1.85	22	22	60	65	60	65
1.50	1.50	40	35	30	1.15	70	1.75	23	23	65	70	65	70
1.50	1.50	45	40	35	1.25	75	1.85	25	23.5	70	70	70	70
1.50	1.50	25	25	.....	1.00	80	1.50	20	16.7	60	65	60	65
1.65	1.65	.....	35	35	1.25	59	1.75	25	25	65	68	65	68
1.40	1.40	35	30	25	1.25	65	1.50	23.5	22.2	60	70	60	70
1.50	1.50	50	45-50	30	1.00-1.25	70	1.75	22.2	22.2	60-80	70-80	60-80	70
1.60	1.60	40	40	40	1.35	95	1.85	23	21.5	50-80	50-80	50-80	50-80
1.50	1.50	.....	.....	90	.....	60	1.75	22.2	20	70	60	60	70
1.50	1.45	35	35	30	1.25	85	2.25	25	25	65	70	70	70
1.75	1.75	60	60	30	1.50	75	1.85	25	25	80	70	70	70
1.40	1.35	40-60	35	25-30	1.00	65	1.75	25	25	60-70	65	60-70	60
1.25	1.25	30-50	35-40	25	1.00	60	1.90	22.2	20	60-70	55	55-60	55
1.650	1.650	40.0	40.0	32.5	1.050	85.0	1.875	26.3	25.8	70.0	72.5	75.0	75.0
1.85	1.85	35	35	30	1.10	85	1.85	24	23	70	75	80	80
1.45	1.45	45	45	35	1.00	85	1.90	28.6	28.6	70	70	70	70
1.438	1.363	42.5	37.5	29.5	1.113	80.0	2.050	23.7	20.6	70.0	67.5	73.3	70.0
1.50	1.35	45	35	28	1.00	85	.....	23.5	20	65-75	70	65-75	75
1.50	1.40	40	30	30	1.10	90	.....	25	25	75	.....	80	.....
1.40	1.35	45	45	30	1.10	.....	2.10	24	23	65	.....	65	65
1.35	1.35	40	40	30	1.25	65	2.00	22.2	14.3	65-75	65	65-75	50
1.500	1.400	47.5	46.7	31.3	1.213	86.3	2.125	23.2	22.0	61.3	72.5	73.3	73.8
1.50	1.50	40	40	35	1.35	90	1.85	23	22	55	70	75	65
1.50	1.40	50	.....	30	1.25	80	2.20	23	20	55	70	75	75
1.60	1.40	45	45	30	1.15	90	2.20	22.2	22.3	70	75	80	80
1.40	1.30	55	55	30	1.10	85	2.25	23.5	23.5	65	75	70	75
1.656	1.619	43.8	45.6	36.4	1.298	85.5	2.092	22.5	21.2	59.7	68.8	73.1	75.4
1.50	1.50	45	45	45	1.50	85	2.25	22	22	60	70	85	75
1.75	1.75	40	40	30	1.50	1.15	.....	24.3	23	70-75	85	80	75-80
1.60	1.60	40	40	.....	1.20	85	2.00	21.3	20	55	65	65	65
1.60	1.50	50	60	50	1.20	85	1.85	23	22	70	60	80	80
1.70	1.70	40	40	30	1.15	80	1.85	20	18.2	50	70	70	70
1.65	1.65	50	50	20	1.18	74	2.10	22	20	60	65	75	80
1.60	1.50	40	45	40	1.25	85	.....	24	22	60	65	75	80
1.85	1.75	45	45	40	1.40	85	2.50	23.5	22.2	50	70	75	61

(a) Calculated price per bag from price quoted. (a) Calculated price per gallon from price quoted.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½-lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ¼ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans, roasted, Rio, etc., per lb.								Laundry stand-ard, per bar.	Toilet, castile, per lb.
<b>Dominion Average</b> .....	cents 62.4	cents 58.1	cents 33.0	cents 15.9	cents 11.0	cents 15.4	\$ 1.185	cents 9.8	cents 14.8	cents 10.8	cents 34.8
<b>Nova Scotia (Average)</b> .....	63.0	68.3	34.5	12.6	9.3	15.0	98.3	8.8	15.5	12.0	36.7
1-Sydney.....	60		33	13	8	14	1.00	10	17	12	30
2-New Glasgow (a).....	60		35	10	10-12	12-14	1.00	6-10	15-16	12	
3-Amherst.....	70	70	35	12	10	18	90	7	15	12	30
4-Hali ax.....	60	70	35	15		15	1.00		15	12	50
5-Truro.....	65	65		13	8	15	1.00	10	15	12	
6-P.E.I.—Charlottetown.....	65-70	60	25	22	12	18	1.00	6	15	10-11	25
<b>New Brunswick (Average)</b> .....	65.0	57.5	31.3	11.3	9.0	14.8	90.0	6.5	14.5	11.5	25.0
7-Moncton.....	65	55	30	12	6	15	90	6	15	10-12	
8-St. John.....	65	60	35	12	15	14	90	6	12	12	20
9-Fredericton.....	65		30	10	8	15	90	7	16	12	30
10-Bathurst (b).....			30		* 7	15		7	15	11	
<b>Quebec (Average)</b> .....	60.4	60.4	31.1	14.9	10.9	16.5	1.171	10.7	15.0	10.3	30.0
11-Quebec.....	55-60	55	25	18-22	8	10-12.5		20	12-14	8-10	
12-Three Rivers.....	60	50	30	15	10	15	1.20		15	9-10	
13-Sherbrooke.....	65		35	15	10	15	1.20	6	15	11.5-12	25
14-Sorel.....	50	70	30	15	15	15		10	15	10	50
15-St. Hyacinthe.....	70	70		13					15		
16-St. John's.....	70	70	25	16	16	20	80	20	18		
17-Theftord Mines.....			35	15	10	25	90	5	15	10-11	25
18-Montreal.....	50-70	50-65	32-35	15	7-8	12.5-15	1.00-1.20	10	15-18	8.3-10	
19-Hull.....	60		35	10		15	1.00	10	12.5	10	20
<b>Ontario (Average)</b> .....	62.8	57.5	32.7	13.5	10.9	15.3	1.176	9.3	14.2	11.5	33.5
20-Ottawa.....	60-70	60	30-35	15	8-10	9-15	1.20-1.40	10	12.5-16	10-11	25
21-Brockville.....	65-70		30	15	10	20	1.00	8	15	11-12	40
22-Kingston.....	65	60	30	12.5	10	15	1.00	8	14	11	25
23-Belleville.....	65		35	12.5	10	15	.80	10	15	10	30
24-Peterborough.....	65	60	40	15	12	15	1.20	8	14	9-11	20
25-Orillia.....	50	60	30	15		15	1.00	10	15	12	24
26-Toronto.....	60	60	35	15		20	.80	10	15	11	30
27-Niagara Falls.....	65		35	14	10	15		6	15	11-12	
28-St. Catharines.....	60-70		30	13	10	15	1.35	10	15-17	12	40
29-Hamilton.....	50	40	30	10	7-10	15		5	14	10	27
30-Brantford.....	65	60	35	13	10	20	1.10	10	18	11-12	40
31-Galt.....	65	65	35	12		13	.80	7	14	10	25
32-Guelph.....	65	60	30	15		14	1.00	12	13	12	40
33-Kitchener.....	50	40	35	12	10	17	1.00	10	15	12	
34-Woodstock.....	65	50	35	13		15	1.40	10	15	12.5-13	20
35-Stratford.....	60	60	25	15	14	10	1.60	10	12.5	12.5-13	30
36-London.....	65	65	35	15	10	15	1.25		15	12	35
37-St. Thomas.....	60	50	35	12.5	10	15	1.00	10	15	12.5-15	35
38-Chatham.....	65-75	65	25	13	10	15	1.25	8	15	11-12	35
39-Windsor.....	50-65	50-65	50	12	10	18	1.50		12	12.5	35
40-Owen Sound.....	75	65	30	12.5		15	1.10	7	12.5	11-12.5	45
41-Cobalt.....	65	55	35	15	15	15	1.25	10	15	12-12.5	35
42-Sault Ste. Marie.....	65	55	35	15	15	15	1.25	15	15	11.7-12	35
43-Port Arthur.....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Fort William.....	70		25	10	10	12.5	1.70	10	10	10-12.5	50
<b>Manitoba (Average)</b> .....	60.0		30.0	15.0	7.0			10.0	15.0	6.4	30.0
45-Winnipeg.....	65		35	15	6	18	1.25	10	15	5	30
46-Brandon.....	55		25	15	8			10	15	7.5-8	30
<b>Saskatchewan (Average)</b> .....	58.8	57.5	37.5	20.0	16.7	15.0	1.350	11.3	16.5	10.6	30.8
47-Regina.....	65		40	15	15	20	1.20	10	18	5-12	28
48-Prince Albert.....	60		40	15	15	15	1.00	10	20	8.3-10	30
49-Saskatoon.....	50	50	40	30		15	1.60	10	18	8-10	25
50-Moose Jaw.....	60	65	30	20	20	10	1.60	15	10	10-20	40
<b>Alberta (Average)</b> .....	62.5	53.8	36.3	18.8	13.3	14.4	1.175	10.0	15.6	11.0	33.3
51-Medicine Hat.....	65	55	35	25	15	15	1.35	10	17.5	8-10	25
52-Edmonton.....	50	45	35	15		12.5	1.10	10	15	10	35
53-Calgary.....	65	65	40	15	15	15	1.10	10	15	15	
54-Lethbridge.....	70	50	35	20	10	16	1.15	10	15	10	40
<b>British Columbia (Average)</b> .....	61.9	56.3	33.6	24.4	11.3	15.4	1.250	11.1	15.0		38.3
55-Fernie.....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	85	55-75	40	25	15	15	1.60	10	20	9-10	50
57-Trail.....	55	50	30	25	10	15	1.20	10	16	8.8-10	35
58-New Westminster.....	65	60	40	20	10	15	1.20	10	15	7½	40
59-Vancouver.....	50	45	30	20	9	14	1.15	10	10	7½	
60-Victoria.....	60	60	34	20	9	14	1.10	12	17	6.8-8½	35
61-Nanaimo.....	60	60	35	20	10	15	1.35	10	12	10	40
62-Prince Rupert.....	55	45	35	30	15	20	1.00	15	15		

(a) Including Westville, Stellarton and Trenton: (b) Representing the former Newcastle district. (c) Calculated price per cord from price quoted



## AND RENTALS IN CANADA AT MIDDLE OF SEPTEMBER, 1920—(Concluded)

COAL		WOOD								RENT	
Anthracite, per ton.	Bituminous, per ton.	Hard (long) per cord.	Hard (stove lengths), per cord.	Soft, best (long), per cord.	Soft (stove lengths), per cord.	Millwood cuttings, etc., per cord.	Coal oil, per gallon.	Matches, per box.	Six-roomed house with modern conveniences per month.	Six-roomed house with incomplete modern conveniences or none, per month.	
\$	\$	\$	\$	\$	\$	\$	c.	c.	\$	\$	
18.927	13.691	13.296	15.186	10.586	12.084	10.432	39.2	14.9	25.806	18.654	
	10.215	9.625	10.500	8.825	7.250	8.500	39.0	15.6	22.800	16.600	
	7.20	6.00	7.00	5.00	6.00		40	15	16.00-25.00	10.00-14.00	
	7.75-8.00	8.00	c8.00	8.00	c8.00		40	15	16.00-25.00	10.00-18.00	
	11.00					7.00	40	15	15.00-18.00	12.00-15.00	
24.00	14.00	14.50	15.00	9.30	9.00	10.00	40	18	30.00-45.00	25.00-35.00	
	11.00	10.00	12.00	5.00	6.00		35	15	18.00-20.00	12.00-15.00	
22.00	12.00	10.00	12.00	8.00	10.00	c9.75	35-37	15	16.00-18.00	12.00-13.00	
19.167	12.311	12.500	14.625	7.625	8.75	7.327	32.9	15.0	24.500	18.000	
	10.00-12.25	10.00	12.00	7.00	8.00		34-35	15	25.00-45.00	18.00-24.00	
22.00	12.25-15.00	15.00	16.00	8.00	9.00	c7.58	29-35	15	18.00	15.00	
18.00	13.00	15.00	16.00	7.00	8.00	c8.40	28-32	15	25.00	18.00	
17.50	11.50	10.00	14.50	8.50	10.00	c6.00	35	15	20.00	18.00	
18.064	16.000	14.615	16.250	13.167	12.223	10.375	37.1	15.0	19.111	13.375	
18.50	15.00	c16.00	c16.00	c13.33	c13.33	c9.75	35	15	20.00-25.00		
20.00	18.00	12.00	13.00	9.00	12.00	c8.00	38-43	15	20.00	12.00	
18.00	18.50	13.00	15.00				40	15	20.00	18.00	
19.00	18.50	14.00	15.00	13.00-14.00	14.00-15.00	c8.00	35-45	15	14.00	7.00	
18.00		c18.67		c14.67			37-40		15.00	10.00	
16.00	10.09	14.00	17.00	9.00	c10.00	c12.00	30-35		15.00-20.00	10.00-15.00	
							38	15	20.00	15.00-18.00	
18.00	12.00-20.00	14.50-16.00	16.50-17.00	10.00-12.00	12.00-13.00	c12.00-15.00	30-38	15	18.00-25.00	13.00-18.00	
17.00		14.00	16.00	8.50	11.00	11.00	35	15	19.00-24.00	13.00-18.00	
18.239	15.613	14.067	16.479	17.139	13.594	11.692	35.3	14.7	26.940	19.240	
17.00	16.75	14.00	16.00	8.50	11.00	11.00	30-35	15	22.00-30.00	17.00-22.00	
16.00			c22.15		c18.52	c16.04	40	15	19.00	13.00	
16.50	13.00	15.00	16.00	11.00	12.00	c14.00	33-35	15	18.00-25.00	15.00-20.00	
16.00	18.00	14.00	15.00	11.00	12.00	10.00	25-30	15	25.00-30.00	20.00-25.00	
18.00	16.00	15.00	16.00	9.00	10.00	7.00	28-30	15	20.00-30.00	18.00-20.00	
17.00-20.00	14.00-18.00	11.00	12.00	8.00		c8.40	40	15	15.00-20.00	13.00-15.00	
d	d	19.00	20.00	16.00	17.00	13.00	40-43	15	40.00	25.00	
17.00-18.00		d	d	d	d	d	34	15	20.00-28.00	18.00-23.00	
17.00	14.00	14.00	14.00	12.00	12.00		33	15	30.00-35.00	20.00-35.00	
19.00	13.50			14.00	14.00	6.00	37	12	25.00-35.00	20.00-25.00	
			16.00		12.00	c12.00	40	15	20.00-35.00	17.00	
18.00	15.00	17.00	18.00	13.00	14.50	c14.50	32	12.5	18.00	14.00	
15.00-18.00	16.00	14.00	16.00	11.00	12.50	c12.50	32	15	30.00-40.00	25.00	
17.00	15.00	12.50	15.00	11.00	14.00	c13.33	38	15	20.00	15.00	
19.00	16.00	16.00		13.00			35-40		25.00-35.00	15.00-18.00	
19.00-19.50			20.00	16.00	18.00	14.00	36	14	25.00-40.00	16.00-25.00	
18.00	16.00	12.00-13.00	17.00		14.00	c16.00	35	15	20.00-30.00	15.00-20.00	
19.00	15.00					c9.00-15.00	34	15	20.00-25.00	18.00-20.00	
21.00	14.00						22-28	15	35.00-40.00	25.00-28.00	
20.00	14.00	12.00	14.00	10.00	10.00	5.00-9.00	38	15	15.00-18.00	12.00-15.00	
21.00	19.00	12.00	c15.00	10.00	c14.25		30	15	22.00	14.00	
19.00	14.00	13.00	18.00	10.00	15.00	c12.00	40-42	15	35.00	20.00-25.00	
19.00	15.00			12.00	13.50		40	13.3	25.00-40.00	15.00-30.00	
19.00	17.00			13.00	14.00		40	15	25.00-40.00	15.00-30.00	
22.00	13.625	14.125	15.250	12.500	13.500		37.5		31.250	22.625	
21.50	13.25	15.00	16.50	13.50	15.00	10.00	35		30.00-40.00	22.50-30.00	
22.50	14.00	13.25	14.00	11.50	12.00		40	15	25.00-20.00	18.00-20.00	
24.500	12.863	11.250	12.500	11.625	11.667	12.500	42.5	15.0	34.375	22.625	
25.00	13.00	c13.00	c14.00	11.00	12.00	12.00	40-45	15	35.00-50.00	30.00	
	12.20	c9.50	c11.00	8.50	10.00		15		20.00-30.00	15.00-25.00	
24.00	12.50-17.00			15.00	13.00	13.00	40	15	30.00-40.00	20.50	
	12.50			12.00			45	15	35.00	20.00	
d	8.500	d	d	d	d	12.500	43.8	16.3	32.500	20.375	
	7.75					c13.00	35	15	25.00	15.00	
	7.75-10.75					c12.00	50	15	40.00	25.00	
	8.00						45	20	25.00	27.50	
									25.00	14.00	
16.785	12.136			9.875	12.340	6.665	54.8	14.0	24.438	19.643	
	6.90-7.15				12.00		50		20.00	18.00	
	10.25-13.00			11.50	14.25		60	15	20.00	16.00	
	12.50			12.00	14.50	8.50	70	15	30.00	20.00	
115.00	15.00			8.00	10.00	c7.50	40	15	18.00-20.00	12.00-14.00	
118.75	13.50-14.50			8.00	c10.95	c5.33	50-55	10	29.00	25.00	
	11.30					ch 5.33	56		18.00-22.00		
	13.50-17.50						50		20.00-25.00	16.00-20.00	
							60	15	30.00-40.00	25.00-30.00	

(k) Small bar (d) Natural gas used. (e) Jackpine, poplar, etc. (f) Lignite. (g) In bottles (h) Including delivery. (i) Hard.

cents per pound as compared with 25 cents in August. Tea, coffee and cocoa were steady.

Both anthracite and bituminous coal were higher, the increase in anthracite being \$1.00 to \$2.00 per ton in most of the cities, while in some cities the increases were greater. In bituminous coal the increases varied according to local conditions, there being no change in many of the cities. Wood advanced in some cases. Coal oil advanced again in some of the cities, continuing the general advance which began in the spring as a result of successive increases in wholesale prices.

Rent was higher at Amherst, Thetford Mines, Guelph, Kitchener and St. Thomas. In some localities further advances were reported, to take effect on the first of October.

#### Wholesale Prices

**GRAINS AND FODDER.**—Manitoba wheat No. 1 Northern reached \$2.77 per bushel in store at Port Arthur and Fort William at the end of August and rose to \$2.83½ in the second week in September, but fell to \$2.78¼ a week later and to \$2.55¾ in the last week. Ontario winter Wheat No. 2, at Toronto, was unchanged at \$2.30-\$2.40 per bushel. Barley at Winnipeg fell to \$1.25 at the beginning of September and was still lower at \$1.11 at the end. Ontario barley at Toronto was down from \$1.35-\$1.40 to \$1.15-\$1.20. Oats at Winnipeg had fallen to 84¾ cents at the beginning of September and were down to 73⅔ cents at the end. Ontario oats, No. 3, fell from 80-85 cents per bushel to 68-72 cents. Corn was down from \$2.00 per bushel to \$1.65. Flaxseed fluctuated, reaching \$3.55, but fell to \$3.30 at the end of the month.

**ANIMALS AND MEATS.**—Cattle at Winnipeg advanced from \$12.00 per hundred to \$12.50 for the best, but the next grade fell from \$11.00 to \$10.75. At Toronto, butcher cattle had fallen at the middle of August, recovering slightly at the end of the month when the price rose to \$13.50-\$14.75. At the end of September

the price was easier at \$13.00-\$14.75. Beef, dressed, hindquarters, fell from 31½ cents per pound to 28 cents. Hogs advanced from \$19.50 per hundred to \$20.25. Bacon advanced from 50 cents to 53 cents. Ham rose to 44 cents and fell to 42 cents. Mess pork fell from \$40.00 per barrel to \$37.00. Sheep were easier at \$7.00-\$7.50. Lamb had fallen to 25-27 cents per pound at the beginning of the month, but advanced once cent later. Turkeys were firmer at 55-58 cents per pound.

**DAIRY PRODUCTS.**—Finest creamery butter at Montreal had risen during August but fell from 59½ cents to 58¾ cents at the beginning of September and to 58½ cents later, the average price being slightly higher than in August. Creamery prints at Toronto rose from 62 cents to 63 cents. Cheese had risen at the end of August to 27½ cents per pound and fell to 26 cents by the end of September, but averaged higher in September than in August. Eggs rose at Montreal from 72-76 cents per dozen. Milk advanced in some of the cities.

**FISH.**—The export market for dry cod was very weak. Salt mackerel was in good demand and the price advanced from 7 cents to 8 cents per pound. Canned salmon advanced from \$5.25 to \$5.95 per dozen at Toronto for sockeye.

**FRUITS AND VEGETABLES.**—Peaches were higher, but fell from \$1.00 per basket to 85 cents toward the end of the month. Plums rose to 30-60 cents per basket, but later declined 10 cents. Pears were up to 60 cents-\$1.25 per basket. Early fall apples were up to \$4.00-\$6.00 per barrel. Bananas were higher at \$7.00-\$8.00 per bunch. Oranges were higher at \$8.00-\$10.00 per box. Potatoes were lower at \$1.65-\$1.85 per bag in small lots at Toronto. Fresh tomatoes fell to 20-30 cents per basket, but later advanced 10 cents. Dry beans were selling at \$4.40-\$5.00 per bushel. Onions came on the market at \$3.25-\$3.50 per hundred pounds. Turnips came on at \$1.00 per bag. Old crop government standard spring wheat flour fell from \$14.75 per barrel to \$14.15 early in September, but

# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR SEPTEMBER, 1920, AUGUST, 1920, SEPTEMBER, 1919, 1918, 1917, 1916, 1915, 1914, AND 1913

(Average price 1890-1899=100.)

		INDEX NUMBERS									
		No. of commodities	*Sept. 1920	*Aug. 1920	*Sept. 1919	*Sept. 1918	Sept. 1917	Sept. 1916	Sept. 1915	Sept. 1914	Sept. 1913
I.—GRAINS AND FODDER—											
Grains, Ontario.....	6	362.9	400.0	336.0	339.1	352.0	230.3	157.8	168.9	139.3	
Grains, Western.....	4	326.6	359.4	356.4	322.2	297.7	206.6	138.2	157.0	123.2	
Fodder.....	5	347.6	349.6	267.0	215.6	190.3	159.7	178.6	181.4	150.0	
All.....	15	348.1	372.4	318.4	293.4	283.6	200.5	159.5	169.9	138.6	
II.—ANIMALS AND MEATS—											
Cattle and bee.....	6	357.4	371.3	351.9	360.1	289.9	210.4	206.2	234.3	183.3	
Hogs and hog products.....	6	387.4	380.8	399.1	366.4	323.1	222.9	178.9	183.1	187.8	
Sheep and mutton.....	3	239.0	253.2	228.1	309.9	242.3	193.1	159.3	154.8	133.2	
Poultry.....	2	496.0	476.6	478.1	409.9	302.6	227.4	218.6	216.8	186.5	
All.....	17	363.4	366.2	361.5	359.3	294.7	213.8	186.2	200.1	176.4	
III.—DAIRY PRODUCTS.....											
	9	325.5	305.5	297.2	261.9	231.1	184.8	149.5	147.1	145.6	
IV.—FISH—											
Prepared fish.....	6	227.1	217.7	203.3	248.8	209.7	165.9	148.8	155.4	141.6	
Fresh fish.....	3	288.3	288.3	245.2	259.3	223.4	192.3	157.3	168.1	158.4	
All.....	9	249.5	241.3	217.3	252.3	214.3	174.6	151.6	159.7	147.2	
V.—OTHER FOODS—											
(a) Fruits and Vegetables—											
Fresh fruits, native.....	\$5	142.6	133.3	158.0	155.3	140.9	97.3	81.9	95.6	91.3	
Fresh fruits, foreign.....	3	261.4	237.2	208.6	165.6	109.3	113.1	101.4	89.2	101.8	
Dried fruits.....	4	259.7	259.7	266.1	272.3	214.3	128.9	136.2	138.6	114.7	
Fresh vegetables.....	\$6	265.8	312.7	284.2	369.2	351.9	263.2	150.4	164.9	166.6	
Canned vegetables.....	3	265.8	312.7	230.6	252.3	240.6	132.4	89.8	102.9	101.8	
All.....	\$21	216.3	216.3	233.4	246.9	229.1	152.7	114.0	123.7	118.0	
(b) Miscellaneous groceries—											
Breadstuffs.....	10	309.9	337.1	274.0	267.4	255.3	177.0	144.8	148.5	125.5	
Tea, coffee, etc.....	4	213.9	217.4	218.9	186.3	148.1	131.6	121.9	118.9	109.7	
Sugar, etc.....	6	402.0	433.5	294.0	280.0	229.5	166.3	153.3	114.5	114.9	
Condiments.....	5	230.7	226.5	229.9	251.5	184.4	147.3	131.8	150.6	102.5	
All.....	25	300.8	319.3	261.2	254.2	217.7	161.2	140.6	136.0	115.4	
VI.—TEXTILES—											
Woolens.....	5	352.3	352.3	378.4	432.6	355.1	223.6	197.6	147.3	137.8	
Cottons.....	4	374.8	390.5	329.2	363.2	228.0	169.9	130.6	127.7	147.4	
Silks.....	3	179.3	186.9	182.0	146.6	159.1	112.8	85.9	95.1	93.2	
Jutes.....	2	471.0	487.0	631.5	609.5	499.7	317.8	247.0	239.4	231.7	
Flax products.....	4	597.3	597.3	458.0	443.3	289.7	224.8	165.6	119.8	114.6	
Oilcloths.....	2	306.7	306.7	272.5	230.8	168.7	139.8	116.4	194.6	104.7	
All.....	20	387.4	392.8	369.6	375.5	277.0	197.4	153.9	135.0	134.4	
VII.—HIDES, LEATHER, BOOTS & SHOES											
Hides and tallow.....	4	205.9	232.5	582.8	362.3	326.1	290.0	207.4	202.9	187.1	
Leather.....	4	286.7	310.8	318.5	265.0	265.1	208.6	174.3	155.0	151.4	
Boots and shoes.....	3	937.8	312.6	339.7	224.6	232.9	198.6	162.4	155.7	155.7	
All.....	11	264.4	282.8	420.4	289.3	278.5	235.4	183.1	172.6	165.6	
VIII.—METALS AND IMPLEMENTS—											
Iron and steel.....	11	282.9	282.9	201.3	281.0	297.1	153.1	109.4	100.6	102.6	
Other metals.....	12	212.4	218.0	203.2	279.2	260.1	228.8	206.1	142.9	123.8	
Implements.....	10	273.4	256.8	243.7	236.6	198.6	139.1	113.2	106.6	105.6	
All.....	33	254.4	251.4	214.8	266.9	254.4	176.4	145.7	118.5	111.6	
IX.—FUEL AND LIGHTING—											
Fuel.....	6	402.2	409.7	230.8	249.4	298.7	154.9	119.5	120.5	134.6	
Lighting.....	4	371.4	267.2	245.3	235.3	114.2	88.2	90.0	92.6	92.2	
All.....	10	349.9	352.7	236.6	243.8	224.9	128.2	107.7	109.3	117.6	
X.—BUILDING MATERIALS—											
Lumber.....	14	494.5	516.2	331.2	277.6	225.5	182.9	174.1	180.6	184.6	
Miscellaneous materials.....	20	273.3	273.3	222.9	235.4	215.6	160.8	118.9	110.5	113.3	
Paints, oils and glass.....	14	437.3	443.3	425.9	337.2	267.7	199.7	160.6	140.6	144.3	
All.....	48	385.6	393.3	313.7	277.4	233.7	178.6	147.2	139.7	143.4	
XI.—HOUSE FURNISHINGS—											
Furniture.....	6	451.3	451.3	447.8	276.7	195.8	170.3	145.9	146.6	147.2	
Crockery and glassware.....	4	512.0	504.9	394.2	334.4	280.0	198.1	170.3	144.8	130.9	
Table cutlery.....	2	164.1	164.1	163.4	155.1	150.7	132.2	180.3	76.1	72.1	
Kitchen furnishings.....	4	286.2	273.2	253.8	272.3	206.1	132.4	125.5	123.4	117.8	
All.....	16	387.6	383.2	350.3	274.9	213.8	163.0	138.7	131.6	126.4	
XII.—DRUGS AND CHEMICALS.....											
	16	245.4	247.1	222.9	276.8	270.8	251.9	207.8	133.7	113.4	
XIII.—MISCELLANEOUS—											
Raw furs.....	4	868.2	868.2	111.80	612.5	388.4	292.3	153.1	208.6	278.7	
Liquors and tobaccos.....	6	307.8	315.1	286.8	219.5	169.9	141.3	136.3	138.3	136.4	
Sundries.....	7	214.4	215.2	211.7	219.7	197.5	142.5	116.0	109.1	113.3	
All.....	17	401.2	404.1	451.6	312.0	232.6	177.3	131.9	142.8	160.4	
All commodities.....	\$267†	326.6	330.2	301.5	285.3	246.1	183.4	150.3	141.3	134.4	

\*Preliminary figures. †Four commodities off the market, fruits, vegetables, etc.; one line of spelter was dropped in 1915. \$Number varies from month to month.



recovered 10 cents in the next week. For the first time since January, 1918, the pre-war grades of flour were on the market. Manitoba patents came on at \$13.65 per barrel early in September, advanced 10 cents in the second week and reached \$14.00 in the third week. Toward the end of the month, owing to the lower price of wheat the market was weaker and the price fell to \$13.50. Santos coffee fell two cents, to 42 cents. Sugar had risen to \$24.88 per hundred pounds in barrels at Toronto in July, but toward the end of August began to fall and by the middle of September was \$3.00 per hundred pounds lower. Molasses fell from \$1.76 per gallon to \$1.53. Honey was rising, but supplies from New Zealand came on the market and the price remained at 23-25 cents per pound. Salt advanced about 10 per cent.

**TEXTILES.**—Cotton fell to 31 cents per pound. Raw silk recovered slightly after falling continuously since January. Silk thread declined again, machine twist being down from \$22.75 per pound to \$19.75. Jute and hessians had fallen continuously from February to July and the decline in hessians continued in August and September, but jute recovered slightly in August and again in September.

**HIDES, LEATHER, BOOTS, AND SHOES.**—Hides had fallen continuously since February, No. 1 beef hides being down to 12 cents per pound as compared with 30 cents in February. Calfskins were down to 12 cents as compared with 60 cents

in January. Horsehides were down to \$3.00-\$4.00 each as compared with \$10.00-\$12.00 in January. Leather was again lower in some grades. Harness leather fell 2 cents, to 92 cents per pound. Waxed split leather was down to 53 cents. The manufacturers announced a reduction in prices of boots varying according to varieties.

**METALS AND IMPLEMENTS.**—Iron markets continued firm. Other metals were lower for antimony, lead, quicksilver and tin, but aluminum, brass and solder were slightly higher. Coil chain and grindstones advanced.

**FUEL AND LIGHTING.**—Anthracite coal advanced \$1.25 per ton in Montreal. Connellsville coke fell from \$1.00-\$2.00 per ton. Gasoline advanced 2 cents per gallon. Calcium carbide rose from \$85 to \$95 per ton.

**BUILDING MATERIALS.**—Spruce deals at St. John fell from \$38.00 per thousand to \$36.00. The best grades of pine, oak and maple were easier at Toronto. Shingles recovered slightly at Victoria, B.C. Building paper advanced 20 cents per roll. Linseed oil fell to \$1.57 per gallon and turpentine was down to \$2.40 per gallon. Benzine advanced 2 cents per gallon.

**HOUSE FURNISHINGS.**—Glass tumblers, wooden pails and tubs were 10 per cent higher.

**MISCELLANEOUS.**—Malt fell to \$1.78 per bushel. Pulp and paper markets were firm. Raw rubber fell from 31 cents per pound to 26½ cents.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

**T**HE accompanying tables and the following notes give the latest information available as to the prices movement in the United Kingdom and other countries as compared with Canada.

The general prices movement is referred to as follows in the September number of the *Federal Reserve Bulletin* issued by the Federal Reserve Board of the United States:—

The current situation with respect to price developments is naturally closely allied to the exchange situation, not only because it reflects the results of inflation and the changes in the value of foreign currencies, but also changes in the volume of production. Exactly how far fluctuations in prices are due to changes in volume of production and how far to banking inflation is not capable of accurate determination. There can, however, be no difference of opinion as to the fact that changes in the levels of prices in the differ-

ent countries are influenced by all of these factors and that such changes when compared with changes in the price levels in other countries necessarily influence the flow of international trade profoundly. Without doubt the rapid and extensive fluctuations in the value of exchange which had been brought about by alterations in currency value, by Government fiscal operations, and by the "dumping" of large quantities of bills on the market because of the fear of their holders that loss might result from continuous holding of them, have profoundly disturbed prices from time to time and may be regarded as factors explanatory of the extremes to which price quotations have gone. Index numbers for some of the principal countries show that prices are much higher now than they were approximately a year ago. A review of such numbers for the past few months, however, shows that the tendency is distinctly downward both in England and in the United States. A similar movement is also to be noted in various continental countries, although obscured there to a greater extent through the existence of currency expansion.

*Commerce Monthly* published by the National Bank of Commerce in New York contains the following note on wholesale commodity prices:—

Prices continue to move downward in many important groups of raw products, and of semi-manufactured materials for use in further manufacture. Declines have been passed on to the finished product in some lines. Unless untoward social and political developments should take place in Europe, however, it now seems likely that in the case of most commodities the period of rapid price adjustment has passed, and that fluctuations from now on will be through a gradually narrowing margin. Present price movements, however, must be interpreted with the greatest care. Cases in point are those commodities the prices of which superficially appear stable, but in which, as a matter of fact, almost no business is being done. In such cases, actual values cannot be known until trading operations are resumed.

#### United Kingdom

The *Labour Gazette* published by the Ministry of Labour reported that the retail food prices in the United Kingdom on September 1, were 167 per cent higher than in July, 1914, as compared with 160 per cent on August 1, the chief increases for the month being in government butter, in eggs, British meat, bacon and milk, but there was a fall in pota-

toes. Increases in rent were restricted by legislation to increases due to higher local taxes. An amendment of July 2, 1920, however, permitted certain other increases chiefly those due to cost of repairs, and information secured for September 1, indicated that the average increase in rents by that date was 35 per cent., of which about one-half was due to higher taxes and water rates, while the remainder was due to cost of repairs, etc. As regards clothing, it was ascertained that prices had risen since July, 1914, by 330 per cent. In fuel and light, costs were up 135 per cent, and in sundries 130 per cent. In all items the average increase was calculated to be 161 per cent. In wholesale prices the various index numbers showed decreases since March and April, but increases appeared in some lines, while iron and steel were steady.

#### France

The General Statistical Department reported the index number of retail prices of food, fuel and lighting in Paris for July, 1920 to be 1 per cent higher than for June and 273 per cent higher than for July, 1914.

#### Belgium

The *Revue du Travail* reported that retail prices on June 17 averaged 1.9 per cent lower than on May 15, but 362 per cent higher than in April, 1914. Food prices were up 375 per cent, clothing fuel and light 356 per cent, and less necessary articles 377 per cent.

#### Italy

The Municipal Labour Office at Rome reported the level of retail food prices in July to be 2.2 per cent lower than in June, but 218 per cent higher than in 1914. Other necessities, however, were slightly higher for the month and the advance in the cost of all items since 1914 was calculated to be 213 per cent. The Municipal Labour Office at Milan reported the cost of maintaining a family in August, 1920 to 1.8 per cent

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES.

Date	Canada 29 foods 60 cities	United Kingdom 21 foods 600 towns	Australia 46 foods and groceries 30 towns	New- Zealand 59 foods 25 towns	South Africa foods 9 towns	Den- mark Copen- hagen	Switzer- land	Spain P rovin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amste- dam	Nor- way Foods	Sweden 51 articles 44 towns	United States 22 foods 45 cities
1900	\$ 5.48	88.5a		906b										
1905	5.95	91.0a		990b										
1910	6.95	96.3a		991b	1000			98.4c	1000					93
1911	7.14	96.3a		983b	1093			101.7e						92
1912	7.33	101.3a	1.140	1.017b	1138			101.3c	1020	100				98
1913	7.33	101.6a	1.106	1.037b	1147			102.0c			100.0			100
1914	7.73	103.4a	1.155	1.093b	1131						103.9			102
1915	7.86	131.5a	1.428	1.201b	1214						117.2			101
1916	8.79	106.0	1.506	1.268b	1312						120.9			114
1917	11.42	199.0	1.481	1.360b	1446						150.4			146
1918	13.02	214.7	1.523	1.487b	1511						180.6			168
1919	13.87		1.555b	1.555b	1647						201.9			186
1914														
January	7.73		1.099											104
April	7.50		1.161					107.1d						97
July	7.42	100	1.164	1.070				106.9c	1004e	92		100	100	102
October	7.99	112	1.156	1.096										105
1915														
January	7.97	118	1.240	1.190					1105e	98				103
April	7.79	124	1.313	1.212				107.7d						99
July	7.80	132.5	1.522	1.200	116.3				1235e	102				100
October	7.82	140	1.551	1.202	120.0	120.3		113.8c						103
1916														
January	8.28	145	1.504	1.236			126.0*		1136e	118		143		107
April	8.34	149	1.520	1.258			129.4*	117.6d	1379e			155		109
July	8.46	161	1.516	1.276	135.9		139.5*		1420e	126		176		111
October	9.30	168	1.454	1.289			143.8*	120.3c	1466e			182		121
1917														
January	10.27	187	1.453	1.359			147.0*		1547e	142			160	128
April	10.77	194	1.473	1.357			157.9*	123.6d	1717e	160		212	175	145
July	11.62	204	1.470	1.357	154.7		178.8*		1845e	183		261	177	146
October	11.81	202	1.506	1.392			192.0*	136.1c	2008e	198		273	192	157
1918														
January	12.42	206	1.505	1.427			197.4*		2120e	211	179.6		221	160
February	12.54	208	1.510	1.430		166.1				215	191.2		227	161
March	12.66	207	1.519	1.434				145.4d		225	174.9		235	154
April	12.57	206	1.528	1.464			203.7		2331e	233	176.1	239	247	154
May	12.66	207	1.530	1.484						256	175.9		258	158
June	12.79	208	1.541	1.485			229.7			258	175.7		261	162
July	13.00	210	1.523	1.491	181.8				2446e	270	175.6	270	268	167
August	13.41	218	1.491	1.507						272	171.3		284	171
September	13.21	216	1.489	1.509			251.0	161.8c		278	197.8	270	310	178
October	13.54	229	1.521	1.515					2608e	280	201.6		320	181
November	13.65	233	1.547	1.535						278	203.1		330	183
December	13.65	229	1.565	1.603			252.0			289	203.1	275	330	187
1919														
January	13.78	230		1.553	1535	189.9			2780e	290	194.9	279	369	185
February	13.41	230	1.645	1.522	1552					291	212.4	278	334	172
March	13.05	220	1.661	1.505	1555		257.4	167.7d		291	205.1	278	331	175
April	13.35	213	1.636	1.516	1571				2942e		195.8	276	336	182
May	13.53	207	1.696	1.524	1571						185.9	271	328	185
June	13.72	204	1.706	1.528	1590		261.4				204.3	290	319	190
July	13.77	209	1.714	1.539	15.4	211.1			2893e	374	210.4	289	310	192
August	14.45	217	1.723	1.565	1636					283	206.7	291	313	191
September	14.31	216	1.718	1.585	1639			138.6c		304	203.2	298	309	188
October	14.21	222	1.814	1.605	1738				3019e	358	203.7	300	307	188
November	14.23	233	1.839	1.635	1893					371	202.4	297	309	192
December	14.70	234	1.834	1.662	1918		244.6				199.0	299	307	197
1920														
January	15.30	236		1.688	2000	241.9			3210e		203.3	295	298	201
February	15.70	235	1.892	1.708	2115						205.1	294	290	200
March	15.98	232	1.903	1.730	2074		244.4				204.9	298	291	200
April	15.99	235	1.738	1.704	2074				3799e		205.6	305	297	211
May	16.65	246	1.746	1.746	2181						208.5	311	294	215
June	16.92	255		1.742	2197						210.3	319	294	219
July	16.84	258		1.791							216.5		297	219
August	16.42	262											308	207
September	15.95	267												203

a Calculated from annual index number prior to war and price level Aug.-Dec. 1914. b Four chief centres only. c 6 months ending September. d 6 months ending March. e Quarter beginning in specified month. \* Previous month.



## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States				France	Italy	Sweden	Australia	New Zealand	South Africa	Japan
	Department of Labour	Board of Trade Index No.	Economist	Statist	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bacchi Index No.	Official	Bureau of Census and Statistics	Government Statistician	Census and Statistics Office	Bank of Japan
No. of commodities.	272*	47	44	45	346	251	96	200	22†	45	44		92		188	50
Date.	1890-1899 = 100	1900 = 100	1901 = 100	1867-1877 = 100	1913 = 100	1890-1899 = 100	1899 = 100			1901-1910 = 100	1901-1905 = 100	1913-1914 = 100	1911-1900	1909-1913	Jan. 1914	1900
1890	110.3	103.3	102.2	72	83.5	109.252	\$.....	\$90.876	43.4	.....	.....	.....	1.053	.....	.....	.....
895	95.6	90.7	87.6	62	69.2	9.604	6.4346	81.251	42.0	.....	.....	.....	760	.....	.....	.....
900	108.2	100.0	110.5	75	81.7	9.358	7.8839	93.355	44.2	.....	.....	.....	894	.....	.....	.....
905	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3	.....	.....	910	.....	.....	.....
906	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8	.....	.....	948	.....	.....	.....
907	126.2	106.0	118.0	80	95.8	11.940	8.9045	110.462	50.9	109.0	.....	.....	1,021	.....	.....	.....
908	120.8	103.0	109.0	73	90.8	12.756	8.0094	110.728	54.2	100.9	.....	.....	1,115	.....	.....	.....
909	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	.....	.....	993	949	.....	.....
910	124.2	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1	.....	.....	1,003	984	.....	.....
911	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	.....	.....	1,000	994	.....	.....
912	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	.....	.....	1,172	1,041	.....	.....
913	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	126.0	100	1,088	1,051	.....	.....
914	136.1	117.2	120.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	119.8	116	1,149	1,077	.....	126.3
915	148.0	143.9	150.6	108	100.0	143.050	9.8530	124.563	64.0	161.6	167.2	145	1,604	1,269	.....	127.8
916	182.0	186.5	196.4	136	123.0	175.720	11.251	148.808	74.9	217.6	251.6	185	1,504	1,380	.....	154.9
917	237.0	243.0	250.0	175	175.0	261.796	15.6885	204.121	110.8	302.4	385.9	244	1,662	1,555	.....	196.4
918	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	515.5	339	1,934	1,809	.....	239.0
919	293.2	296.3	287.9	205.6	214.0	295.607	18.6642	230.846	121.4	412.0	460.9	330	2,055	1,834	.....	239.0
1914	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	128.6	.....	a 1,085	a 1,045	1,000	.....
April	136.7	.....	117.5	82.3	98.0	141.120	8.7562	119.791	57.7	115.7	116.5	.....	a 1,113	a 1,067	.....	.....
July	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.708	58.9	.....	115.0	.....	a 1,185	a 1,073	.....	.....
October	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	123.3	.....	a 1,225	a 1,123	.....	.....
1915	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	132.7	.....	a 1,387	a 1,323	1,109	.....
April	146.4	.....	151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	152.3	.....	a 1,660	a 1,344	.....	.....
July	150.2	.....	149.1	106.4	101.0	147.29	9.8598	121.958	64.4	163.7	164.4	.....	a 1,822	a 1,403	.....	.....
October	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	186.4	.....	a 1,544	a 1,449	.....	.....
1916	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	232.3	.....	a 1,502	a 1,450	1,229	.....
April	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.690	71.3	.....	232.7	.....	a 1,493	a 1,510	.....	.....
July	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	242.8	.....	a 1,505	a 1,593	.....	.....
October	188.2	.....	208.7	141.5	124.0	190.13	12.0399	152.355	82.2	223.0	260.2	.....	a 1,514	a 1,665	.....	.....
1917	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	290.0	.....	a 1,525	a 1,684	1,470	.....
April	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	100.2	236.7	333.7	.....	a 1,587	a 1,759	.....	.....
July	248.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	383.3	.....	a 1,715	a 1,789	.....	.....
October	244.7	.....	259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	441.8	.....	a 1,804	a 1,944	.....	.....
1918	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	258.1	.....	262.9	186.2	185.0	278.696	17.9366	222.175	118.9	361.6	457.6	.....	a 1,887	a 1,677	1,663	.....
April	269.4	.....	270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	505.6	.....	a 1,940	a 1,741	.....	.....
July	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	540.6	.....	a 1,954	a 1,808	.....	.....
October	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	556.4	370	a 1,965	a 1,917	.....	285.5
November	290.9	286.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7	550.7	367	.....	1,995	.....	283.4
December	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	467.9	372	.....	1,961	.....	282.6
1919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	286.5	288.5	265.9	190.7	203.0	299.142	19.5348	230.146	119.7	401.8	410.1	369	1,959	1,888	1,799	283.2
February	279.8	289.8	263.8	187.5	157.0	281.723	17.6344	220.050	116.7	393.5	403.9	358	1,914	1,848	.....	281.6
March	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.1	410.1	354	1,925	1,789	.....	273.2
April	279.6	323.8	262.4	184.6	206.0	311.801	17.2795	219.073	129.8	384.0	417.9	339	1,952	1,770	1,758	272.7
May	284.1	274.6	272.2	194.6	207.0	313.041	17.2376	222.193	128.0	375.8	426.3	330	1,956	1,760	.....	283.7
June	284.1	277.8	281.3	199.4	207.0	301.435	18.0900	227.973	122.9	381.5	451.0	324	1,972	1,762	.....	301.6
July	294.0	281.8	293.2	206.4	219.0	313.647	18.8964	233.707	127.9	403.0	456.6	320	2,008	1,788	1,831	326.8
August	301.1	299.6	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	465.5	321	2,070	1,828	.....	332.8
September	301.5	308.2	299.4	214.8	221.0	280.279	19.4720	238.342	116.0	416.2	468.3	319	2,111	1,868	.....	340.5
October	299.6	326.8	308.9	224.3	223.0	277.028	19.5215	235.867	111.2	441.4	492.0	307	2,278	1,886	2,079	357.4
November	307.7	336.6	317.5	231.0	230.0	282.468	19.9026	238.573	114.6	468.2	556.8	308	2,267	1,899	.....	370.2
December	322.7	345.8	334.7	235.2	238.0	280.876	20.1756	244.639	119.4	468.6	572.2	317	2,250	1,925	.....	381.6
1920	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January	338.4	356.5	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	634.7	319	2,311	1,999	2,360	398.0
February	343.5	368.5	370.9	260.4	249.0	296.672	20.8690	253.748	127.3	603.3	701.0	342	2,354	2,039	.....	414.6
March	349.0	375.1	379.6	261.8	253.0	298.909	20.7950	253.016	133.8	641.6	780.0	354	2,383	2,123	.....	425.2
April	353.1	374.3	374.2	266.1	262.0	321.000	20.7124	257.901	147.4	679.2	855.7	354	2,477	2,153	2,500	397.2
May	356.6	371.7	372.7	260.0	275.0	321.898	20.7341	263.332	155.4	635.9	830.3	361	2,568	2,167	.....	359.7
June	349.3	393.4	356.7	255.7	269.0	281.758	19.8752	262.149	154.7	569.6	773.5	366	2,657	2,157	.....	327.6
July	346.8	404.0	358.0	254.6	262.0	297.680	19.3525	260.414	141.9	.....	.....	364	.....	.....	.....	316.6
August	330.2	379.1	352.0	253.5	250.0	309.820	18.8273	252.288	125.8	.....	.....	365	.....	.....	.....	.....
September	325.6	.....	347.5	248.7	242.0	268.109	17.9746	248.257	118.5	.....	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	16.9094	237.341	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*230 Commodities 1890-1909: 272, 1910-1914: 271, 1915-1920

†Food only. aQuater beginning in month specified

‡Continuing Sauebeck index number

higher than in July and 349 per cent higher than in 1914. For the month food increased 2 per cent and was 354 per cent higher than in 1914. Clothing had advanced 492 per cent since 1914, heat and light 549 per cent, and rent 8.3 per cent.

#### United States

The Bureau of Labour Statistics reported the index number of retail food prices for August to be 207 as compared

with 219 for July and June, 215 for May, 192 for August, 1919, 171 for August, 1918, and 92 for August, 1914. For the month, decreases appeared in all beef, in butter, cheese, flour, corn-meal, rice, potatoes, sugar, and coffee, with increases in porkhops, ham, hens, eggs, and milk. The index numbers of wholesale prices calculated by the various authorities showed decreases in August and again in September but there were increases in some foods.

### MINE AND QUARRY FATALITIES IN THE UNITED STATES

A reduction of 10.58 per cent in the actual number of coal mine fatalities in the United States during 1919, as compared with the previous year, is shown in the annual report of the United States Mines Bureau (Bulletin 196). The total number of mineworkers was estimated at about 765,000, or slightly more than in 1918, while the deaths in and around the coal mines numbered 2,307 in 1919 and 2,580 in 1918. On the other hand car-shortage, strikes, and unsettled demands for coal brought down the number of actual days worked to a level below that of 1918. Accordingly, if the proportion of accidents is based on the number of 300-day workers rather than on the pay roll lists, the accident rate for the year under review appears in a less favourable light. One death occurred in 1919 for every 235,900 tons of coal raised, compared with one death for every 262,873 tons in the previous year. To falls of rock or face 47.51 per cent of last year's fatalities were attributed, the other main contributing causes of deaths being mine cars and locomotives (16.38 per cent); explosives (8.93 per cent); gas and dust explosions (8.24 per cent). Fatalities occurring in or around shafts amounted to 2.25 per cent, and on the surface 8.02 per cent. Decreases are shown for the year in the fatalities due to some of these causes, notably in those caused by haulage operations and falls of material, but practically no change is apparent in the relative importance of each contribut-

ing cause over the period from 1914 to 1919. Mine disasters in which five or more men were killed occurred during the year, these involving 201 fatalities.

Similar statistics of fatalities in quarrying are given for the year 1918 in another bulletin of the Bureau of Mines (Technical Paper 245), the fatality rate in that year being given as 2.11 per thousand "300-day workers," as compared with 1.83 in 1917. The actual number of workers on the pay rolls was 68,332 in 1918, and 82,290 in 1917, the number of fatalities being 125 and 131 in the two years respectively. The equivalent in "300-day workers" of the actual number employed in 1918 is calculated at 59,285. The number of active operators was 1,620, or about 450 less than in the preceding year, the decrease being explained by the reduced demand for building material in the war. A large proportion of workers were engaged in the limestone quarries, which bore a corresponding share of fatalities and other accidents (54 of the 125 deaths in 1918 occurred in limestone quarries). The largest percentage of the fatalities (14.40 per cent) was due to falls of rock or overburden, explosives being second in order of importance. A comparison of the fatality rates in the quarries, metal mines and coal mines is made in a table showing the percentage of fatalities per thousand "300-day workers" in 1918 to be as follows:—quarries, 2.11; metal mines, 3.57; coal mines, 3.93. In 1911, the figures were 2.23, 4.45 and 4.97 respectively.



## MINE RESCUE AND FIRST-AID COMPETITIONS IN CANADA AND THE UNITED STATES

**T**WO Mine Rescue and First-Aid contests were recently held in Western Canada, which were very successful in regard to attendance and to the keenness of the competitions, and at which it is stated remarkable efficiency was shown in the carrying out of the work.

The first of these contests was held at Drumheller, Alberta, on July 1 and 2. Mining men from most of the mining districts of the province, and from British Columbia and the United States were in attendance. Ten mine rescue teams and five first-aid teams, representing Alberta coal mining companies, took part in the events. There was \$1,000 given in prizes to the winning contestants.

The International Mine Rescue and First-Aid competition held at Ladysmith, B.C., during September, was under the auspices of the Vancouver Island Mine Safety Association. Mr. Bagley, Chief Inspector of Mines for the State of Washington, Mr. Strachan, Inspector of Mines for the Fernie district, and a representative of the United States Bureau of Mines were judges of the contests. In the Mine Rescue competition, the Newcastle team of the Pacific Coast Coal Mining Company, Limited, State of Washington, and the Laird team of the Canadian Western Fuel Company, Nanaimo, B. C., were tied for the Pacific Northwest championship, and it was decided that the cup shall remain in Nanaimo for the first six months and go to Washington for the balance of the year. Each contestant was presented with a medal. The First-Aid results showed Nanaimo first and Cumberland, B. C. second in the Open Competition, and for the Department of Mines cup, and Cumberland with both first and second place for the Coulson cup. The Honourable William Sloan, Minister of Mines for British Columbia, in

presenting the prizes referred to the progress constantly being made toward improvements in the apparatus in use for mine rescue work and drew attention to the report of Mr. James McGregor, Chief Inspector of Mines, British Columbia, who was sent to investigate regarding the fatalities at the Black Diamond Colliery in the State of Washington on July 10, last, in which three members of mine rescue teams lost their lives while wearing rescue apparatus underground. He stated that the lesson taught by this occurrence was the need for the standardization of mine rescue equipment, and that he had taken the matter up with the Bureau of Mines, Washington, D.C., with a view to the securing of joint action toward the adoption of a uniform instrument for the use of mine rescue teams in connection with coal mines on this continent. He believed that, if a standard apparatus were adopted, in the event of an emergency, the members of mine rescue teams would find an apparatus ready for their use with which they were accustomed to work and in which they had confidence. He advocated the calling of a conference either at Washington or at Pittsburg (the latter being the point where the American Mine Rescue work is centralized) for the discussion of this question. He also stated that he had under consideration a policy which would have the effect of rendering further encouragement and stimulus to mine rescue work in connection with the working mines of British Columbia.

Another International Mine Rescue and First-Aid contest was held at Denver, Colorado, during September 9-11. This contest was conducted under the auspices of the Bureau of Mines, Department of the Interior. Miners from Canada, Mexico and the United States were invited to participate. One of the spectacular events of this competition



was a demonstration of the utility of the airplane in rescue work in quickly transporting engineers and oxygen rescue apparatus to the scene of mine disasters. While the mining teams were competing an alarm was telephoned to the nearest airplane of the United States Air Service, and an airplane was immediately dispatched to pick up Bureau of Mines men and bring them to the field as quickly as possible. A report of this contest states that during the ten years or more that life-saving work has been

in existence in the United States the lives of 5,000 men have been saved; that the mining industry of that country employs nearly a million men and that between two and three thousand are killed each year while at work; and that there are now more than 100,000 men in the United States being trained by the Bureau of Mines in mine rescue and first-aid work. Gold-medals were presented to United States miners who during the last three years had performed deeds of bravery in saving life.

### RECENT LEGAL DECISIONS AFFECTING LABOUR

**O**F the four recent legal decisions summarize below, one defines the liability of employers in Quebec when employing minors in contravention of the law

of 1919. The remaining three deal with various aspects of the Workmen's Compensation Law of Saskatchewan.

#### **Employer in Quebec is liable for any accident to child worker in factory if employed contrary to Law**

A boy of fourteen when leaving his place of employment fell into a hot air-conduit on the premises of the company where he worked, and was burnt to death. His father brought an action for compensation against the employer in the Superior Court of Quebec, but judgment was given against him and he appealed to the Court of Review. The company denied responsibility for the accident pleading that the boy met his death at a place where he had no right to be by reason of or in the course of his work, and while endeavouring to escape surreptitiously from his employment, and that they were unable to prevent the accident. On the ground that the accident was caused by the sole fault of the victim, the company claimed that it was discharged of all responsibility. The plaintiff based his claim on the Act which came into force on March 17, 1919, relating to the employment of infants in industrial establishments. This law prohibits the employment in any industrial establishment of any boy or girl under sixteen years of age who is unable

to read or write, and provides that if any one employs a boy or girl contrary to the provisions of the Act, he cannot in case of accident plead contributory negligence on the part of the victim.

It was declared by the Court that no proof was given that the victim could read or write, and he who employs an infant of the victim's age must prove that the victim has complied with the law. In default of such proof, if an infant is employed and is injured, the law will not allow the employer to obtain any advantage through the fault of the victim. "Therefore in order to succeed all that the plaintiff has to prove is that his son was the victim of an accident caused by something which belonged to the defendant. This has been proved. Plaintiff is not held to prove any fault whatever on the part of the defendant." By judgment of the Court, the judgment of the Superior Court dismissing the plaintiff's action was reversed, and the company defendant was condemned to pay \$500 and costs. (*Quebec—Despins vs. Dominion Glass Company.*)

**A workman hurt when disobeying a rule of his employer cannot recover damages for accident even if employer also proved negligent**

A railway conductor was injured when engaged in switching cars, and he brought an action for damages against the company employing him. It appeared from the evidence that there was a defect in the coupling of a car which was to be uncoupled. In order to see what was the matter, the plaintiff attempted to examine the coupling while the train was in motion. When standing on the ladder of the car he attempted to place his foot in the stirrup at the end of the car. In doing so he had to place his leg or part of his body between the two moving cars. His foot slipped and he fell and received the injury.

The company applied for a non-suit on the ground that the accident was due to the negligence of the plaintiff. The evidence showed that his act was in contravention of the rules of the railway which state: "The following and all similar acts of recklessness are specifically forbidden: (a) Entering between or being in front of engine, car or cars in motion, to couple or uncouple same, or for any other purpose whatsoever, except where engine or car is far enough away to clearly permit employee to get out of danger before engine or car

reaches him. (d) Riding or being between engine and cars, or between cars when same are moving, except where necessary in switching or train movements, or walking between moving cars."

In support of the company's application, a number of cases were cited, with reference to which the court declared — "The principle of the law which is laid down in these cases would seem to be that, where there is negligence on the part of the defendant which is proved, and there is a subsequent negligence on the part of the plaintiff which is also proved, and which consists of a breach of a regulation of the defendant company of which the plaintiff was fully aware, and by the observance of which the accident could have been avoided, then there is no case and the plaintiff cannot succeed. The rule would appear to be applicable in this case, and there is no dispute as to the facts. . . . This being, therefore, a case in which the evidence with regard to contributory negligence cannot in any way be questioned, and where there are no facts in dispute, the application for non-suit will be allowed with costs." (*Saskatchewan—Campbell vs. Canadian Pacific Company.*)

**Insurance company by conducting defence for insured assumes liability even if insured has violated a clause of policy**

An employer who conducted a laundry had taken out an insurance policy to indemnify him against accidents to his employees in his business. There was stipulation in the policy that the machinery should be guarded. While the policy was in force, an employee had her hand injured in a mangling machine that was not guarded. The insurance company entered into negotiations with the injured employee and paid her a sum of money in settlement of her claim, and later undertook the defence of an action brought by the employee against her employer. Judgment was given

against the employer, and after paying the amount of the judgment he brought an action against the insurance company to recover the amount so paid under the policy. The company denied their liability and entered a counterclaim for the amounts they had paid under the policy and to their solicitor for defending the action brought against the plaintiff. In the trial court judgment was given against the plaintiff, the action was dismissed, and the counterclaim of the defendant company was allowed. The employer appealed against this judgment and the case was heard by the

Court of Appeal of Saskatchewan. The plaintiff claimed that the stipulation in the policy that the machine should be guarded was waived by the company by entering into negotiations with the injured employee and paying her a sum on account of the accident, and further by taking charge of the defence in the subsequent action. It was held by the Court of Appeal that the defendants by continuing to defend the action after knowledge of the machinery being unguarded would lead the employer to believe that they were assuming liability under the policy, and the defendants

were estopped from denying that they had waived the conditions of the policy as to unguarded machinery.

The appeal was therefore allowed with costs, also the appeal as to the counterclaim. It was further pointed out in the judgment that the defendants could not recover from the plaintiff money paid to their solicitor, even if they were not liable under the policy, for money paid to a third person cannot be recovered as money paid under a mistake of facts. (*Saskatchewan — Parrot vs. Western Accident and Guarantee Insurance Company.*)

**A building sub-contractor is bound to furnish safe scaffolding for his men even if scaffold was not erected by him**

A plasterer employed by a sub-contractor on a building was directed to work on a certain scaffold. When he was on it, the scaffold fell and he received serious injuries. He brought action for damages against his employer on the ground of negligence.

On behalf of the defendant, it was claimed that under his contract, the main contractors were under obligation to erect the scaffolding necessary for the purposes of his sub-contract, and that the defendant was justified in assuming that the scaffold was strong enough, having been so informed by the foreman of the main contractors. The trial judge held that there was no evidence of negligence on the part of the defendant, and he withdrew the case from the jury. The plaintiff appealed to the Court of Appeal of Saskatchewan. The court held that the scaffold was sufficient for the work

of erection for which it was built but it was not strong enough to support the plasterers' material as well as the men. The evidence disclosed that the defendant had examined the scaffold and thought it was too light for his work. The defendant's duty was to provide a reasonably safe scaffold for his employees to work upon. There was positive testimony that the scaffold gave way because it had not been built sufficiently strong. This was *prima facie* evidence of the failure of the defendant to provide a reasonably safe scaffold. With the *prima facie* negligence established the case could not properly be withdrawn from the jury, and the court was of the opinion that the trial judge erred in withdrawing the case. The appeal was therefore allowed with costs, and a new trial was ordered. (*Saskatchewan—Michaud vs. Edwards.*)



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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### **The month in brief**

This issue of the LABOUR GAZETTE contains a report of the proceedings of the Canadian Railway Board of Adjustment No. 1 from August 7, 1918, to August 31, 1920, also a summary of the various provincial laws in Canada in regard to the regulation of mines as affecting labour.

The cost of the weekly family budget of staple foods showed a slight decline averaging \$15.83 at the middle of October as compared with \$15.95 in September, \$14.21 in October, 1919, and \$7.93 in October, 1914.

At the beginning of October, the percentage of unemployment among trade unions was 3.25 as compared with 4 per cent (revised figure) at the beginning of September and 2.19 at the beginning of October, 1919. According to returns from over 5,100 firms, the volume of employment showed a decrease, which was more marked in the latter half of the month.

The time loss due to industrial disputes during October was greater than during September, but less than during October, 1919. There were in existence during the month 20 strikes involving about 5,147 workpeople, and resulting in a time loss of 65,556 working days. At the end of the month there were on record 11 strikes, involving about 1,418 workpeople.

### **Proceedings under the Industrial Disputes Investigation Act**

During October, the Department received reports from two Boards established to deal with disputes between (1) The Canadian Pacific Railway Company, the Grand Trunk Railway Company, and the Canadian National Railways, and certain of their employees, being clerks, timekeepers, railway checkers, freight handlers, truckers, coopers, etc., and (2) the Canadian Pacific Railway Company (Western Lines) and certain of its employees, being conductors, etc., members of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.

Four applications were received for the establishment of Boards, and a Board was established in connection with one of the applications.

### **International Commissions on unemployment and industrial hygiene**

A resolution was passed by the Washington Labour Conference inviting the Governing Body of the International Labour Office "to form an International Commission empowered to formulate recommendations upon the best methods to be adopted in each State for collecting and publishing all information relative to the problem of unemployment in such form and for such periods of time as may be internationally comparable." In

conformity with this resolution the Governing Body appointed a Technical Commission on Unemployment at its meeting on June 8, last. The Commission met on October 1, and considered a report, which had been prepared by the Technical Service of the International Labour Office, on Unemployment and Emigration. The report examined the method of compilation and publication of government statistics on unemployment as regards industrial censuses, workers' associations, employment exchanges, insurance funds and conditions of employment, and suggested the possibility of various improvements. The development of the occupational aspect of these statistics, and the elaboration of methods to secure statistics of a really international character were proposed. The report also suggested the compilation of certain categories of new statistics relative to the anticipation of crises, and the more active co-operation of employers' and workers' associations. The Commission decided to invite a number of experts to a meeting which will be held in Paris on November 30 next and to submit to them the scheme of work drawn up by the Technical Service of the International Labour Office.

A Service of Industrial Hygiene has been constituted by the International Labour Office in pursuance of suggestions of the Washington Conference and of decisions of the Governing Body. The work of the service will be: (1) The conduct of a general and permanent enquiry into unhealthy processes with a view to the preparation of draft conventions and recommendations for submission to the General Conference. (2) Generally to deal with everything relating to industrial hygiene, by the co-ordination of the provisions common to the various national legislations and the preparation of international regulations.

**Compensable industrial diseases in New Brunswick** The following Industrial diseases have been declared compensable from January 1, 1920, under the Workmen's Compensation Act of New Brunswick,

by a regulation adopted by the Workmen's Compensation Board and approved by the provincial Government:

**Anthrax.**—Handling of wool, hair, bristles, hides and skins.

**Lead poisoning or its sequelae.**—Any process involving the use of lead or its preparations or compounds.

**Mercury poisoning or its sequelae.**—Any process involving the use of mercury or its preparation or compounds.

**Phosphorus poisoning or its sequelae.**—Any process involving the use of phosphorus or its preparations or compounds.

**Arsenic poisoning or its sequelae.**—Any process involving the use of arsenic or its preparations or compounds.

**Sulphur poisoning or its sequelae.**—Any process involving the use of sulphur or its preparations or compounds.

**Ammonia poisoning or its sequelae.**—Any process involving the use of ammonia or its preparations or compounds.

**Carbon bisulphide or its sequelae.**—Any process involving the use of carbon bisulphide.

**Carbonic acid gas.**—Any process involving the use of carbonic acid gas.

**Ankylosistomiasis.**—Mining.

**Glanders.**—Care of any equine animal suffering from glanders, handling the carcass of any such animal.

**Compressed air illness.**—Any process carried on in compressed air.

**Infection by handling sugar.**—Any process involving the refining of sugar.

Of the diseases included in the above list, poisoning from sulphur, ammonia, carbonic acid gas, and infection from handling sugar are not compensable in any other province or in Great Britain, but the remaining diseases are all compensable under the British regulations. An account of the industrial diseases for which compensation is allowed in the United Kingdom, Canada and other countries appeared in the LABOUR GAZETTE for March, 1920, on pages 304 to 310.

**Profit-sharing plan of National Cash Register Co., Limited**

A profit-sharing plan recently adopted by the National Cash Register Company, Limited, of Dayton, Ohio, has been put into operation at the plant of its affiliated company at Toronto. The plan is as follows: An amount equal to 6 per cent of the Company's total investment, not including the value of patents and good-will, is first deducted from the total profits, which are determined by an outside firm of accountants. The remaining profits are then divided equally between the company and its employees, the share of the latter being paid in cash on the earliest possible date. The Company's share may be returned to the business for improvements or extensions of plant. For the purpose of the scheme the employees are divided into five groups: first the executives, who receive 12 per cent of the total profits; second, the foremen, who receive 5 per cent; third, the job foremen, who receive 8 per cent; fourth, all other employees of not less than six months' standing, who receive 25 per cent; fifth, new employees, who must serve one month's probation before being placed on the profit sharing roll. Besides these benefits the employees are guaranteed the highest current wages in their class of work.

**Proposed Pension Scheme for City of Winnipeg**

According to a draft by-law of the city of Winnipeg every permanent employee of the city on January 1, 1921, and every person entering its service thereafter shall contribute a percentage of his wages or salary according to the following schedule: Employees less than 27 years, throughout future service, must pay 3 per cent of their salaries; between the ages of 27 and 33 years,  $3\frac{1}{2}$  per cent; between 33 and 38 years, 4 per cent; between 38 and 42 years,  $4\frac{1}{2}$  per cent; between 42 and 45 years, 5 per cent; and present employees above the age of 45 years, 5 per cent. The by-law does not apply to persons entering the service of the city after having

passed their forty-fifth birthday. All monies received for pensions must be paid to the sinking fund trustees who will administer the fund. Pensions shall be payable monthly until death. The annual sum payable is to be one-fiftieth of the average maximum salary for five consecutive years of service multiplied by the number of years of service up to but not exceeding 40 years, but no pensioner is to receive less than \$600 or over \$3,000 a year. The city may at any time exercise the right to discharge or retire an employee if the city council so decides, and there shall be no liability upon the city for any claim for pension or other allowance except salary or wages due and the benefits provided by this by-law for employees leaving the service of the city. The city may also demand the retirement of an employee of 65 years of age, on three months' notice being given. Pensions will be granted to any person who has served at least 15 years and has through sickness or accident become unfit for further service; to any person who at any time during his employment is suffering from an infirmity of body or mind brought about by an injury received while performing his duties; to any person who has served for at least 40 years who is 60 years of age; to any person who has served for at least 40 years, who is years of age, and to the heirs of those who die in the service, such balance as was due the deceased pensioner from his contributions. If a pensioner who has been invalidated through sickness or accident recovers sufficiently to resume his former or other employment, the pension may be discontinued, and if such employee re-enters the service of the city, the period of absence on pension shall be considered as leave of absence and not as a break in the continuity of service. No employee who accepts compensation under section 37 of the Workmen's Compensation act, which provides for permanent total disability shall be entitled to a pension under this by-law. Employees who have been on active service (1914 to 1919) who re-enter the city's service within six months from discharge,



shall be given credit for the time of their absence on such service. In the event of an employee retiring before completing 15 years of service, because of an infirmity brought about in the discharge of his duties, the city must pay into the fund the amount of the employee's contribution, its own contribution of equal amount, and the amount of the pension granted. In the case of employees leaving the service of the city, amounts contributed by such employees will be returned with four per cent compound interest. In the event of death the heirs of the deceased will receive the amount contributed.

#### **International Congress of Commercial and Office Workers' Unions**

An International Congress of Commercial and Office Workers' Unions was held at Amsterdam on October 6-7, the delegates representing 971,500 members in Denmark, Germany, Great Britain, France, Holland, Hungary, Norway, Austria, Czecho-Slovakia and Sweden. Two similar international organizations had existed before the war, one with headquarters at Ghent, and the other at Amsterdam. The war put an end to both, and the object of the new Congress was to organize a new single international. All commercial and office workers' unions which are affiliated with national organizations or desire such affiliation, and are on a sound financial basis, are eligible for membership. A committee was named to draw up a constitution, consisting of representatives from Great Britain, France, Germany, Denmark, Czecho-Slovakia, and Holland. Amsterdam was selected provisionally as headquarters, with M. Smit (Holland) as international secretary, *pro tem*. The next congress will meet at Vienna in 1921.

#### **Changes in wages and hours in United States**

The National Industrial Conference Board of the United States has published a report on "Changes in Wages During and Since the War." The re-

port states that in the boot and shoe manufacturing industry the average hourly earnings amounted to 28.4 cents in 1914, with average hours of 54.3 per week and weekly earnings of \$15.43. In the 1920 period, the average of hourly earnings is 62.4 cents, the average weekly hours 48.1 and the full time weekly earnings, \$30.08. A table is given showing for male workers in the industries covered by the report the percentages of increases in hourly and full time weekly earnings and the percentages of decrease in weekly hours of work between September, 1914, and March, 1920. As in the boot and shoe industry, the percentage of increase in weekly earnings was less than the increase in average hourly earnings in the manufacturing of cotton, furniture, hosiery, knit goods, leather, metal, rubber, silk, and wool, due to the decline in the average weekly hours of work. In the printing and publishing trade alone, the percentage of increase in weekly earnings, which was 168, was higher than the percentage of increase in average hourly earnings, which amounted to 74. The report states in conclusion: "The movement for shorter hours of work, had its origin in socio-ethical ideas, and moved in its own lines, quite independently of the changes in rates of wages."

#### **A group bonus plan in United States**

After trying a number of plans to promote increased production, including bonuses for attendance, for securing new employees and for high individual production, and profit-sharing, all of which are reported as having proved unsuccessful, the Sweet-Orr Company, manufacturers of overalls and rough working clothes have adopted a group bonus plan at their plant at Wappinger's Falls, N.Y. The total piece-work earnings for each department were set at a fixed figure which was a little below the average earnings for the preceding six months. The company pays as a group bonus one-half of any excess of weekly piece earnings over the fixed figure, and the amount is distributed among the members of each

group in proportion to the earning of each member for that week. The day workers, chiefly alley girls, machine fixers and oilers, receive the same percentage of the bonus as the operators. A committee of the employees is allowed to audit the payroll in order to see that the bonus payments are correct. Weekly bulletins are posted up analyzing the bonus, with comments of the superintendent, and signed by the employees' committee. As a result of this plan it is stated that production has increased over 30 per cent above the old normal rate and the productive earning per employee has risen from 38.2 cents per hour to 48 cents.

# **Cost of "Labour Turn-over"**

According to a statement of the Industrial Bureau of the Merchants' Association of New York, in *Greater New York*, October 11, 1920, "It costs \$30,000,000 a year for American manufacturers to exchange employees with each other." An estimate, based on reports from individual firms, places the cost of labour replacement for a semi-skilled worker at \$50; \$42 was quoted by one manufacturer as the cost for replacing a hand tool maker, while a tobacco establishment stated that it cost from \$200 to \$250 to train a cigar maker. These estimates include such items as maintaining idle machinery, advertising, interviewing prospective employees and investigating references, medical examinations, and clerical work incident to discharging and hiring; also the cost of training and fitting the new worker for his job which covers a flat rate of pay until the worker becomes skilled enough to do piece work, wastage and breakages, and the tendency on the part of the new employee to increase the frequency and severity of industrial accidents. Comparisons appeared to show that labour turnover was twice as large in factories employing unskilled workers as in those employing skilled workers. In New York City, the report states, the average rate of labour turnover in plants employing skilled and semi-skilled workers is approximately

125 per cent. An analysis is given of the training cost of 235 new workers in a tobacco manufacturing plant which gives the cost for training an inexperienced operative as follows:

No. of weeks of training	Cost per week	Cumulative cost.
1st week	\$20	\$20
2nd week	12	32
3rd week	9	41
4th week	6	47
5th week	3	50

It is significant to note that while the greatest cost of training is incurred during the first two weeks, it is during that time that the turnover is also the greatest, 22 per cent of the total turnover of the plant in question having occurred among workers employed two weeks or less. This company, which employs about 1,000 workers, the majority of whom are semi-skilled, has succeeded in reducing its replacement cost from \$61,000 in 1918 to \$32,500 in 1920. Its annual rate of turnover during these two years was reduced from 122 per cent to 65 per cent. This improvement is attributed more to the methods adopted by the company in handling its personnel problems than to the amount of money expended. The company wrote: "We believe that the careful selection of workers by our employment department as well as the inauguration of a competent training school for new employees, is responsible for the improvement in our labour turnover." The report states that the company feel that any additional cost incurred in operating the employment and training departments on an efficient basis are more than offset by savings effected.

**United States employers and trade union principles** The Chamber of Commerce of the United States submitted last June to a referendum vote of its constituent organizations a statement of twelve principles which should govern industrial relations. Ballots were taken in 601

organizations in 47 states, consisting of local Chambers of Commerce and business associations representing employers and business interests of practically all classes. The propositions, twelve in number, were all affirmed by overwhelming votes, the chamber being thus committed to the principles involved, which were as follows:

(1) Liberty of contract either as employer or employee; (2) the right to operate an "open shop"; (3) the right of voluntary, but not of compulsory association, whether of employers or employees, for collective action; (4) the responsibility of such associations or combinations to the state; (5) restriction of productive effort, whether by employer or employee, is an injury to society; (6) wages and conditions should be such as to provide an incentive to industry; (7) hours of work should be subject to the "economic limit"; (8) provision by voluntary agreement of both parties for the settlement of industrial disputes; (9) neither party to an industrial dispute should accept direction or dictation by any group or combination outside the industry; (10) employers and employees alike should have a practical interest in the welfare of the plant; (11) Government, state, or municipal employees must not divide their allegiance in such a manner as to impair the efficiency of the public service; (12) in public utilities the interest of the public is paramount.

The Executive Council of the American Federation of Labour had under consideration the foregoing industrial platform, and President Gompers later issued a statement in which the twelve principles are characterized as a "direct challenge to the trade union movement coming from the heart of America's financial power."

#### Jottings

A conference of minimum wage officials of Manitoba, Saskatchewan, Alberta and British Columbia is to be held in Winnipeg at an early date for the purpose of establishing uniformity of hours,

wages and working conditions for girls in these four provinces.

A royal commission composed of Messrs. O. M. Biggar, K.C., W. F. Nickle, K.C., and P. M. Draper, has been appointed to draft new regulations for the penitentiaries of Canada. The commission will also consider the possibility of utilizing prison labour for the making of articles required by the government.

At a Dominion Child Welfare conference held at Ottawa on October 19 and 20, a Canadian Council of Child Welfare was formed which will co-operate with the child welfare division of the Federal Department of Health, prepare and disseminate information on child welfare work, and recommend a programme for the work throughout the Dominion. Any nationally organized body interested in child welfare work may be represented on the Council.

By an order-in-council of the Saskatchewan government, any permanent employee of the Civil Service throughout the province may apply for and receive an advance of salary, which must not exceed \$100, for the purpose of purchasing fuel. The administration of the scheme is in the hands of the Civil Service Purchasing Association.

A conference on first-aid work was recently held at Ottawa between officers of the St. John Ambulance Association and representatives of the Canadian Pacific Railway, the Grand Trunk Railway System and the Canadian National Railways. Matters of importance with reference to the development of the first-aid movement were discussed and changes were suggested in the regulations governing instruction and the administration of the work. This conference was the first of a series which it is proposed to hold in the future.

The Department of Education of the province of Alberta has adopted three new plans for the benefit of teachers, providing free dwelling for rural teachers with at least five acres of land at-



tached, loaning money to suitable candidates to enable them to take a course at the normal school, and establishing a minimum salary of \$840 a year for both "permit" and fully qualified teachers.

The total loans approved by the Soldiers' Settlement Board up to October 2 amounted to \$78,285,752, and the number of loans was 19,526. It is reported that 163 returned men have repaid their entire loan out of their first crop. In addition, nearly 8,000 grants of free Dominion lands were made representing a total area of over 1,900,000 acres.

It is stated that all the members of the building trades of Baltimore, Md., with the exception of plasterers, have declined to accept an increase in wages which was to have come into effect on

November 1, in accordance with an agreement made a year ago, the reason given for this step being that as prices were falling and there were indications of steady work at the present rate, the men were satisfied.

A total membership of 938,226 is reported for the various trade unions of Poland. Up to the time of the restoration of the Polish Republic, it is stated that the trade union movement was suppressed by the Prussian and Russian governments, but that it is now in the phase of a tremendous increase, and that the conclusion of peace with Russia will bring about the consolidation of the movement by merging all the different provincial organizations into one national trade union federation, for which plans are already laid out.

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## INDUSTRIAL CONDITIONS DURING OCTOBER, 1920

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### I.—General Review

From the beginning of October a decline was noted in the total average volume of industrial employment throughout Canada, the downward movement being most pronounced in the third week. All the provinces showed a decline over the month, though temporary recoveries occurred in Quebec, Nova Scotia and the Prairie Provinces. In metals, machinery and conveyances the month opened with a drop which, with the exception of the second week, continued to the close, the fluctuations being attributed mostly to variations in employment in shipyards and the vehicle sub-group. In the food group an increase of activity was noted in the meat-packing plants and abattoirs, while decreases resulted elsewhere from the completion of fruit canning operations

#### The Labour Market

for the season, especially in Ontario, and from a decline of activity in the sugar refineries in the Maritime Provinces, Quebec and New Brunswick. The textile industry made slight gains during the first week of the month, followed, however, by successive decreases, largely due to inactivity at the thread, yarn and cloth factories in Ontario and Quebec, and at the men's furnishing factories. The boot and shoe trades continued slack; the rubber industry continued to show a steady decline, mainly caused by inactivity in the tire factories in Ontario. The pulp and paper mills were still adversely affected by a shortage of water power, but conditions in this respect improved before the close of the month. Activity was fairly well maintained in the woodworking and clay, glass and stone groups, but paint, oil and chemical workers had slightly

less employment. In railway transportation increased activity resulted from the movement of grain in the Prairie Provinces. In the mining group, declines occurred in the nickel and in the non-ferrous metal industries, while the non-metallic and quarrying trades remained fairly steady; in coal mining increased activity in Alberta and Nova Scotia raised the general average of employment. The building trades showed a general downward movement, while in railway construction the period of seasonal inactivity began. In logging operations large increases in all provinces, especially Ontario and Quebec, resulted from the opening of winter camps; on the other hand employment in the saw-mills generally declined on the completion of the season's cut.

The loss of time on account of industrial disputes was greater during October than during September, 1920, but less than during October, 1919.

#### Strikes

There were in existence at some time or other during the month 20 strikes, involving about 5,147 workpeople, and resulting in a time loss of 65,556 working days, as compared with 28 strikes, 2,449 workpeople and 25,890 working days in September, 1920; and 35 strikes, 9,257 workpeople and 131,187 working days in October, 1919. On October 1, there were on record 12 strikes, affecting 467 workpeople. Eight strikes

were reported as having commenced during October, as compared with 11 in September. Five of the strikes commencing prior to October and four of those commencing during October were reported terminated, leaving 11 strikes, involving about 1,418 workpeople on record at the end of the month.

The prices movement continued downward, substantial decreases occurring in grain, cattle, hogs, sheep, butter, vegetables, cereals, sugar, cotton,

#### Prices

hides, some lines of metals and lumber, linseed oil, turpentine, chemicals, raw rubber, and laundry starch. The retail prices of foods averaged lower, there being slight decreases in beef, bread, flour and rolled oats and greater decreases in sugar and potatoes. There were some advances in hog products, eggs, milk, and in coal. The Departmental index number of wholesale prices was down to 317.6 for October as compared with 326.6 for September, 299.6 for October, 1919, and 138.7 for October, 1914. The group index numbers were lower than a year ago in Grains and Fodder, Fruits and Vegetables, Woollens, Cottons, Silks, Jute, Hides, Leathers, Boots, Paints and Oils, Raw Furs, but were higher for the other groups. The weekly food budget averaged \$15.83 at the middle of October as compared with \$15.95 at the middle of September, \$14.21 in October, 1919, and \$7.93 in October, 1914.

## II.—Industries and Trades

SYDNEY reported increased activity during October in the iron and steel industry, production being as follows: pig iron, 23,500 tons; ingots, 25,700 tons; blooms and billets, 4,500 tons; rods, 9,750 tons; bars, 525 tons; plates, 4,800 tons; wire, 1,250 tons; nails, etc., 1,495 tons; three blast furnace and metal roofing trades continued steadily active. The output of the mills at SYDNEY MINES was 6,950 tons of iron

#### Metals and machinery

and 11,450 tons of steel; four blast furnaces were in operation and five steel furnaces were undergoing repairs. The rolling mills at AMHERST worked steadily except one which was closed for repairs; foundry and machine shop workers were steadily employed. At CHARLOTTETOWN iron workers and moulders, machinists and helpers and electrical workers were busy, and blacksmiths and helpers were fairly active. At St. JOHN the rolling mills ran steadily; sheet metal workers

were busy fitting up furnaces for winter. At MONCTON one foundry and machine plant employed 40 per cent more workers than a year ago, all foundries being in active operation. MONTREAL reported fair conditions in the structural steel and sheet metal plants; the engine and boiler and electrical trades were also fairly active. At QUEBEC sheet metal workers were very busy, but structural iron and steel plants were quiet. SHERBROOKE reported fair conditions throughout the group, but with some reductions in staffs. Metal workers at ST. JOHN'S and IBERVILLE were well employed, with night shifts at some plants. At ST. HYACINTHE employment was fairly good, though some shortage of material was experienced. At SOREL activity was reported in the various metal trades. At THREE RIVERS the iron foundries were steadily active throughout the month. OTTAWA and HULL reported a continued shortage of moulders; foundries were normally active. TORONTO reported the metal and machinery industries generally quiet, with many men out of work; the principal exception was the agricultural implement trade, which was busy with heavy home and foreign demand, about 500 additional workers being taken on at one plant; furnace and steam heater plants were also busy, and electrical workers engaged in connection with the building trade were active, but other branches of the trade were slack; a new tin-plate mill opened early in the month. The moulding shops at OSHAWA were active, but sheet metal workers were slack. At HAMILTON steelworkers were busy on rails and tieplates; the structural steel industries were fairly active; engine and boiler workers were active, though their hours of work were shortened; farm implement plants were normally busy; some machinists were unemployed; temporary unemployment resulted in some cases from a fire which damaged several important factories at the middle of the month. Help was in demand at the can and chain factories at NIAGARA FALLS, but the cutlery and plating industry was less active; other metal in-

dustries were active. A steel working concern at WELLAND shut down early in the month owing to lack of business. Millwrights were in demand at PORT COLBORNE. At ST. CATHARINES most of the metal working factories laid off large numbers of workers, and prospects were reported very poor; but boiler makers and electrical workers had steady employment. At BROCKVILLE sheet metal workers were active and stove and furnace, tool and hardware plants were fairly busy. Night shifts were worked at BELLEVILLE in the rolling mills; engine, boiler and general foundry work was plentiful; farm implement factories were fairly busy. At PETERBOROUGH active conditions continued in the various metal trades, including foundries, moulding and core plants; machine shops were busy, but some shops were forced by power shortage to close; all plants except one which has its own power plant, closing one day in each week. GALT reported a demand for help in the stove and furnace foundries, and other steel and iron workers were well employed. At BRANTFORD machine and farm implement plants were busy, and stove and furnace workers were fairly active; electrical fixture and motor factory workers were well employed. At KITCHENER active conditions were reported in the sheet metal, electrical fixture, clock, and farm implement shops, but foundries and machine shops were rather less busy. Moulders and piano plate makers at GUELPH had a slack month; but stove, furnace, radiator and hardware workers were active. At STRATFORD tinsmiths were in demand, electrical workers were steadily employed, but machine shops and foundries were rather quiet. At WOODSTOCK the shortage of moulders continued, stove and furnace foundries being still busy. Stove and furnace foundries at LONDON were very busy, additional moulders being employed, but they were handicapped by shortage of material; wire and iron, engine and boiler workers were also well employed. At ST. THOMAS iron workers and moulders had



a good average month. The metal and machinery plants at CHATHAM were all very slack, several being closed. At WINDSOR the machine shops were affected by the general industrial depression; the injector factory was very busy especially on foreign orders; staffs were reduced at the scale and adding machine factories. The farm implement and stove factories at ORILLIA ran steadily; the electro foundries ran to capacity. Machine shops and stove and furnace factories at OWEN SOUND continued active. Trammers were in demand at SAULT STE. MARIE for the iron mill. The machine shops at BRANDON had a busy month. At REGINA structural steel work slackened off towards the end of the month; sheet metal and farm implement workers were active, and the electrical trades were normal. Sheet metal and iron workers at EDMONTON were well employed. VANCOUVER reported fair activity in the rolling mills, structural steel and engine and boiler factories; electrical apparatus and fixture workers were also fairly well employed; stove, furnace and sheet metal workers were busy, except at the shipyards where the sheet metal workers and copper-smiths were on strike; plumbers and steamfitters in the shipyards were also on strike, but otherwise these trades were well employed. Sheet metal and electrical work at PRANCE RUPERT were fairly active. Stove foundries at VICTORIA were active with increased staffs.

Boat and shipbuilding and repairing continued active at SYDNEY during

October. The car shops at AMHERST continued very busy in every department. Steady activity continued at MONCTON in the locomotive and car repair shops of the C.N. R., night shifts being worked. The shipbuilding yards at MONTREAL were quiet during the month. Dull conditions also prevailed at QUEBEC in the construction section of this industry, but repairing was very active; automobile and motor engine shops were quiet, but locomotive, car and parts shops were

busy. At THREE RIVERS one of the shipyards still remained closed, and the other was fairly busy, with likelihood, however, of a reduction of staff. At SOREL the shipbuilding yards continued busy. The car shops at OTTAWA and HULL were hampered by difficulty in securing supplies of steel. TORONTO reported the automobile industry slack, with a large number of men unemployed; a tractor plant was permanently closed down. HAMILTON reported normal activity in the tractor plants; night shifts were worked at the steel car foundry. Automobile shops at OSHAWA were slack. At BROCKVILLE the G.T.R. car repair shops were unusually slack; the motor boat industry was also quiet and the automobile plants showed a decline in activity. Locomotive workers at KINGSTON continued busy, with about 675 workers steadily employed, with good prospects of continuance; active conditions were maintained at the shipyards. Automobile part and carriage factories at BELLEVILLE had a fairly active month. CHATHAM reported slackness in the automobile industry, staffs being reduced. The malleable iron works at BRANTFORD were active on car castings; carriage workers were busy. Auto-truck and cycle workers at KITCHENER were fairly well employed; the tire factories laid off hundreds of men, most of whom secured work in the sugar factory. GUELPH reported motor tractor workers fairly active. The G.T.R. car shops at STRATFORD were busy in every department; automobile repair shops were active. The wagon factory at WOODSTOCK worked overtime, with good prospects of continued activity. The automobile plants at LONDON continued very busy, and preparations were under way for extensions in spring. At SR. THOMAS about 200 men were laid off at the car shops of the Michigan Central Railway, but other shop employees continued active. Automobile factories at CHATHAM were very slack, most of the skilled mechanics going to other employment in the city. All automobile factories at WINDSOR laid off a large number of workers, work being almost at a stand-

still at one plant; accessory plants were also very dull, with poor prospects; the Ford plant alone continued about normal. The carriage factory at ORILLIA laid off a number of its employees. The PORT ARTHUR shipyard required more bolters, reamers and helpers; about 700 men were employed at this plant. The railway shops at EDMONTON had an active month. The shipyard at NELSON was busy on repairs. VANCOUVER reported slack conditions in boat and shipbuilding; at one yard many men of all crafts were laid off owing, it was said, to the shortage of steel; automobile, carriage, cycle and motor engine works were also quiet. The shipyard and drydock at PRINCE RUPERT had a busy month. About 300 men were engaged in wooden shipbuilding at VICTORIA, but work at the iron shipyards was almost entirely suspended, only a few workers being retained.

A seasonal decline in activity was noted in some branches of the food group, including, soft drinks, ice-cream, etc. **Foods, liquors and tobacco** Active conditions continued at SYDNEY throughout the food group.

Creameries at AMHERST were very busy. The milk factory at TRURO worked full time, but a shut-down was anticipated owing to over-production. The sugar refinery at St. JOHN closed down on October 14 owing to unsettled conditions in the sugar market, 600 men being thrown out of work; flour and feed workers had a good month, but bakers and confectioners were less active; creameries and breweries were normally active. Good conditions were general at CHARLOTTETOWN, MONCTON, FREDERICTON and BATHURST. At MONTREAL the flour and feed plants were fairly active; abattoirs and packing houses and breweries were busy; soft drink factories were quiet and cigar makers were slack. QUEBEC reported the abattoirs active, but meat packing dull; bakers, confectioners and brewery workers were busy; normal conditions continued in creameries and dairies, the supply of milk

being still plentiful as the cattle were still on pasture. SHERBROOKE reported busy conditions in the baking and confectionery trades and breweries, and fair activity in the rest of the group. At St. HYACINTHE butter, cheese and tobacco factories were less active; flour mills worked full time; bakers and confectioners were well employed. Bakers and confectioners and brewery and soft drink workers at THREE RIVERS were busy. At OTTAWA and HULL the abattoirs worked at full capacity during the month; bakeries, confectionery establishments and dairies continued active. At TORONTO flour, feed and cereal plants had a fair amount of work; abattoirs and meat packing houses were quiet owing to a falling-off in export orders; bakers, confectioners, cannery workers and cigar makers were fairly well employed, but biscuit and candy factories were less busy than usual at this season, staffs being reduced. HAMILTON reported activity in the flour and feed, cigar, soft drink, baking and confectionery plants and breweries; abattoirs and packing houses were also active, but owing, it was said, to the high price of pork and beef the Armour Company decided to close its local branch, throwing out of employment about 50 men, some of whom were transferred to Chicago. Temporary help was in demand at NIAGARA FALLS in the fruit and vegetable canneries and wine factories, and other food industries were reported busy. Employment was fairly good throughout the food group at St. CATHARINES, BROCKVILLE and KINGSTON. At BELLEVILLE the flour and especially the feed mills were very busy, as were also the dairies, bakeries and confectionery plants. At PETERBOROUGH the flour mills were active with some demand for help, but the cereal product departments were rather quiet; the meat packing plant was busy enlarging its plant for next season; creameries and dairies were also busy, but weather conditions were said to hamper the production of cheese; very little condensed milk was made, the manufacturers stating, it was said, that the ad-

verse rate of money exchange eliminated their profits. Help was in demand at GALT for the flour, feed and cereal mills; bakers and confectioners, creameries and soft drink workers were all well employed. At BRANTFORD activity was noted throughout the group, except in soft drinks. At KITCHENER the flour and chopping mills ran full time; the sugar factory started operations during the month on the new beet crop which was unusually plentiful, 120 men being employed on two 12-hour shifts; activity was also noted in the abattoirs, meat and sausage factories, bakeries and confectionery plants and creameries; soft drink and cigar plants were slack; the distillery resumed operations. The brewery at WATERLOO continued very busy. Conditions are generally good at GUELPH and STRATFORD. At LONDON the flour mill's worked day and night, and the cereal factories were also very busy; some overtime was worked in the biscuit and candy factories, female help being in some demand; staffs were reduced in the soft drink and cigar factories. The packing plant at ST. THOMAS continued busy. At CHATHAM flour and feed mill's, abattoirs and meat packing houses ran full time; sugar factories ran day and night to cope with the heavy beet crop; cigarmakers were well employed. At WINDSOR female help was in demand for the creameries and dairies and for the canning factories; one canning plant completed its work for the season and closed; breweries ran to capacity; cereal workers were also very busy. Conditions continued normal at OWEN SOUND in the food group. The grain elevators at PORT ARTHUR and FORT WILLIAM worked steadily, but without any great demand for help. At WINNIPEG a fairly satisfactory month was reported in the vegetable canneries and confectionery plants, a few more chocolate dippers being employed in the latter. BRANDON reported activity in all branches except tobacco. At REGINA workers in the abattoirs, packing houses, and flour and feed plants were steadily employed. MOOSE JAW reported a short supply of cattle

at the local abattoir, much stock going to the Chicago market. The flour mills at MEDICINE HAT required help. At LETHBRIDGE brewery workers had a full month's employment, but no overtime; the flour mills also worked regularly, but night shifts had not yet begun. CALGARY reported fairly good employment in the flour and feed plants, bakeries and confectioneries and abattoirs and packing houses, but breweries and soft drink factories were quiet. Packing house workers at EDMONTON were fairly active. Brewery workers at FERNIE were steadily busy; bakers were fairly active except during the short period of a strike; breweries were very busy. The jam factories at BRILLIANT and NELSON completed work on the late season's crop. The United Growers' Fruit Products, Limited, started work at VERNON with five evaporating kilns and 40 employees. At VANCOUVER fair conditions were noted in the flour, feed and cereal mill's, creameries and dairies; abattoirs and packing houses were rather slack; fruit and vegetable canning was practically over for the season; breweries were busy but soft drink plants were quiet. The fish canneries at PRINCE RUPERT closed for the season. Feed and cereal mills and breweries at VICTORIA were busy; bakers, confectioners and cannery workers were fairly busy; soft drink and tobacco workers were slack. Meat packers at NEW WESTMINSTER were normally active.

TRURO reported the knitting mills working full time but staffs were reduced owing to lack of orders.

**Textiles,  
cordage and  
carpets**

The cotton mills at ST. JOHN both ran full time. The woollen and underwear factories at MONCTON continued steadily active. The cotton mill at MARYSVILLE continued running full time. At MONTREAL the woollen and knitting workers were fairly well employed, but tent and sail makers were quiet. The cotton mills at QUEBEC were busy, but sail making was very dull. At SHERBROOKE the woollen



industry was fairly active, but cotton and knitting factories, and bleaching and dyeing, finishing and printing textile plants were all quiet. Cotton operatives at THREE RIVERS were steadily employed. Silk and cotton workers at ST. JOHN'S and IBERVILLE worked full time. The woollen and knitting mills at ST. HYACINTHE were normally active, though some workers temporarily employed in a recent rush of business were discharged. TORONTO reported the woollen industry busy during the month; hosiery, underwear and knitted goods plants worked to capacity, with some demand for experienced female operatives; cloth factories were overstocked and reduced their staffs towards the middle of the month; tent and sail makers were quiet. The knitting mills and rope factories at HAMILTON were steadily active, and tent and sail makers were fairly well employed. Help was in demand at ST. CATHARINES for the woollen mills; knitting and silk operatives were also well employed. Tent and awning workers at BROCKVILLE were quiet. The textile factories at KINGSTON worked full time. PETERBOROUGH reported that the woollen mills worked to capacity in the yarn department, and in other departments were fairly busy; underwear, hosiery and knitted goods workers were well employed, and carpet weavers were busy. The cotton and woollen mills at GALT worked overtime; the silk, hosiery and underwear factories were also busy. The woollen and silk mills at BRANTFORD were busy; hosiery, underwear and cordage workers were very busy. At KITCHENER the knitting factory was fairly active and the felt and twine plants were busy. At GUELPH cotton, woollen and linen spinning and weaving mills, and carpet and rug factories had an active month. Female help was in demand at STRATFORD for the woollen and knitting factories. Textile factories at WOODSTOCK decreased operations during the month, unsettled price conditions, it was said, causing buyers to hold off. Female operatives were in demand at LONDON, at the underwear and hosiery factories,

which were all very busy. The knitting factory at ST. THOMAS was busy. Textile operatives at CHATHAM worked full time. The tent and awning plant at WINDSOR finished the season's work. The knitting mill at OWEN SOUND was active, though affected somewhat by a scarcity of material; more serious shortage was felt at the whitewear factory; tent and awning workers were slack. At WINNIPEG the bag and knitting factories were quiet but without change in staffs; tent and awning factories were normally active. At REGINA woollen and knitting factories were normally active, but the tent industry was quiet. At VANCOUVER the tent, awning and sail factories were rather slack, and knitting workers were less active than usual.

Steam laundries at SYDNEY continued active. Boot and shoe workers at AMHERST had a fairly active month. At TRURO the cap and shirt factories worked full time, but without a demand

for help. Boot and shoe workers at CHARLOTTETOWN were unusually busy; tailors and garment workers had steady employment, and steam laundries and cleaning plants were busy. At ST. JOHN ready-made clothing and laundry workers were active. At MONCTON the cap factory, men's and women's clothing and millinery establishments were all very busy. FREDERICTON reported steady activity among shoe and harri-gan workers, and in dyeing and cleaning plants. At MONTREAL the ready-made clothing factories were not very busy, but boot and shoe workers were increasingly active; hat, cap, whitewear and laundry workers were fairly active. QUEBEC reported dull conditions in the ready-made clothing, and boot and shoe industries; shirt and women's whitewear factories and laundries were also quiet, but glove and fur workers began their season of special activity. At SHERBROOKE ready-made clothing workers were quiet, but boot and shoe factories and laundries were fairly active. Shirt, collar and hat factories at St.

JOHN'S and IBERVILLE worked full time, and furriers worked overtime. Glove makers at THREE RIVERS were fairly active, but the boot and shoe industry was slack. Clothing workers at St. HYACINTHE were well employed, additional help being employed in the men's clothing and underwear departments; the corset factory reduced its activity; the boot and shoe industry employed about one-third of its normal staff, a drop in the price of leather being awaited. Shirt makers at SOREL had a very busy month. At OTTAWA and HULL clothing and laundry workers were well employed throughout the month. TORONTO reported that ready-made clothing and whitewear manufacturers were considerably curtailing their output, laying off many of their workers or reducing their staffs; shirt, neckwear, hat and glove factories were quiet, except those for working gloves; the boot and shoe industry continued quiet with a considerable percentage of operatives out of work, dyeing and cleaning plants were active. At HAMILTON the ready-made clothing trade started the month actively but slackened off later, the buyers, it was thought, waiting for lower prices; the boot and shoe industry also showed slackening, and a five-day week was anticipated; hat and cap makers were fairly active. Clothing factories and laundries at NIAGARA FALLS were busy. Laundries at St. CATHARINES continued very busy; rubber footwear workers were well employed but some felt boot makers were laid off. At BROCKVILLE fur-workers were active, and hat and glove makers fairly well employed; the hat company received an Australian order amounting to \$80,000. Shirt and hat workers at BELLEVILLE were well employed. PETERBOROUGH reported activity in women's whitewear and children's clothing factories; boot and shoe workers were quiet. The clothing and shirt industries at GALT were active, and laundries, dyeing and cleaning workers were busy. The overall and dress factories at BRANTFORD were busy; boot and shoe workers were rather quiet. At KITCHENER the robe and clothing fac-

tory ran full time; shirt and collar factories were less active than last month, but button factories were still busy; glove factories worked full time; boot and shoe factories were slack; rubber shoe workers were also quiet. Women's whitewear workers at GUELPH were active. At LONDON ready-to-wear clothing, and fur and cap workers had a busy month, but boot and shoe factories worked short time. The boot and shoe factory at St. THOMAS was undergoing reorganization. At WINDSOR the shirt and button factories were busy, but operations were temporarily suspended at the close of the month in the overall and glove factories. WINNIPEG reported a very quiet month in the ready-to-wear clothing and shirt factories, with shorter hours but the same staffs; cap workers had less employment; glove makers were steadily active; furriers and experienced laundry workers and cleaners were in demand. At VANCOUVER fair conditions were reported in both men's and women's ready-to-wear clothing factories, but some slackness was noted in the shirt and overall, and in women's whitewear plants; laundries and cleaning establishments were rather less active; boot and shoe workers were fairly active. Shirt and overall factories at VICTORIA were only moderately active, but laundry and cleaning plants were busy.

The pulp mills in the Maritime Provinces, including those at LIVERPOOL, MURRAY, CHATHAM, St. JOHN and BATHURST, continued to run steadily during October. In the Province of Quebec increases in staffs were noted in the mills at LA TUQUE, KENOGAMI, EAST ANGUS, CAP MAGDALEINE, DONNAcona and WINDSOR MILLS. Steady conditions were maintained in the mills at THREE RIVERS, and CHANDLER, while slight declines occurred at SHAWINIGAN FALLS, CHICOUTIMI, and BAGOTVILLE. At OTTAWA and HULL the pulp, paper, sulphite and cardboard mills were severely handicapped by the partial failure of water power, 75 per cent of the employees at one plant being thrown out

**Pulp, paper  
and fibre**

of work, but conditions improved before the close of the month. A decline in employment was also reported in the mills at CORNWALL, but steady activity was maintained at SMOOTH ROCK FALLS, HAWKESBURY, TORONTO, THOROLD, ESPANOLA, STURGEON FALLS, IROQUOIS FALLS, and SAULT STE. MARIE. VICTORIA reported the pulp and paper mills on the Pacific Coast very busy; rubber roofing and tarred paper mills were increasingly active.

Steady activity continued in the printing trade at SYDNEY, CHARLOTTETOWN and MONCTON. Printers were in demand at TRURO. At ST. JOHN printers and bookbinders were well employed, but paper

**Printing,  
publishing  
and paper  
goods**

box factories were unusually quiet for this season. The printing and binding trades at FREDERICTON had a good month. Printers, bookbinders and lithographers at MONTREAL were well employed, and at QUÉBEC also these trades were active, but paper box and bag makers were rather quiet. Printers were reported busy at SHERBROOKE, ST. HYACINTHE and THREE RIVERS, but quiet at SOREL. OTTAWA and HULL reported a slack month for printers, bookbinders and engravers. At TORONTO these trades were all well employed with experienced female binders in demand, and paper factories were fairly busy. Job printing shops at HAMILTON were said to be affected by the high price of paper, but publishing plants, lithographers and bookbinders were fairly active. Printers and binders were well employed at NIAGARA FALLS, ST. CATHARINES, BROCKVILLE, KINGSTON and BELLEVILLE. At PETERBOROUGH, GALT and BRANTFORD printers and paper box workers were busy. Job printers at KITCHENER were quiet, but newspaper staffs were busy, and paper box plants worked full time. Normal conditions were noted among printers at GUELPH and WOODSTOCK and at STRATFORD printers and box makers were well employed. At LONDON job

printers were fairly busy, but newspaper work was quiet, though staffs were not reduced; lithographers were busy, and box factories commenced their rush of work for the Christmas trade. The printing trades at ST. THOMAS were busy; especially in the job departments, and at CHATHAM printers, binders and lithographers were well employed. WINDSOR reported printing activity about normal, but the box factory had a quiet month. Printers, binders, and box makers at OWEN SOUND were well employed. At WINNIPEG the binderies were normally active; box factories were quiet but without reduction of staffs. The printing trades were steadily active at BRANDON, REGINA, CALGARY and EDMONTON. At VANCOUVER and VICTORIA newspaper printers were busy and job printers and binders fairly active; the paper box and novelty trades were busy in anticipation of Christmas. Overtime was worked in most of the printing offices at PRINCE RUPERT.

The sash and door factories and planing mills at SYDNEY continued active.

**Woodworking  
and furniture**

Woodworkers at AMHERST were steadily employed during the month. The mattress factory at TRURO ran full time. At CHARLOTTETOWN the planing mills and broom, carriage and wagon factories were busy, but the furniture trade was rather slack. MONCTON reported all planing mills very busy, and at ST. JOHN also conditions were good at the mills as well as in the box and brush factories. The sash and door factories and planing mills at FREDERICTON ran full time. At MONTREAL wooden box, furniture and piano workers had a fair month. QUÉBEC reported activity in the sash, door and planing mills, but the broom factories were quiet. At SHERBROOKE the planing mills were busy and the chair factory was fairly active. At THREE RIVERS the planing mills were busy, the chair factory worked to capacity, but the wooden toy factory was quiet. The planing mills at ST. JOHN'S and IBERVILLE were well employed. At ST. HYACINTHE the plan-



ing mills and organ factories were busy, but the phonograph factory was less active and the chair factory ceased operations. The woodworking trades at SOREL had a quiet month. The piano industry at OTTAWA and HULL was quiet, and the washing machine factory was also slack. At TORONTO the sash, door and planing mills were in steady operation; the furniture trade showed a falling-off in activity; the piano, organ, phonograph and toy industries unusually quiet for this season with a large number of workers unemployed. At HAMILTON furniture and box factories were rather quiet. Woodworkers at NIAGARA FALLS had a busy month. ST. CATHARINES reported continued activity in the woodworking trades. Staffs were reduced in the piano industry at KINGSTON, owing, it was said, to shortage of material. At BROCKVILLE the planing mills and office furniture factory workers were fairly active. BELLEVILLE also reported activity in the mills and in the chair factory. The sash, door and planing mills at PETERBOROUGH and GALT were very busy, but furniture workers at the latter were less active. At BRANTFORD mill workers and piano and furniture makers were well employed. At KITCHENER the planing mills, wooden ware and toy factories were busy, but wooden box, broom, cooperage, piano and organ workers were only fairly active, while the furniture industry was dull, upholsterers and finishers being laid off. Planing mill operatives at GUELPH were active but the piano trade was slack. The wooden box factories and planing mills at STRATFORD were very busy. At WOODSTOCK the furniture factory reduced its hours from ten to eight, and help was no longer in demand; the organ industry showed some improvement, but piano workers went on short time, owing, it was said, to the overstocking of the market. LONDON reported the planing mills and wooden box, barrel and piano factories all very busy. At ST. THOMAS skilled mechanics were in some demand. Woodworking factories at CHATHAM ran full time. All sash and door factories and planing mills at WINDSOR ran to capa-

city; the piano factory was also busy taking on extra help. Furniture plants at OWEN SOUND were quiet, but the planing mills and basket factory were active. At SAULT STE. MARIE the planing mills had a busy month. The sash and door factories at BRANDON were very busy, but at REGINA the mills were rather quiet. At LETHBRIDGE and CALGARY conditions were reported good throughout the month. The woodworking trades at EDMONTON were fairly active. The sash and door factories at FERNIE were very dull, with little hope, it was said, of a revival before spring. VANCOUVER reported some slackness at the mills, but at NEW WESTMINSTER wood and furniture workers were well employed. At VICTORIA the sash, door and planing mills were moderately active, but wooden box factories were quiet.

Trunk and bag makers at AMHERST were steadily employed. Tannery workers at ST. JOHN had a very busy month. At FREDERICTON leather and rubber (other than clothing) makers were steadily active. MONTREAL reported busy conditions in the tanneries and rubber factories; trunk, bag and harness makers were active. At QUEBEC the tanneries were active, but trunk, bag and harness workers were slack. Tannery workers at SOREL were well employed. At ST. HYACINTHE harness makers were active. The saddlery industry was unusually slack at OTTAWA and HULL, and a number of employees were laid off. Trunk, bag and harness makers at TORONTO were fairly well employed, but rubber factories worked much below capacity. At HAMILTON harness, trunk and leather goods workers were active. Harness and belting workers at BROCKVILLE were fairly well employed. The tannery at KINGSTON was rather busier, 115 workers being employed. Leather workers at PETERBOROUGH had a quiet month. Both tanneries at KITCHENER ran full time; trunk and bag workers were also busy. Harness and other leather workers at STRATFORD had steady employment. Tannery work-

ers at LONDON were reported slack, but at OWEN SOUND conditions were fairly good. At BRANDON tannery workers and trunk makers were busy. CALGARY reported fair activity in the trunk, bag, harness and horse goods trades. The tannery at NEW WESTMINSTER worked to capacity.

The cement plants at MONCTON were active throughout the month. At MONTREAL the glass factories were busy. The brick-yards at QUEBEC were busy, but stonecutters were very quiet. At SHERBROOKE also brickmakers were well employed; stone and granite cutters were fairly active. The artificial stone factories at THREE RIVERS had an active month. At TORONTO the brickyards were busy and glass factories were in steady operation. Glass workers and brick and tile makers at HAMILTON were active. Cut stone and brick workers at BROCKVILLE were quiet, the municipal brick-yards being closed. The pottery and brickyards at BELLEVILLE were busy. At KITCHENER employment was rather slack among stone, marble, brick and tile workers. The brick and tile yards at STRATFORD were normally active. LONDON reported stone cutters unusually busy and brick makers well employed. Glass workers at REGINA were quiet. VICTORIA reported the cement plants busy, chiefly on foreign orders; brick and tile plants were moderately active.

SYDNEY reported continued activity in the various local chemical industries. At MONTREAL the paint and varnishing industry was rather quiet, but chemical, drug, and medicine plants were fairly active. SHERBROOKE reported activity in the oil and grease industry; gunpowder, acid, drug and medicine factories were fairly busy. The paint mills near THREE RIVERS had an active month. At TORONTO paint and varnish factories were busy, but soap factories reduced their staffs. Chemical workers at HAM-

**Paints, oils,  
chemical,  
explosives**

ILTON were active. The electro-chemical plants at NIAGARA FALLS were very busy. The paint and varnish plants at BRANTFORD were busy. At KITCHENER the glue, oil and grease plants were fairly busy. The paint mills at WINDSOR were busy, though hampered by shortage of materials; the soap and perfume plants were very quiet, but the patent medicine factories were fairly busy. The paint and varnish industry at REGINA was quiet. VANCOUVER reported the petroleum refinery busy, but the paint and varnish plants were rather quiet. At VICTORIA the soap and paint factories were quiet powder and explosive plants were dull, the number of employees being considerably reduced.

The gross earnings of the Canadian Pacific Railway in September were \$20,009,287, as compared with \$17,513,690 in September, 1919. During October the number of persons employed by the Canadian Pacific, Grand Trunk and Canadian National Railways on railway operation including general offices, trainmen, and engine crews, station employees, sleeper, dining and parlour car employees, showed a decrease of about 1,300 persons, the total at the end of the month being 70,400 in comparison with 71,700 at the end of September. This reduction occurred during the first week of the month, and was accounted for by the decrease in the staff of the Canadian Pacific Railway. The increase in the combined totals given this month, in comparison with previous months is due to the inclusion of the Grand Trunk Pacific employees with the Canadian National Railways.

SYDNEY reported continued activity during October in railway transportation, both steam and electric; 'longshore work was steady and transfers were busy. TRURO reported slack employment among trainmen. All branches of transportation were exceptionally busy at CHARLOTTETOWN. At MONCTON freight and passenger traffic continued heavy, operating crews making good time; ex-

**Railways,  
shipping and  
'longshore work**

presses and transfers were active. ST. JOHN reported exceptionally heavy passenger traffic, trains from Montreal and Boston frequently arriving in two sections; street railway and transfer workers were steadily employed; but 'longshore work was dull. At MONTREAL railwaymen had an active month, and 'longshoremen were busy. Railways at QUEBEC began their reduced winter schedule, but the reduction was less than in recent years, owing to the extended tourist season; railway freight traffic continued steady; street railway still retained their full crews; 'longshoremen had a busy month, mainly owing to the low water in the channel to Montreal; transfers and garages were busy. SHERBROOKE reported activity among trainmen and transfer workers, and street railwaymen were fairly busy. At THREE RIVERS the Grand Trunk and Canadian Pacific railways as well as the steamship lines, had a very busy month; street railwaymen and transfer workers were well employed; transport workers had a busy month at ST. JOHN'S, IBERVILLE, and SOREL. At TORONTO trainmen were active, passenger traffic being unusually heavy for the season; street railwaymen were also busy; in water transportation freight was above the average, and 'longshoremen were busy, but passenger traffic was light; garages had a busy month. At HAMILTON passenger and freight traffic was very heavy; steamships were busy and 'longshoremen were well employed; street railwaymen had an active month. Railway freight traffic at NIAGARA FALLS was unusually heavy. At BRIDGEBURG train work was dull, but improvement was expected to follow the close of lake navigation. Railway activity was noted at ST. CATHARINES; navigation on the Port Dalhousie and Toronto route closed at the end of the month. BROCKVILLE reported signs of a falling off in railway activity; transfers also showed a decline. Passenger and freight traffic was brisk in the three lines of railway operating at BELLEVILLE; transfers and garages were also busy. At GALT and KITCHENER transportation was active on both steam and electric railways. BRANTFORD

reported railway freight traffic light, but passenger traffic normal; street railwaymen were steadily active. Railway workers were active at STRATFORD, especially in the freight department. At LONDON employees in the Grand Trunk and Canadian Pacific Railways had a full month's work. At ST. THOMAS, considerable reductions were made in the working forces of the Michigan Central Railway coinciding with a similar movement in United States railways; other railways also were quieter, though unskilled labour was in some demand. Transport workers at OWEN SOUND were busy. At SAULT STE. MARIE, 366,022 tons of freight passed through the canal during September, compared with 350,174 tons in September, 1919; the figures for October were not yet available. The freight sheds and coal docks at PORT ARTHUR and FORT WILLIAM were busy in view of the closing of navigation. Trainmen were busy in WINNIPEG, BRANDON, REGINA and other centres on the Prairies. CALGARY reported somewhat quieter conditions in the freight sheds, but railways were fairly active, and street railwaymen busy. At VANCOUVER trainmen and electric railway workers were active and 'longshoremen were fairly well employed; transfers and garages were busy. 'Longshoremen at VICTORIA had a quiet month.

QUEBEC reported continued activity in quarrying in the district. In SHERBROOKE district the Mining (other than coal) smelting and quarrying chrome iron mines were active, but the copper mines were quiet; the gravel pits were busy and the granite quarries fairly active. Asbestos miners at THETFORD MINES were active, except at two mines where a strike began early in the month; the asbestos mills were moderately busy. A demand continued at TIMMINS for underground workers. The Magpie iron mine at SAULT STE. MARIE had 160 men employed, with a demand for about 60 trammers; the output was about 650 tons in the rough, or 500 tons after being roasted; the steel



plant employed about 3,600, more labourers being required. Shipments from the mines at COBALT amounted to 46 cars containing approximately 3,578,468 pounds of ore, as compared with 38 cars containing 3,009,898 pounds of ore in the previous month; bullion shipments amounted to 372 bars containing approximately 425,098.35 fine ounces of silver; this compares with 519 bars containing 700,338.60 fine ounces in September; operations at the mines were curtailed owing to a shortage of power caused by the low level of the Montreal River; for the time being the supply of labour was reported equal to the demand. Additional men were placed in the quartz mines at THE PAS. Metalliferous mining at FERNIE was increasingly active, with a more plentiful supply of labour. Quartz miners were in demand at CRANBROOK. The mines at ROSSLAND were more active than in the previous month, shipping over one thousand tons of ore daily to the smelter at TRAIL; at this smelter one copper and two lead furnaces were in operation, an additional lead furnace starting during the month; the concentrator and lead, copper, zinc and silver refineries ran steadily, with increased lead productions expected. A shortage of miners was noted at GRAND FORKS. PRINCE RUPERT reported activity in mining with a demand for miners at STEWART and ALICE ARM.

SYDNEY reported the production of the Dominion Collieries during October as 274,000 tons, as

**Mining (Coal)** compared with 263,800 tons (revised figure)

in the previous month; 32,700 tons of coke were produced, 120 ovens being in operation. At the Nova Scotia collieries at SYDNEY MINES 50,800 tons of coal were raised, compared with 48,500 tons in September and 8,900 tons of coke, compared with 7,800 tons in the previous month, 190 ovens were working. The MINTO collieries were increasingly active. Miners continued to be in demand at the various employment centres in the Prairie Provinces. The coal

mines at LETHBRIDGE had a steady month's work but the miners employed by the city, as well as those at the COALHURST mines were inactive for a time owing to industrial disputes. Mining operations at FERNIE and MICHEL were suspended during the first half of the month owing to a strike resulting from the U. M. W. of A. "check-off," but work was resumed on October 19; about 1,230 men were affected. NANAIMO reported steady conditions in the Vancouver Island coal mines.

The value of the building permits in 56 cities during September amounted to \$8,921,374 as compared with \$9,439,807 in August. During

**Building and construction**

October building continued active at SYDNEY. At CHARLOTTETOWN the building trades continued well employed, fine weather favouring the completion of all outside work. ST. JOHN, FREDERICTON and BATHURST reported activity in building. The construction of a dam at NIPISIGUIT FALLS was nearing completion. The building trades at MONTREAL were fairly well employed. At QUEBEC, SHERBROOKE and THREE RIVERS building operations were still very active, but at SOREL a decline was noted. At OTTAWA and HULL building continued as active as it was during summer. The building trades at TORONTO showed continuous activity, especially in dwelling-house construction, all classes of labour being well employed; many, it was thought, would be engaged on inside work all winter. At HAMILTON some unemployment was noted among carpenters, bricklayers, and labourers, due to the high prices of building materials, but some large industrial extensions were begun, and the city had considerable improvements in hand. The building trades at NIAGARA FALLS were active; the city took over the paving work from the contractors, engaging additional workers; increased numbers were also employed on the Hydro-Electric Power canal. Fair conditions were reported at ST. CATHARINES; canal construction gangs were ac-

tive. The building trades at BROCKVILLE still showed signs of unusual activity; city work was also plentiful. General activity was also reported at KINGSTON; workers discharged from the city re-engaged for Provincial road construction. Building at BELLEVILLE was rather quiet. At PETERBOROUGH carpenters and other building trades except painters were busy. GALT and KITCHENER reported activity still continuing in all lines of building, with a demand for help in some trades. Practically no houses were going up at BRANTFORD, but at STRATFORD many were under construction. At WOODSTOCK employment continued good. LONDON reported a considerable amount of commercial, industrial and public building in progress; the City Housing Commission were completing a large number of dwellings. At WINDSOR over 200 dwellings were under construction; those built under the Housing Scheme were near completion; some industrial buildings were completed. OWEN SOUND reported building moderately quiet. All construction workers were well employed at FORT WILLIAM and FORT ARTHUR. The building trades were moderately active in BRANDON, REGINA, MOOSE JAW, CALGARY and EDMONTON and other centres in the Prairies provinces. At VANCOUVER building in all branches was reported rather slack. NANAIMO reported some activity in building under the Housing Scheme.

Railway construction showed a slight decline during the month of October. The number of persons employed by the Canadian Pacific, Grand Trunk and Canadian National railways on this work, including maintenance of way, was 45,400 at the end of the month in comparison with 46,200 at the end of September, a net decrease of about 800 persons. This reduction was equally divided between the Canadian Pacific and Canadian National railways. It should be noted that the combined staffs of these railways are somewhat larger this month than reported previously. This is due to the inclusion of the Grand Trunk Pacific employees with the returns of the Canadian National Railways.

Labour was generally reported scarce during October in the lumber camps in the Maritime Provinces, Quebec and Ontario.

#### Lumbering

CHARLOTTETOWN reported quiet conditions in the industry. The saw and shingle mills at ST. JOHN and FREDERICTON were still running. BATHURST reported the demand for men to be less than last year, and the camps were beginning to fill. In QUEBEC district the sawmills were actively engaged in finishing their season's cuts. The mills at SHERBROOKE were fairly active and the logging, tie and other surrounding camps were busy. At ST. JOHN'S and IBERVILLE sawmill workers were still employed. One sawmill at OTTAWA and HULL closed during the month; some improvement was reported before the month closed in the water power situation. PETERBOROUGH reported the lumber camps very active and taking on all available men; the saw and shingle mills continued busy. A strong demand for loggers was reported from TIMMINS, PEMBROKE, NORTH BAY and COBALT. The saw and shingle-mills at OWEN SOUND were still active. SAULT STE. MARIE, PORT ARTHUR and FORT WILLIAM reported a shortage of men for the woods. A demand for bushmen for the Prairie Provinces was reported from WINNIPEG, REGINA, EDMONTON and other employment centres, the fine weather tending to keep many men working on the farms. A considerable curtailment of production was reported in the lumber industry of British Columbia. At FERNIE the lumbering industry was reported rather quiet owing, it was said, to the unsettled condition of the prairie and American markets, the new freight-rate increase and unsettled labour conditions; the closing of some mills and the return of labourers from the prairies reduced the previous labour shortage; the pole and tie branch was also rather quiet. The lumbering industry was very slack at NELSON and TRAIL, many mills closing down; some, it was said, because of a shortage of cars, and some because of low prices or high railway rates. Some demand for

loggers was reported from KAMLOOPS and VERNON. VANCOUVER reported that a number of camps closed down towards the end of the month, and saw and shingle mills less active; tie makers and piece workers on poles and posts were in demand for interior points on the Grand Trunk Pacific Railway. At NEW WESTMINSTER several lumber mills were already curtailing operations owing to the unsatisfactory state of the market or shortage of cars, and one mill

closed down, throwing about 170 men out of work. PRINCE RUPERT reported most of the lumber camps as still busy, but a few of the smaller camps closed for the winter; the tie camps along the G.T.R. Railways were opening up. VICTORIA and NANAIMO reported some decline on Vancouver Island from the activity of the past months, several mills ceasing operations on account, it was said, of the dull market and high freight rates.

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## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

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### PROCEEDINGS FOR THE MONTH OF OCTOBER 1920, WITH TEXT OF BOARDS' REPORTS

**D**URING the month of October the Department received two reports from Boards established to deal with disputes between (1) the Canadian Pacific Railway Company, the Grand Trunk Railway Company, and the Canadian National Railways, and certain of their employees, being clerks, timekeepers, railway checkers, freight handlers, truckers, coopers, etc., and (2) the Canadian Pacific Railway Company (Western Lines) and certain of its employees, being conductors, etc., members of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. Four applications for the establishment of Boards were also received.

#### Applications Received

During the month of October applications for the establishment of Boards were received as follows:

(1) From the employees of the International Transit Company, Sault Ste. Marie, Ontario, members of Division No. 850, Amalgamated Association of Street and Electric Railway Employees of America. A special officer of the Department visited the locality and through his mediation negotiations between the parties were renewed and a

settlement was effected without reference to a Board.

(2) From the employees of various shipping companies doing business on the Great Lakes, being firemen, oilers, deck-hands, etc., members of the Sailors' Firemen's and Cooks' Union of Canada. The application in this case was later withdrawn, an adjustment of the dispute having been effected through the mediation of a special officer of the Department who visited the locality.

(3) From the employees of the Canadian National Transfer Company, being teamsters and chauffeurs, members of the Canadian Brotherhood of Railway Employees. A Board was established, composed as follows: Messrs. R. G. Persse and David Campbell, Winnipeg, nominees of the company and employees respectively. At the close of the month the chairman had not yet been named.

(4) From the employees of (1) the British Columbia Electric Railway Company, (2) Vancouver Power Company, Limited, and (3) Vancouver Island Power Company, Limited, being members of Local Unions Nos. 213 and 230, International Brotherhood of Electrical Workers. This application was under consideration at the close of the month.



**Report of Board in dispute between the Canadian Pacific Railway Company, the Grand Trunk Railway Company and the Canadian National Railways, and certain of their employees**

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**A** REPORT was received from the Board established to deal with the dispute between the Canadian Pacific Railway, the Grand Trunk Railway and the Canadian National Railways, and certain of their employees, being clerks, timekeepers, railway checkers, freight handlers, truckers, coopers, etc. The Board was composed as follows: Mr. E. McG. Quirk, Montreal, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Mr. U. E. Gillen, Toronto, appointed by the Minister in the absence of a recommendation from the company, and Mr. Adelard Laurendeau, M.P.P., Montreal, nominee of the employees. The report of the Board was unanimous and contained information to the effect that an agreement had been reached between the parties concerned adjusting the matters in dispute.

**Report of Board**

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between (1) the Canadian Pacific Railway Company, (2) the Grand Trunk Railway Company, and (3) the Canadian National Railways, Eastern Lines, respectively, employers, and certain of the employees of each of the said companies being clerks, timekeepers, railway checkers, etc., members of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, employees.

Hon. Senator G. D. Robertson,  
Minister of Labour,  
Ottawa.

Sir,—

The Board of Conciliation and Investigation composed of Messrs. E. McG. Quirk, Chairman, U. E. Gillen and A. Laurendeau, M.P.P., members appointed by you to enquire into the dispute between the parties mentioned above, after being duly sworn held meetings in the City of Montreal, October 8-9-12-13-14-15 and 16. The meetings were open to the public and the employees who applied for the Board were given every opportunity to state their case and file documentary evidence, and at their request the Board on October 13th visited freight sheds 8-12-14 and 16, and observed the kind of work that was being done by the various classes of employees and talked with a number of the men then on duty; shortly after that the employees announced they had no more evidence to submit.

The Board's Chairman then urged that representatives of the employers and employees meet and discuss the matters in dispute with a view of reaching a mutually satisfactory agreement; the employers readily agreed to meet their employees with the result that eventually a meeting was arranged by the Board, Mr. George Hodge, Assistant to the Vice-President, Eastern Lines, Canadian Pacific, represented that company, and Mr. R. H. Fish, General Superintendent, Eastern Lines, Grand Trunk, represented that company and the Canadian National Railways.

Mr. A. F. Brunet, General Chairman of the Committee representing the Employees has addressed a communication to the Chairman of your Board reading as follows:

"I beg to advise you that the Committee representing the Montreal Wharf Freight Handling staffs of the Canadian Pacific, Grand Trunk and Canadian National Railways, have now concluded an agreement with the Railways covering all points in dispute."

All of which I have the honour to submit.

(Sgd.) E. McG. QUIRK,  
Chairman.

(Sgd. U. E. GILLEN,  
Member.

(Sgd.) A. LAURENDEAU, M.P.P.,  
Member.

Montreal, October 16th, 1920.

# **Report of Board in dispute between the Canadian Pacific Railway Company (Western Lines) and its conductors, etc.**

**A** REPORT was received from the Board established to deal with the dispute between the Canadian Pacific Railway Company (Western Lines) and certain of its employees, being conductors, etc., members of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. The Board was composed as follows: The Honourable Mr. Chief Justice T. G. Mathers, Winnipeg, appointed on the joint recommendation of the other two members, Messrs. Isaac Pitblado, K.C., and David Campbell, Winnipeg, nominees of the company and employees respectively. The report was signed by all three members of the Board and contained recommendations regarding settlement of the dispute, also schedules of proposed rates. Mr. Campbell, while signing the report, dissented on certain points and added a minority report as an appendix.

## **Report of Board**

In the matter of the Industrial Disputes Investigations Act, 1907, and of a dispute between The Canadian Pacific Railway Company, Western Lines, employer, and certain of its employees, being Conductors, Bag-gagemen, Trainmen and Yardmen, members of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen, employees.

To the Honourable G. D. Robertson,  
Minister of Labour,  
Ottawa, Ontario.

Sir,—

The undersigned members of the Board of Conciliation and Investigation appointed by you on the 12th day of August last to enquire into and report upon the above dispute, beg leave to report as follows:

The Board held its first meeting on the 16th day of August, 1920, and on the 17th of August were attended on behalf of the company by Mr. C. Murphy, General Manager, Western Lines, Mr. A. Halkett, Superintendent, and by Mr. R. C. Morgan, Superintendent; and on behalf of the employees by Mr. W. G. Chester, Chairman of the General Committee of the O. R. C., Mr. C. E. Cross, Secretary of the General Committee of the O. R. C., Mr. E. H. Cooke, General Chairman of the Brotherhood of Railroad Trainmen, Mr. James McLaughlin, General Secretary of the Brotherhood of Railroad Trainmen, and their several committees.

Thereafter meetings were held on the 18th, 19th, 20th, 21st, 23rd, 24th, 25th, 26th and 27th of August, 14th, 27th, 28th, 29th and 30th of September, 5th, 6th, 7th, 8th, 11th, 12th, 13th, 14th, 18th and 19th of October.

Upon opening of the matter it was found that the dispute related entirely to rates of pay, grouped under four heads, viz.: First, the general rate of increase asked by the employees; Second, the differentials in mixed and way

freight service; Third, the basing rate in through freight service from Lake Louise west and Kootenay Landing west through the Kootenays; Fourth, the yardmen's schedule.

It will be convenient to first state the contention of the parties with respect to these several points in the order named before making our recommendations with respect to their settlement.

*Firstly as to the general increase.*

The employees ask for a general increase of 98.53 per cent over the rates paid in 1916, taking the Conductors' rate as a basis. Their contention is that the cost of living has been increased to that extent in the period named and that they are therefore entitled to a like increase in rates of pay.

The rates of pay existing in 1916 were by agreement between the company and the employees increased as of the first of January, 1918, by the application of the McAdoo Award and were by a like agreement further increased as of the first of January, 1919, by the application of Supplement 16 thereto.

The following examples illustrate the general method adopted in preparing the proposed new rate schedule:

In 1916 the passenger conductors' rate was \$165 per month for 5,600 miles or less, or at the rate of 2.94 cents per mile. Increase 2.94 by 98.53 per cent gives 5.85 cents as passenger conductors' mileage rate. The present rate is 4 cents per mile with a monthly minimum of \$187.

The baggagemen's existing rate is 69.25 per cent of the conductors' rate, consequently the baggagemen's rate is placed at 69.25 per cent of 5.85 cents per mile, or 4.05 cents per mile. The present rate is 2.77 cents with a monthly minimum of \$130.05.

The passenger brakemen's rate for the same reason is placed at  $66\frac{1}{2}$  per cent of 5.85, or 3.89 cents per mile. The present rate is 2.66 cents per mile with a monthly minimum of \$122.40.

In through freight service east of Lake Louise and Crow's Nest the con-

ductors' rate in 1916 was \$4.18 per hundred miles which rate being increased by 98.53 per cent made the proposed rate \$8.30 per hundred miles, and by the application of the same principle the rate asked for brakemen in this branch of the service is \$6.27 per hundred miles. The present rates are: conductors, \$5.40 per hundred miles and baggagemen and brakemen \$4.08 per hundred miles.

The basing rate asked for conductors from Lake Louise west and from Kootenay Landing west through the Kootenays, arrived at in the same way, is \$8.52 per hundred miles and for brakemen \$6.44 per hundred miles. The present rates are respectively \$5.40 and \$4.14 per hundred miles.

In the New Westminster Sub-division both conductors and brakemen were, in 1916, and still are, paid on a monthly basis, the former getting in that year \$175.00 and the latter \$131.25 for 224 hours or less. For the conductor is now asked a guarantee of \$263.25, and the brakemen \$197.44. The present rates are respectively \$187.00 and \$131.25 for 224 hours or less.

The company's representatives contend that the rates asked for are excessive. They admit that the employees are entitled to an increase, however, and offered to put into effect, as of the first of May last, the rates of increase awarded by the United States Railroad Labour Board to the same classes of employees in the United States by its award bearing date July 20th, 1920. This award gives conductors, baggagemen and brakemen in passenger service each a flat increase over existing rates of .67 cents per mile or if paid by the month a flat increase of \$30 per month, and conductors and brakemen on freight service an increase of 1.04 cents per mile.

*Secondly, differentials on mixed and way freight service.*

According to the existing schedules, conductors and brakemen in through freight service are entitled to be paid



differentials for certain territory. That is to say, west of Crow's Nest to Kootenay Landing, 11 cents per hundred miles in addition to the through freight rates of \$5.40 and \$4.08, and on the Mountain Sub-division, Lake Louise to Revelstoke, \$1.05 and \$1.04 per hundred miles respectively, and on the Nakusp and Slocan Sub-divisions, and on all sub-divisions west of the Columbia River on the Nelson Division, 90 cents and 76½ cents per hundred miles, in addition to the basing rates of \$5.40 and \$4.14 for these territories. There is also provided a differential for mixed and way freight service east of Lake Louise and Crow's Nest of 52 cents per hundred miles for conductors and 40 cents per hundred miles for baggage-men and brakemen. For the same service from Crow's Nest to Kootenay Landing the existing differential is 51½ cents and 41 cents respectively, and for way freight service west of Lake Louise and Kootenay Landing the existing differential is 52 cents and 41 cents.

The employees, by their presentation, ask that the differential for mixed and way freight service east of Lake Louise and Crow's Nest be for conductors 83 cents per hundred miles and baggage-men and brakemen 63 cents per hundred miles; for mixed and way freight service from Crow's Nest west to Kootenay Landing, that it be 84 cents per hundred miles and 64 cents per hundred miles, respectively; and for way freight service west of Lake Louise and Kootenay Landing that it be 85 cents and 64 cents.

The differentials claimed for mixed and way freight service east of Lake Louise and Crow's Nest, and west of Crow's Nest to Kootenay Landing were calculated on a basis of ten per cent of the proposed through freight rate for these territories, and the differential for way freight service west of Lake Louise and Kootenay Landing on a basis of ten per cent of the proposed basing through freight rate for that territory. Their contention is that prior to 1919 these differentials were calculated on a per-

centage basis and that that method of calculating them should be revived.

The representatives of the company raised no objection to any of the differentials with the exception of those claimed for mixed and way freight service. They point out that when the company adopted and applied in 1919 the Supplement 16 to General Order 27 of the United States Railroad Labour Board, commonly known as the McAdoo Award, pursuant to an agreement to accept that award, a dispute arose as to the latter differentials. Supplement 16 granted an increase in rates of pay, coupled with certain conditions, the application of which would mean a saving of money to the Company. The employees' representatives then contended that the rates of pay should be applied without the conditions. Under these circumstances a case was stated by the company and the men, known as case No. 42, for the opinion of the Canadian Railway Board of Adjustment No. 1, with respect to this and other disputes. This case was heard at Montreal on the 22nd September, 1919, and a decision rendered on the 24th September by the Board to the effect that all the provisions of Supplement 16, and as further outlined in Interpretation number one thereto, should be applied with the rates unless otherwise mutually agreed, and referred the matter back to the parties for further conference. This conference was entered upon with the result that the company agreed to forego the right to have the conditions specified in Supplement 16 incorporated in the schedule, and the employees on their part agreed to the company's contention with respect to these differentials, and the British Columbia basing rate hereinafter referred to. The result was that notwithstanding the increased rates given by Supplement 16 in through freight service, the differentials for mixed and way freight service were not increased but remained the same in amount as prior to the 1919 schedule, with the exception that the conductors' differential east of Lake Louise and Crow's Nest was made 52 cents per

hundred miles instead of 50 cents as in the schedule of 1918. These differentials having been in this way established at fixed sums by agreement for valuable consideration on the company's part, the employees are, they contend, bound by it. The men admit that such an agreement was arrived at but say that under the circumstances they were face to face with the alternative of either compromising in this way or going back to the Canadian Railway Board of Adjustment No. 1, and that as a compromise they agreed to the proposition of the company.

The employees did not in the negotiations with the company respecting the application of Supplement 16, nor do they now, ask for an increase in the differentials for through freight service notwithstanding increases asked for in the basing rates. These differentials have always been fixed sums and never have been calculated as a percentage of the basing rate. The only dispute, therefore, with respect to differentials relates to mixed and way freight service and only as to whether they should be calculated on a percentage basis or remain at the fixed sums established by the 1919 schedule.

*Thirdly, basing rate on through freight service on the British Columbia Division.*

The third point in dispute relates to the basing rate in through freight service from Lake Louise west and from Kootenay Landing west through the Kootenays, which basing rate applies also to mixed trains in that territory except on the Arrow Lake and Okanagan Sub-divisions where the way freight rate applies.

Prior to 1918 British Columbia had a separate schedule, which provided higher basing rates than those contained in the prairie schedule. In that year the schedules were amalgamated so as to cover all western lines and a separate basing rate higher than the basing rate

for the prairie was continued for the above mentioned territory.

On the territory east of Lake Louise and Crow's Nest the basing rates for conductors and baggagemen and brakemen were in 1918 respectively, \$4.18 and \$2.84½ per hundred miles, and west of Lake Louise and Kootenay Landing \$4.29 and \$2.97 per hundred miles. By the application of the McAdoo award these rates became respectively, \$5.04 and \$3.97, and \$5.17 and \$4.14. By the application of Supplement 16, effective January 1st, 1919, these rates became respectively, \$5.40 and \$4.08, and \$5.40 and \$4.14.

The employees by their presentation ask that the basing rate from Lake Louise west and Kootenay Landing west through the Kootenays, be \$8.52 per hundred miles for conductors and \$6.44 per hundred miles for baggagemen and brakemen. These figures as in other cases are arrived at by adding 98.53 per cent to the 1910 rate for conductors and taking 75.55 per cent of the amount so ascertained as the rate for baggagemen and brakemen.

When Supplement No. 16 to the McAdoo award was issued the company's representatives claimed that the rate of \$5.40 per hundred miles for conductors in through freight service and \$4.08 for brakemen in that service applied to all territory both east and west, except where differentials existed, and claimed that the difference in money between the basing rate in the Prairie Division and that on this district did not constitute a differential within the meaning of the Supplement. The representatives of the men on the other hand claimed that the money difference in the two basing rates above mentioned, constituted a differential and that the men in the district in question were still entitled in their basing rate to the same higher amount over the basing rate in the Prairie Division as theretofore existed.

The company's representatives allege that at the conference before referred

to, after Case No. 42 had been decided by the Canadian Railway Board of Adjustment No. 1, the employees in consideration of the company's abandoning its right to have the conditions specified in Supplement 16 incorporated in the schedule, conceded that the basing rates for the above mentioned territory should be made uniform with those for the prairie sections and as a result in the 1919 schedule the rate for conductors in both territories was made the same, viz., \$5.40 per hundred miles. In the case of baggagemen and brakemen the rate in that schedule for the prairie section was fixed at \$4.08 per hundred miles, while that of the British Columbia District was made \$4.14 per hundred miles. This difference arose in this way. By Supplement 16 the minimum rate for baggagemen and brakemen was placed at \$4.08 per hundred miles, all rates below that figure were to be brought up to \$4.08 but those already higher were not to be reduced. The rates on the prairie sections were below \$4.08 and consequently were raised to that figure. The rates then in force however on the British Columbia section were \$4.14 per hundred miles, a rate higher than that fixed by Supplement 16, but by the terms of that award were not to be reduced and consequently appear in the 1919 schedule at that figure.

#### *Fourthly, yardmen's schedule.*

The fourth subject of dispute relates to the yardmen's schedule. At present all yardmen excepting switch tenders are paid on an hourly basis. Those employed in Lethbridge, Calgary and Edmonton and west of these places are paid a differential of two cents per hour for day men over those employed elsewhere, and everywhere night men receive a differential over day men. This two cent differential was established in the United States in 1907 for the territory including Denver and west and was in the same year applied in Canada by arrangement from the points named. The present rates are as follows:

Cents.

Lethbridge, Calgary, Edmonton and West:—		
Yard foremen, day.....	68½	
Yard foremen, night.....	69½	
Yardmen, day.....	64½	
Yardmen, night.....	66	
Elsewhere—		
Yard foremen, day.....	66½	
Yard foremen, night.....	67	
Yardmen, day.....	62½	
Yardmen, night.....	63½	

The present rate for switch tenders in all yards is \$4.00 per day.

By their presentation the employees have asked that they be paid by the day instead of by the hour. The existing rates as expressed in days of eight hours and the rates asked for are as follows:

	Existing rate		Requested rate	
	Per hour	Per day	Per day	Per hour
Lethbridge, Calgary, Edmonton and West:—				
Foremen, day.....	.68½	\$5.50	\$7.68	.96
Foremen, night.....	.69½	5.54	8.08	1.01
Yardmen, day.....	.64½	5.13	7.09	.886
Yardmen, night.....	.66	5.28	7.49	.936
All other yards:—				
Foremen, day.....	.66½	5.34	7.53	.94
Foremen, night.....	.67	5.36	7.92	.99
Yardmen, day.....	.62½	5.00	6.93	.866
Yardmen, night.....	.63½	5.10	7.33	.916
Switch tenders, all yards.....		4.00	5.93	.742

The day, which consisted in 1916 of ten hours, was in 1918 reduced to eight hours with time and a half for overtime after eight hours. Calculated on an hourly basis the increases asked for for the yardmen varies from 137.5 per cent to 147.6 per cent over the 1916 rate and for switch tenders over 250 per cent. Calculated by the day not including increased earnings from overtime the schedule is on the average for day men 75.8 per cent and for night men 68.5 per cent higher than the 1916 schedule.

By the award of the United States Railroad Labour Board of July 20th last, referred to hereafter as the



Chicago award, all differentials are wiped out and rates are made for all territories without distinction between day and night service.

In the following table a comparison is made between the present rates and those fixed by the Chicago award:

	Present rates	Chicago award	Increase
Lethbridge, Calgary and Edmonton and West:			
Day foremen.....	\$5.50	\$6.96	\$1.46
Night foremen.....	5.54	6.96	1.42
All other yards:—			
Day foremen.....	5.34	6.96	1.62
Night foremen.....	5.36	6.96	1.60
Lethbridge, etc., and West—			
Day yardmen.....	5.14	6.48	1.34
Night yardmen.....	5.28	6.48	1.20
All other yards:—			
Day yardmen.....	5.00	6.48	1.48
Night yardmen.....	5.10	6.48	1.38
Switch tenders.....	4.00	5.04	1.04

Under the Chicago award the daily earnings, working eight hours per day and not counting overtime, would on the average be 74.5 per cent higher than the daily earnings in 1916 working ten hours per day.

#### RECOMMENDATIONS OF THE BOARD.

##### *Firstly—As to the question of general increase.*

As already pointed out, the company has offered to put into effect the increases granted by the Chicago award. While this award is not entirely satisfactory either in the United States or Canada, it has been accepted in the former under protest, and has also been accepted by the following classes of employees on the company's lines: Conductors, baggagemen and brakemen on eastern lines, The Federated Trades Employees, The Order of Railroad Telegraphers, The Brotherhood of Locomotive Engineers, The Brotherhood of Locomotive Firemen, and The Brotherhood of Maintenance of Way Employees. In short, practically all the employees with

the exception of those concerned in this inquiry have come under the award.

Upon full and careful consideration and after prolonged consultation, we recommend to the conductors and trainmen the acceptance of the company's offer to apply the rates of pay fixed by the Chicago award, effective May 1st, 1920.

##### *Secondly.—Differentials.*

With reference to the dispute as to differentials claimed in mixed and way freight service, we regret to say that the Board has not been able to arrive at a unanimous conclusion. The Chairman and the representative of the company, while not concurring in the company's contention that the employees' hands are tied by the agreement already referred to because of the provision in the schedule giving either party the right to terminate it, believe that no reason has been shown why the differentials in mixed and way freight service should be calculated on a percentage basis while those in through freight service are fixed sums, and upon a consideration of this and all other circumstances recommend that these differentials remain as at present constituted.

##### *Thirdly.—British Columbia basing rate.*

With respect to the dispute relating to the basing rate in through freight service from Lake Louise west and from Kootenay Landing west through the Kootenays, etc., including mixed trains, except on the Arrow Lake and Okanagan Sub-divisions, we regret that on this point also the Board are not unanimous. The Chairman and Mr. Pitblado consider that as the basing rate was fixed by agreement in the manner before mentioned and in view of all the circumstances, the basing rate for this territory should be the same as that for the territory east of Lake Louise and Crow's Nest, subject to the stipulations contained in Supplement 16.

##### *Fourthly.—Yardmen's schedule.*

On this point also there is a difference of opinion between the members of the

Board. The Chairman and Mr. Pitblado believe that substantial justice will be done both parties if the Chicago award is put into effect with respect to the yardmen. Whatever reason prompted the establishment of a differential of two cents per hour for men in Denver and west in the United States and in Lethbridge, Calgary, Edmonton and west in Canada, that reason appears to no longer exist, and so the Chicago award has wiped it out in the United States and made a uniform rate for all territory. This award has been accepted by yardmen on the company's eastern lines.

The recommendation, therefore, of the Chairman and Mr. Pitblado is that the rates of pay fixed by the Chicago award be put into effect for yardmen and switch tenders.

Mr. Campbell, the men's representative, dissents from the majority of the Board on the second, third and fourth points in dispute, and has stated his reasons and recommendations in the appendix hereto.

All of which is respectfully submitted the Nineteenth day of October, A.D., 1920.

(Sgd.) T. G. MATHERS,  
Chairman.  
(Sgd.) ISAAC PITBLADO,  
Member of Board.  
(Sgd.) D. CAMPBELL,  
Member of Board.

## APPENDIX.

### Reasons and Recommendations of Mr. Campbell

With regard to the second, third and fourth points of the dispute, it is to be regretted that I am unable to agree with the views and recommendations of the majority of the Board, and will, therefore, state my own as briefly as possible.

As to the second and third points, namely, the differentials in Way Freight and Mixed Train service and in the basing rate for British Columbia, I recommend that the differentials as they existed after the adoption of the McAdoo

Award as from January, 1918, be restored in every particular, and that the award of the United States Railway Labour Board of July 20th last be applied on these rates, all to be effective from and after May 1st, 1920.

The Mixed and Way Freight differentials were clearly established as late as the agreement on the McAdoo Award in 1918, and in each case these differentials were 10 per cent of the through freight rate, and were so expressed in the amount and the percentage basis of arriving at the amount. West of Lake Louise and Kootenay Landing, however, there was no differential for Mixed Train service. This service in those localities took the basing rate.

It is also to be noted that in January, 1918, prior to the adoption of the McAdoo Award, the parties to this dispute settled by mutual agreement a dispute which included these very differentials, while the matter was before a Board of Conciliation composed of the same members as the present Board. All these differentials were at that time similarly established.

It was shown by the employees that the Way Freight differential had heretofore always been 10 per cent of the through freight rate, and in fact in the past the company several times refused to depart from that method of establishing them. The company does not deny this, but now claims that by the agreement made in 1919 upon Supplement No. 16 to the McAdoo Award, and Interpretation No. 1 thereof, the employees agreed to forego this method of computation and accept the amount then existing in each case rather than have the objectionable rules embodied in their schedule which went with the rates; that is to say, they now rely upon this agreement as a substantial reason for declining to restore these differentials to the 10 per cent basis. I shall refer to this later. The company also contends that the Way Freight differential was expressed only by a money amount, although the schedule itself, in addition to naming the amount in each case, says:—"This differential is based on 10

per cent in excess of the through freight rate."

With reference to the basing rate from Lake Louise west to Vancouver and from Kootenay Landing west through the Kootenays, that too was the subject of agreement in both of the cases referred to above in 1918, with the exception that when the agreement on the McAdoo Award was made the difference between the Prairie rates, that is, east of Lake Louise and Crow's Nest of 11 and 12½ cents per 100 miles for Conductors and for Baggage-men and Brakemen respectively, was increased to 13 and 16 cents respectively.

It is worthy of note that these rates were at that time 2 cents and 9 cents respectively above the rates which in that agreement applied west of Crow's Nest to Kootenay Landing, and in 1919 the differential of 11 cents per 100 miles west of Crow's Nest to Kootenay Landing was maintained and is now 11 cents higher than the rates east of Lake Louise and Crow's Nest, and also 11 cents higher than all territory west of Revelstoke and west of Kootenay Landing through the Kootenays.

The company justifies this upon the ground that this 11 cents in this territory was a specified differential, while the basing rate west of Lake Louise and from Kootenay Landing through the Kootenays was a fixed rate and not based upon a differential. I confess I cannot conceive the distinction between the differential and the difference in a rate.

Undoubtedly there was an agreement to accept, at that time, the company's views with reference to these differentials, but that agreement is admittedly governed by Article 32 of their schedule, which reads as follows:—

"The articles embodied in this schedule shall constitute an agreement between the Canadian Pacific Railway Company and its Conductors, Baggage-men, Brakemen and Flagmen employed on its Western Lines thereof and will remain in force subject to thirty days' notice from either party."

Clearly the agreement as to these differentials and, in fact, all agreements, were made subject to the terms of this

Article, and by this Article the agreement in that regard is now at an end. The question then arises, is there now any merit in the contention of the employees to have these differentials restored? Way Freight service involves the handling of tons of package freight at way stations by the train crew, and to a great extent do the shunting of cars at local points, thus involving more onerous work than on through freights. Moreover, being paid on a mileage basis, it is perfectly clear they cannot make the same mileage in the same time, and a 10 per cent differential above the through freight service has been for many years the recognized differential.

With reference to the higher basing rate west of Lake Louise and from Kootenay Landing west through the Kootenays, what, if any, is the merit in the case demanding this differential? It was shown by the employees, and cannot be disputed, that the mountainous country necessitates a slower movement of trains, and there is greater danger from rock-slides and snow-slides, etc. Therefore it is reasonable to suppose there should be a higher rate than in Prairie territory.

The company contended that this higher basing rate had not heretofore been regarded as a differential, but regardless of what it may be called, whether a differential or a different fixed rate, to my mind does not alter its justification. In 1919 the company agreed to the higher rate west of Crow's Nest to Kootenay Landing. Moreover, this was due to the fact that it was a specified differential.

The territory west of Revelstoke for at least 250 miles is quite as mountainous on an average as it is from Crow's Nest to Kootenay Landing. Moreover, this higher basing rate has been recognized by both parties and mutually agreed to for twenty or thirty years. As to the existence of these differentials and the method of applying them, the guide to all concerned was Question and Answer No. 56 contained in Interpretation No. 1 to Supplement No. 16 of the McAdoo award, which reads as follows:



"Question 56. Schedules of certain railroads provide differentials for division or mountain or desert territory as compared with valley territory. Are such differentials preserved; if so, by what method, considering the provisions of Article XXI-(b)?"

DECISION. Such differentials are preserved. Former methods of establishing them are required to be continued. Where expressed in specific amounts of money, as compared with the valley rates, the same amount of money differential shall be continued."

I am at a loss to understand how any meaning can be logically taken from the words: "Such differentials are preserved. *Former methods of establishing them* are required to be continued" other than that the same differential should be preserved in the basing rate above referred to as well as the same proportionate differential for Way Freight and Mixed service, as existed at that time and on the same basis as they had previously been calculated.

It is also to be observed that the Canadian National Railways and its Conductors and Trainmen have since so interpreted and applied the above words. But there the higher rate applies from Edmonton through to the Coast, which included considerable Prairie territory, and a comparison of results shows that where the railways run parallel on each side of the Fraser River from Kamloops to Vancouver, the Canadian National Railway men are paid 16 cents per 100 miles more than those of the Canadian Pacific, and have less grades to contend with.

As for the binding effect of the agreement of 1919, if the view is to be adopted that either party having once agreed must be thereafter bound by that agreement regardless of Article 32 referred to above, it would mean that in the absence of mutual agreement to the contrary, wages and conditions were thereafter fixed for all time, unless some particular condition arose which must of itself compel a change. If such a principle is to be applied between employer and the employees, then neither party could ever for the sake of settling a dispute afford to compromise what it regarded as its rights; because if once

an agreement by compromise were reached they would be forever bound thereby. To my mind the spirit of the Industrial Disputes Act is conciliation, investigation and recommendation. But to impose anything which in effect is bound to destroy all efforts to conciliate, and in fact invite a disregard for agreements and to discourage compromise rather than encourage it, is to my mind erroneous in every respect.

Dealing next with the fourth point, namely, Yardmen's rates, one would have thought that if any agreement ought to be considered as having force at this time it would be an agreement which was mutual to both parties at the time of its adoption. The differentials in yard service in favour of the territory west of Lethbridge, Calgary and Edmonton, and also in favour of night work over day work, were arrived at in that way. The recent award in the United States fixes a flat rate for all territory, and for day and night service. These differentials, we are now told, should be set aside. But it was shown that the failure to observe them in the recent United States Wage Award in American territory is now the source of protest and dissatisfaction. Why then should we follow that course and disregard former mutual agreements?

To my mind there is another reason why there should be differentials in Yard service, namely, the severe climatic conditions in this country and in the territory west of Lethbridge, Calgary and Edmonton as compared with territory east thereof. The night work is also more onerous than day work.

I therefore recommend that the present Yard foremen's rates be increased by \$1.62 per day and the Yardmen's rates be increased by \$1.48 per day, and the rate for Switch Tenders be increased by \$1.04 per day as from May 1st, 1920.

All of which is respectfully submitted.

(Sgd.) D. CAMPBELL,  
Representative for the Employees.

**CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1****Report of Proceedings from August 7, 1918, to August 31, 1920**

**T**HE Department of Labour has received from Canadian Railway Board of Adjustment No. 1 a concise and valuable statement of the operations of the Board for the first two years of its existence, extending from August 7, 1918, to August 31, 1920, together with a summary of the disposition of all cases submitted for decision and the dates at which, in the different cases, the documents were received, the hearing secured, and the decision rendered. The report appears over the signatures of Mr. S. N. Berry, Vice-President of the Order of Railway Conductors, and Mr. George Hodge, Assistant to Vice-President, Eastern Lines, Canadian Pacific Railway Company, being Chairman and Vice-Chairman respectively of the Board.

The report is a record of successful accomplishment, with an expedition which, in the circumstances, seems quite remarkable. Many of the disputes are such as would, in the ordinary course of events, have fallen under the provisions of the Industrial Disputes Investigation Act, and their settlement would have entailed the establishment of numerous Boards of Conciliation and Investigation. In all eighty-seven cases were dealt with, covering twenty-four different employers and thirteen different trades union organizations. Under the terms of the agreement between the railways and the trades organizations, the decisions were binding, and all the disputes referred for adjustment were accordingly settled. The Board was established for the period of the war and thereafter until formally terminated under conditions prescribed. The armistice came three months after the agreement was made but, fortunately, the Board has, so far, continued to function and to perform its valuable work.

The report of the Board is reproduced in full below.

Montreal, Que., October 12, 1920.

Two years having elapsed since the creation of Canadian Railway Board of Adjustment No. 1, it is deemed advisable to issue in condensed form an outline of the circumstances leading up to the formation of the Board and of its work during the two-year period.

On July 26th, 1918, in response to a request made by the Dominion Government through the then Acting Minister of Labor, Hon. Senator G. D. Robertson, officials, representative of the various Railways in Canada, and Vice-Presidents and General Chairmen from practically all lines in Canada for:

The Brotherhood of Locomotive Engineers,

The Brotherhood of Locomotive Firemen and Enginemen,

The Order of Railway Conductors,

The Brotherhood of Railroad Trainmen,

The Order of Railroad Telegraphers,

The International Brotherhood of Maintenance of Way Employees

met at the Windsor Hotel, Montreal.

Senator G. D. Robertson, acting as Chairman, explained that the purpose for the call of the meeting was to arrive at an understanding as to the methods to be adopted for the application of the provisions of General Order No. 27 of the Director General of the United States Railroad Administration, to the Railways of Canada, and to also consider and, if possible, arrange for some agreement whereby all differences arising between the Railways and the Employees concerned could be disposed of in a mutually satisfactory manner.

General questions relative to the application of the provisions of General Order No. 27, and other matters of

mutual concern to the Railway Companies, their Employees and the Canadian people, were discussed at the meeting of July 26th, the general consensus of opinion, both from the viewpoint of those in charge of the Railways and those representing the Employees, being that some tribunal could and should be created to which all differences not otherwise disposed of between the Railways and their Employees could be referred for decision.

On July 27th, 1918, a Joint Committee, representing the Railways and the Employees' Organizations, met and prepared a tentative draft of a Memorandum of Agreement for the above purpose, such draft being in line with the terms of General Order No. 13 of the United States Railroad Administration, under which Railway Board of Adjustment No. 1 at Washington had been instituted some months previously, the only difference in the draft as proposed being that the language was made applicable as a mutual agreement between the Canadian Railway War Board and the Chief Executives of the six Organizations, parties to the proposed agreement.

After the preparation of the Memorandum of Agreement, and its submission to and adoption by the representatives of the employees in conference, a few days' adjournment was taken in order that the Railway War Board might submit the tentative draft of the proposed Memorandum of Agreement to its member Roads for consideration and endorsement, if approved, and so that the approval of the Chief Executives of the Organizations might also be secured.

On August 7th, 1918, a further meeting was held between the Administrative Committee of the Canadian Railway War Board and the Vice-Presidents, or other representatives, of the Organizations specified, and on the same date the following Memorandum of Agreement was adopted and signed by the Canadian Railway War Board and by the Chief Executives of the Organizations, parties to the Agreement.

The Memorandum of Agreement as signed on August 7th, 1918, reads as follows:

MEMORANDUM OF AGREEMENT made between the Canadian Railway War Board, acting for the Railways of Canada, members thereof, of the one Part; and the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors, the Brotherhood of Railroad Trainmen, the Order of Railroad Telegraphers, and the International Brotherhood of Maintenance of Way Employees, acting for the said classes of employees on the said railways; of the other Part.

WHEREAS the parties hereto in united desire to avoid disputes or misunderstandings which would tend to lessen the efficiency of transportation service in Canada during the War have resolved upon the appointment of a Board composed of members to be selected as hereinafter prescribed, which shall have full power and authority to determine all differences which may arise between any of the said railways and any of the classes of its employees above mentioned and which shall not be promptly adjusted between the officers and employees of the railway concerned; including the interpretation or application of wage schedules or agreements, and the application to the Railways of Canada of General Order No. 27 of the Director General of the United States Railroad Administration; with authority to make such amendments or additions in line with such amendments or additions as may be made thereto for the railroads in the United States as may be necessary, having due regard to the rights of the several classes of employees and of the railways respectively.

Now therefore it is agreed by and between the parties as follows:

1. There shall be at once created a Board to be known as Canadian Railway Board of Adjustment No. 1, to consist



of twelve members, six to be selected by the Canadian Railway War Board, and compensated by the Railways, and six by the Executive Officers of the Organizations of Employees hereinbefore named, and compensated by such Organizations.

2. The Canadian Railway Board of Adjustment No. 1 shall meet in the City of Montreal within fifteen days after the selection of its members and select a Chairman and a Vice-Chairman, who shall be members of the Board. The Chairman or Vice-Chairman will preside at meetings of the Board, and both will be required to vote upon the adoption of all decisions by the Board.

3. The Board shall meet regularly, at stated times each month, and continue in session until all matters before it are considered.

4. Unless otherwise mutually agreed, all meetings of the Board shall be held in the City of Montreal; provided, that the Board shall have authority to empower two or more of its members to conduct hearings and pass upon controversies when properly submitted at any place designated by the Board; provided, further, that such division of the Board will not be authorized to make final decision. All decisions shall be made, approved or ratified by the Board as herein provided.

5. Should a vacancy occur in the Board for any cause such vacancy shall be immediately filled by the same appointive authority which made the original selection.

6. The Canadian Railway Board of Adjustment No. 1 shall render decisions on all matters of controversy arising from interpretations of wage agreements and other matters in dispute as provided in the preamble hereof, and when properly submitted to the Board.

7. Wages and hours established by General Order No. 27 of the Director General of the United States Railroad Administration and amendments thereto shall be incorporated into existing agreements on the several railways, and should differences arise between the

management and the employees on any of the railways as to such incorporation, such questions of differences shall be decided by the Canadian Railway Board of Adjustment No. 1 when properly presented thereto.

8. Personal grievances or controversies arising under interpretation of wage agreements, and all other disputes arising or now properly pending between officials of a railway and its employees covered by this understanding will be handled in their usual manner by general committees of the employees up to and including the chief operating officer of the railway (or some one officially designated by him) when if an agreement is not reached, the Chairman of the General Committee of employees may refer the matter to the Executive Officer of the Organization concerned, and if the contention of the employees' committee is approved by such executive officer, then the chief operating officer of the Railway and the executive officer of the Organization concerned shall refer the matter, with all supporting papers, to Canadian Railway Board of Adjustment No. 1, which Board shall promptly hear and decide the case, giving due notice to the chief operating officer of the Railway interested and to the executive officer of the Organization concerned of the time set for hearing.

9. No matter will be considered by the Canadian Railway Board of Adjustment No. 1 unless officially referred to it in the manner herein prescribed, provided, however, that no case having origin in circumstances occurring prior to the date hereof shall be referred to the Board except those arising out of the application of the said General Order No. 27, or arising out of disputes properly pending at the date of this agreement as mentioned in Clause Eight.

10. In hearings before the Canadian Railway Board of Adjustment No. 1 in matters properly submitted for its consideration, the railway shall be represented by such person or persons as may be designated by the chief operating officer, and the employees shall be re-

presented by such person or persons as may be designated by the executive officers of the Organizations concerned.

11. All clerical and office expenses will be borne equally by the Canadian Railway War Board and the Organizations above mentioned. The Railway directly concerned and the Organization involved in a hearing will, respectively, assume any expense incurred in presenting a case.

12. In each case an effort should be made to present a joint concrete statement of the facts as to any controversies, but the Board is fully authorized to require information in addition to the concrete statement of facts, and may call upon the chief operating officer of the Railway or the executive officer of the Organization concerned for additional evidence, either oral or written.

13. All decisions of Canadian Railway Board of Adjustment No. 1 shall be approved by a majority vote of all members of the Board.

14. After a matter has been considered by the Board, and in the event a majority vote cannot be obtained, then any six members of the Board may elect to refer the matter upon which no decision has been reached to a referee to be unanimously agreed upon by the Board, and in failure to agree, application shall be made to the Governor-General-in-Council for appointment of a referee whose decision shall be final.

15. The Canadian Railway Board of Adjustment No. 1 shall keep a complete and accurate record of all matters submitted for its consideration and of all decisions made by the Board.

16. A report of all cases decided, including the decisions, will be filed with the Canadian Railway War Board, and with the chief operating officer of the Railway affected and with the executive officer of the Organization concerned.

17. The Canadian Railway War Board further agrees that the Canadian Railway Board of Adjustment No 1 shall have like authority to determine differences between any of the railways represented herein and any other classes

of employees of such railways who may request and consent to submitting differences to the Canadian Railway Board of Adjustment No. 1, and to agree that the decision of the said Board of Adjustment shall be final. .

18. This agreement shall remain in full force and effect during the period of the present war, and thereafter, unless the Canadian Railway War Board, on the one hand, as representing the Railways, or a majority of the executive officers of the Organizations, on the other hand, as representing the employees, shall desire to terminate the same, which can, in these circumstances, be done on thirty days' formal notice.

Signed on behalf of the above named parties this Seventh day of August, A.D. 1918.

THE CANADIAN RAILWAY WAR BOARD,

By U. E. GILLEN, Chairman,  
(by S. R. Payne.)

W. M. NEAL,  
Gen'l. Sec'y.

THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS,

W. S. STONE, Grand Chief Engineer.  
By ASH KENNEDY, Assistant Grand  
Chief Engineer.

THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN,

TIMOTHY SHEA, Acting President.  
By GEO. K. WARK, Vice-President,

THE ORDER OF RAILWAY CONDUCTORS,

A. B. GARRETSON, President,  
By S. N. BERRY, Vice-President,

THE BROTHERHOOD OF RAILROAD TRAINMEN,

W. G. LEE, President,  
By JAMES MURDOCK, Vice-President,

THE ORDER OF RAILROAD TELEGRAPHERS,

J. M. MEIN, Deputy President,

**THE INTERNATIONAL BROTHERHOOD OF  
MAINTENANCE OF WAY EMPLOYEES.**

A. E. BARKER, President,  
By W. V. TURNBULL, Vice-President.

Pursuant to the terms of the Agreement the following named members were appointed to the Board:

Mr. S. N. Berry, Vice-President, Order of Railway Conductors.

Mr. F. P. Brady, General Manager Eastern Lines, Canadian National Railways,

Mr. Wm. Dorey, General Chairman, International Brotherhood Maintenance of Way Employees,

Mr. U. E. Gillen, Vice-President, Grand Trunk Railway System,

Mr. Geo. Hodge, Assistant to Vice President, Eastern Lines, Canadian Pacific Railway,

Mr. A. J. Hills, Assistant to President, Canadian National Railways,

Mr. S. J. Hungerford, Assistant Vice President, Canadian National Railways,

Mr. Ash Kennedy, Assistant Grand Chief Engineer, Brotherhood of Locomotive Engineers,

Mr. A. D. MacTier, Vice-President Eastern Lines, Canadian Pacific Railway,

Mr. J. M. Mein, Deputy President, Order of Railroad Telegraphers,

Mr. Jas. Murdock, Vice-President, Brotherhood of Railroad Trainmen.

Mr. G. K. Wark, Vice-President, Brotherhood of Locomotive Firemen and Enginemen

Messrs. Gillen and Hungerford have since resigned from the Board and have been replaced by Mr. G. C. Jones, Assistant to President, Grand Trunk Railway, and Mr. W. H. Sample, Superintendent Motive Power and Car Department, Grand Trunk Railway.

During the two years ending August 31st, 1920, the Board has been in session 86 days to deal with the cases submitted to it.

It is apparent that misunderstanding still exists in the minds of some regarding the position of this Board, as independent of the Railway Association of Canada (formerly the Canadian Railway War Board), although this matter was dealt with in a circular issued by the Board, dated October 17th, 1918, reading in part as follows:

"It seems desirable to point out at this time that the body known as Canadian Railway Board of Adjustment No. 1 should not in any way be confused with the Canadian Railway War Board.

"The Canadian Railway War Board is an association of the Canadian Railways through which joint action is taken in connection with important transportation matters affecting the operation of Canadian Railways. It is composed of Railway Officers who represent and act for practically all lines in Canada.

"Canadian Railway Board of Adjustment No. 1 is a body of twelve, composed of six Railway Officers and six Representatives of the following Railway Brotherhoods, viz.:

Brotherhood of Locomotive Engineers,  
Brotherhood of Locomotive Firemen and Enginemen,  
Order of Railway Conductors,  
Brotherhood of Railroad Trainmen,  
Order of Railroad Telegraphers,  
International Brotherhood of Maintenance of Way Employees.

"As the War Board takes joint action for all railways, the representatives of the Railways on Board of Adjustment No. 1 were selected by the War Board from the official staff of the Railways. The Board having been so constituted no actual connection



tion remained between the War Board and Canadian Railway Board of Adjustment No. 1. . . . The function of Board of Adjustment No. 1 is to settle all disputes that arise between the Railways and their employees who are members of the Brotherhoods named."

The accompanying condensed statement of the cases which have come before the Board for consideration, and of the decisions rendered in regard to them, as well as the financial statement covering the period the Board has been in existence, are issued as a matter of record and for the information of all interested or concerned.

Copies of decisions in individual cases, giving in detail the facts and conditions involved, may be had on application to the Secretary of the Board, Mr. R. Chaple, 263 St. James Street, Montreal.

(Sgd.) S. N. BERRY,  
Chairman.

(Sgd.) GEO. HODGE,  
Vice-Chairman.

#### ABBREVIATIONS.

##### *Organizations—*

- B. L. E.—Brotherhood of Locomotive Engineers,
- B. L. F. & E.—Brotherhood of Locomotive Firemen and Enginemen.
- O. R. C.—Order of Railway Conductors.
- B. R. T.—Brotherhood of Railroad Trainmen.
- O. R. T. — Order of Railroad Telegraphers.
- I. B. M. of W. E.—International Brotherhood of Maintenance of Way Employees.
- Com. Tel. Un. of A.—Commercial Telegraphers' Union of America.
- Rly. Clks, F.H. & S. E.—Railway Clerks, Freight Handlers and Station Employees.

C. B. R. E.—Canadian Brotherhood of Railway Employees.

##### *Railways—*

- A. C. & H. B. Rly.—Algoma Central and Hudson Bay Rly. Co.
- Can. Ex. Co.—Canadian Express Co.
- Can. Ntl. Rlys. — Canadian National Railways.
- Can. Ntl. Rlys, E.L.—Canadian National Railways, Eastern Lines.
- Can. Ntl. Rlys, W. L.—Canadian National Railways, Western Lines.
- Can. Nor. Rly., W. L.—Canadian Northern Railway, Western Lines.
- Can. Nor. Rly.—Canadian Northern Railway.
- Can. Pac. Rly.—Canadian Pacific Railway.
- Can. Pac. Rly., E. L.—Canadian Pacific Railway, Eastern Lines.
- Can. Pac. Rly., W. L.—Canadian Pacific Railway, Western Lines.
- Dom. At. Rly.—Dominion Atlantic Railway.
- Dom. Trans. Co.—Dominion Transport Company.
- E. D. & B. C. Rly.—Edmonton, Dunvegan and British Columbia Railway.
- G. T. Rly.—Grand Trunk Railway.
- G. T. P. Rly.—Grand Trunk Pacific Railway.
- Ket. Val. Rly.—Kettle Valley Railway.
- Q.M. & S. Rly.—Quebec, Montreal & Southern Railway.
- Que. Rly. L. H. & P. Co.—Quebec Railway Light, Heat and Power Co.
- S. & L. Rly.—Sydney & Louisburg Railway.
- T. H. & B. Rly.—Toronto, Hamilton and Buffalo Railway.
- Can. Pac. Rly. Tel.—Canadian Pacific Railway's Telegraph.
- G. N. W. Tel. Co.—Great North Western Telegraph Company.

## CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

## SUMMARY OF CASES SUBMITTED FOR DECISION

FROM

AUGUST 7, 1918, TO AUGUST 31, 1920.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Application	Papers complete	Case heard	Decision rendered			
1	Aug. 27-18	Sept. 6-18	Sept. 10-18	Sept. 11-18	B.R.T. T.H. & B. Rly.	Dismissal of brakeman for accident involving rear end collision. Claim for reinstatement and pay for time lost.	The rules were followed as far as possible under circumstances. Brakeman reinstated and paid for time lost.
2	Sept. 4-18	Sept. 10-18	Sept. 11, 12 and 13-18	Sept. 13-18	Com. Tel. Un. of A. Can. Pac. Rly. Tel	Amendments to schedule. Working hours. Overtime rates. Inclusion of Telegraph Chiefs in Schedule. Interpretation and application of McAdoo Award.	Status of a telegrapher defined. Conditions under which Morse operators operate automatic devices stated. Rate for Morkrum employees revised. Article governing minimum performance amended. Working hours defined. Overtime rate basis established. With certain exceptions "Chiefs" included in schedule. Basis for readjustment of rates. Duration of agreement and application of overtime rates and rules specified.
Sup 1 to 2	Oct. 1-18	Oct. 7-18	Oct. 8-18	Oct. 8-18	Com. Tel. Un. of A. Can. Pac. Rly. Tel	Interpretation of Clause 4, Decision 2. Inclusion of Telegraph Chiefs in Schedule.	Chiefs, with the exception of those empowered to hire and discharge men, to be included in schedule.
3	Sept. 24-18	Oct. 4-18	Oct. 8 & 9-18	Oct. 10-18	O.R.C. B.R.T. T.H. & B. Rly.	1. What rates shall apply to passenger conductors and trainmen on Hamilton, Waterford and Dunville Branch Service?	The rates paid having since December, 1915, by mutual agreement been brought to a standard basis and applied to all passenger service: 1. The base rates to which the increases established by General Order No. 27 are to be applied for the service in question shall be the standard rates for all other assigned passenger service as existing in Dec., 1915, as it would be inadvisable to re-create inequalities in this service that had been removed by mutual agreement

SUMMARY OF CASES SUBMITTED FOR DECISION.—*Continued.*

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
						<p>2. What rates shall apply to men employed in yard service?</p> <p>3. What rate shall apply to brakemen in local passenger service between Hamilton &amp; Waterford?</p> <p>4. What date shall the new rates of pay become effective?</p>	<p>2. That inasmuch as the Company and the Committee of Employees jointly agreed to an increased yard rate as of July 1st, 1916, (that was in effect the generally recognized standard yard rate for first class yards) it would be inadvisable to re-create inequalities in yard rates that had been eliminated by mutual agreement, and that the yard rates claimed by the men should be applied.</p> <p>3. That as there is no generally recognized increased flagman's rate on the T. H. &amp; B. Rly. or other Canadian lines, the position of the Company should be sustained. <i>Note:</i> Company contended that the passenger brakeman's rate should apply.</p> <p>4. Having regard to all the arguments offered on behalf of the Company and the men, as well as the conditions existing on Canadian Railways in corresponding territories, it is decided that the new rates shall become effective May 1st, 1918.</p>
4	Sept. 13-18	Oct. 4-18	Oct. 9 & 10-18	Oct. 10-18	B.L.E. B.L.F. & E. Can. Pas. Rly. W.L.	Basic rates on which increases accruing from General Order No. 27 (McAdoo Award) should be applied.	New rates having been established effective as the result of an arbitration decision (affecting Western Territory) rendered late in 1915 and incorporated into the Engineers' and Firemen's Schedules Feb. 1st., 1916, the increases to be applied under General Order No. 27 shall be based on such rates. The increases under General Order No. 27 shall become effective as from July 1st, 1918.



## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
5	Oct. 4-18	Oct. 7-18	Oct. 11-18	Oct. 15-18	I.B.M. of W.E. Can. Pac. Rly., W.L.	Overtime for certain classes of Maintenan- ce of Way Employees.	Contention of em- ployees upheld and conditions named un- der which overtime is to be paid.
6	Oct. 7-18	Oct. 7-18	Oct. 15-18	Oct. 15-18	I.B.M. of W.E. Can. Pac. Rly., W.L.	Claim for lost time by Section Foreman be- tween dates of dis- charge and rein- statement.	Section Foreman re- imbursed for time lost
7	Oct. 5-18	Oct. 8-18	Oct. 14-18	Oct. 15-18	I.B.M. of W.E. Can. Pac. Rly., W.L.	Rates of pay and con- ditions governing Ori- ental Labor on British Columbia Division.	The Oriental Labour re- ferred to should be placed on the same basis under the pro- visions of the sche- dule as other Main- tenance of Way Em- ployees as of Sept. 1, 1918, the date upon which Supplement No. 8 to General Order No. 27 of the United States Railroad Ad- ministration became effective.
8	Oct. 7-18	Oct. 10-18	Oct. 15-18	Oct. 17-18	B. of L.F. & E. Can. Pac. Rly., W.L.	Claim for seniority rights with pay for time lost by Engineer who had been depriv- ed of main line rights on account of alleged defective hearing.	As evidence submitted to Board did not estab- lish that the En- gineer's hearing was below the standards established by the Board of Railroad Commissioners of Ca- nada, it was ruled that he be reinstated and paid for time lost.
9	Sept. 30-18	Oct. 12-18	Oct. 16-18	Oct. 16-18	B. of L.E. Can. Nor. Rly.	Claim that increases should apply to exist- ing schedule, effective Nov. 1st, 1917. Date and basis for cal- culating certain wage increases set forth in General Order No. 27.	New rates having been established effective as the result of an arbitration decision (affecting Western Territory) rendered late in 1915 and in- corporated in En- ginemen's schedule, Canadian Northern Rly., Western Lines, July 1st, 1916, the increases to be applied under General Order No. 27 shall be based upon such rates. Increase under Gen- eral Order No. 27 shall become effective as from August 1st, 1918, on account of a decision reached by Canadian Railway Board of Adjustment No. 1 at its meeting

SUMMARY OF CASES SUBMITTED FOR DECISION.—*Continued.*

Case No.	DATE				Parties to dispute	Question	Synopsis of decision.
	Application	Papers complete	Case heard	Decision rendered			
							in Montreal on Aug. 9th, 1918, that the effective date of the application of the McAdoo Award shall not be later than Aug. 1st, 1918.
10	Oct. 28-18	Nov. 8-18	Nov. 12-18	Nov. 14-18	B.L.E., O.R.C., B.R.T. Que. Rly. L. & P. Co.	Application of McAdoo Award and application of increased rates under General Order No. 27 to the steam and electric service.	With the assistance of a Sub-Committee of the Board an agreement was reached by the parties concerned which was confirmed by the Board.
11	Sept. 19-18	Oct. 26-18	Nov. 12-18	Nov. 15-18	O.R.T., Can. Nor. Rly. W. L.	Application of Article 7, Telegraphers' Schedule. Payment for time occupied in transfer from one station to another.	A Telegrapher who loses no time from works during the month is entitled to full pay for the month even though he be transferred from one station to another.
Sup. 1 to 11	Dec. 4-19	Dec. 22-19	Jan. 21-20	Jan. 21-20	O.R.T. Can. Ntl. Rlys, W.L.	Effective date of Decision No. 11 issued by Canadian Rly. Board of Adjustment No. 1 relative to the proper application of Schedule Article covering payment for time occupied in transfer.	The decision to apply from effective date of the schedule referred to, the Employees' contention being sustained.
12	Nov. 2-18	Nov. 9-18	Nov. 13, 14 15, 16, 19, & 20, 1918	Nov. 22-18	Com. Tel. Un. of A. G.N.W. Tel. Co.	1. Definition of Commercial Telegraphers. 2. Including certain offices in schedules. 3. Inclusion of Sub-Chiefs in Wage Schedule. 4. Inclusion of Gang Foremen in Linemen's Schedule. 5. Wages of District Linemen. 6. Date from which schedule shall be effective. 7. Employment of students.	1. Defined status of Commercial Telegraphers. 2. Specified those to be included in schedule and rates to be paid at various points. 3. Subject to status as per decision in question No. 1. 4. General Foremen not included in schedule. Gang and permanent foremen and cable spicers to be included in schedule and rates established. 5. Rate established in accordance with offer of the Company with a minimum of \$95 per month. 6. Effective date Sept. 1st, 1918. 7. Revision of rule as proposed by the Company denied.

SUMMARY OF CASES SUBMITTED FOR DECISION.—*Continued.*

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
Sup. 1 to 12	Dec. 2-18	Dec. 7-18	Dec. 10-18	Dec. 11-18	Com. Tel. Un. of A. G.N.W. Tel. Co.	Request for decision on certain additional questions other than those enumerated in Case No. 12, and an interpretation outlining the Board's intent on certain matters previously dealt with.	1. Positions at functional offices excluded from schedule. 2. Smaller offices. Salaried operators at all points devoting their time exclusively to the Company's work shall be included in the wage schedule. 3. Rates of operators at London and Hamilton established.
Sup. 2 to 12	Apr. 2-19	Apr. 9-19	Applica- tion with- drawn.	.....	Com. Tel. Un. of A. G.N.W. Tel. Co.	Linemen's Wages..	Mutual adjustment effected and application withdrawn.
13	Oct. 30-18	Nov. 19-18	Nov. 18, 19 & 20, 1918.	Nov. 22-18	Rly. Clks., F.H. & S.E. Can. Pac. Rly. W.L.	1. Claim that twenty-five employees held out of service at Calgary be reinstated.  2. Effective date increased rates of pay under the application of the so-called McAdoo Award.  3. Claim by the Organization that the Company's officers refuse to meet a Committee representing the Employees on Western Lines to discuss schedule.	1. In view of circumstances recited in the case the Board decided that the twenty-five employees be returned to the service of the Company at Calgary (without pay for time lost) not later than Dec. 15th, 1918, in positions not less remunerative than those positions previously held and to retain seniority rights. 2. Increases under McAdoo Award to Freight Shed Employees specifically named in agreement at points mentioned, effective from May 1st, 1918, pursuant to the order of the Canadian Railway War Board that the increases would be made effective from the date of expiry of agreements dating back not earlier than May 1st, 1918. 3. The Board ruled that conference should take place between the Company and representatives of employees.
Sup. 1 to 13	Dec. 23-18	Dec. 31-18	Jan. 15-19	Jan. 15-19	R'y. Clks., F.H. & S.E. Can. Pac. Rly. W. L.	Date of application of increased wage rates to men at Vancouver.	Retrospective application of the increased wage rates granted as of May 1st, 1918.



## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
Sup. 2 to 13	June 9-19	June 24-19	July 11-19	July 11-19	Rly. Clks, F. H. & S. E. Can. Pac. Rly.,  W. L.	Date of application re- troactive pay to cler- ical employees of Lo- cal Freight Office, Vancouver and Co- quitlam.	If the clerical staff con- cerned was specific- ally named in the agreement or award under which they were working prior to May 1st, 1918, they are en- titled to the appli- cation of the increase provided in the so- called McAdoo Award (General Order No. 27) as from May 1st, 1918.
Sup. 3 to 13	Nov. 10-19	Apr. 5-20	Apr. 14-20	Apr. 15-20	Rly. Clks, F. H. & S. E. Can. Pac. Rly., W. L.	Retroactive effect of decision on clerical forces at Vancouver and Coquitlam.	The claim of the Em- ployees sustained in so far as it refers to the clerical staff nam- ed in the Award re- ferred to.
14	Nov. 2-18	Nov. 21-18	Nov. 22-18	Nov. 22-18	B.L.E. B.L.F. & E. O.R.C. B.R.T. Dom. At. Rly.	Application of McAdoo Award (General Or- der No. 27) as to the Canadian Pacific Railway rates in effect 1915 instead of rates in effect on Dominion Atlantic Railway in 1915.	A Sub-Committee of the Board conferred with parties con- cerned, and effected an agreement which was confirmed by the Board.
Sup. 1 to 14	.....	.....	.....	.....	B.L.E. B.L.F. & E. O.R.C. B.R.T., Dom. At. Rly.	Date from which in- creases under Mc- Adoo Award would be paid.	The Board fixed the dates under which the revised rates would become effect- ive.
15	Nov. 29-18	Dec. 5-18	Dec. 10-11 1918, Jan 14, 15, & Feb. 11, 1919	Feb 11-19	B.R.T. Can. Pac. Rly. W. L.	Men in regular assign- ments being cancelled certain days without pay, and Formation of Hump Crews.	Sundays and statutory holidays cannot be re- garded as Calendar working days. Hump crews may be assigned as separate units in- dependent of Yard Crews.
16	Dec. 16-18	Jan. 13-19	Jan. 14, 15, 1919	Jan. 15-19	B.L.E. B.L.F. & E. O.R.C. B.R.T. Ket. Val. Rly.	Application of McAdoo Award (General Or- der No. 27). Basic rates and effective dates for employees in train and engine service.	Rates in effect for sim- ilar service on ad- joining territory C. P. Rly. established and dates specified from which rates are to be effective.
Sup. 1 to 16	Nov. 29-19	Apr. 7-19	Apr. 10-19	Apr. 15-19	B.L.E. B.L.F. & E. O.R.C. B.R.T. Ket Val Rly.	Application of decision as to basic rates.	Rates for retroactive pay, monthly guar- antee, Road over- time, Way Freight, Snowservice, Through Freight, Engine In- spection, and Moun- tain differentials established.

SUMMARY OF CASES SUBMITTED FOR DECISION.—*Continued.*

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Application	Papers complete	Case heard	Decision rendered			
Sup. 2 to 16	June 27-19	July 8-19	July 14, Aug. 5 & 6-19	Aug. 7-19	B.L.E. B.L.F. & E. O.R.C. B.R.T. Ket. Val. Rly.	Rates for passenger crews.	Periods for payment of back time and rates established.
17	Dec. 18-18	Feb. 11-19	Feb. 11-19	Feb. 12-19	O.R.C. B.R.T. A.C. & H.B. Rly.	Yard rates at Sault Ste Marie, Rates on Michipicoten Branch.	Yard rates and Trainmen's rates on Michipicoten Branch established.
18	Jan. 13-19	Feb. 1-19	Feb. 11-19	Feb. 11-19	B.R.T. Can. Ntl. Rly., W. L.	Proper method of computing overtime compensation in passenger service under Art. 1, Clause E, of Schedule for Trainmen effective March 15-18	In the absence of any provision in the Can. Nor. Rly. Western Lines' schedule, establishing or defining a minimum day in passenger service under the application of the basic eight hour day or otherwise, the Board decided that the company was justified in electing to pay the Emerson-Winnipeg passenger crew as indicated from May 1st, 1918.
19	Jan. 30-19	Feb. 6-19	Feb. 12-19	Feb. 13-19	B.L.E. B.L.F. & E. Can. Pac. Rly., W. L.	Application of Article 33 of Schedules. Points at which Road Mileage, initial and final terminal delay shall commence, and inclusion of terminal delay to make up short day.	Points designated in which road mileage shall commence and end and where terminal delay applies. Initial terminal delay time to be used to make up short day.
20	Apr. 3-19	April 3-19	April 8-19	April 9-19	O.R.T. Can. Pac. Rly., W.L.	Re employment of Asst. Agent. Question of difference of understanding on certain articles of the Schedule in connection with Telegraphers holding positions which are not incorporated in their schedule.	In view of differences in interpretation placed on schedule article by contending parties, the Asst. Agent was reinstated in former position with full seniority rights, but without pay for time lost.
21	Mch. 22-19	April 4-19	April 8-19	April 10-19	B.R.T. Can. Ntl. Rlys., E.L.	Reinstatement of Conductor discharged in connection with serious accident caused by a misplaced switch	In view of evidence and circumstances recited, the Board decided that the Conductor be reinstated, the time off duty to be charged against his record as suspension.

## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Application	Papers complete	Case heard	Decision rendered			
22	Feb. 24-19	Mch. 17-19	Apr. 8 & 9, -19	April 11-19	O.R.C. Can. Ntl. Ryys., E.L.	Reinstatement of Conductor discharged in connection with avoidable accident. Claim for time lost and restoration of rights and seniority.	Conductor reinstated. Time lost to be regarded as suspension.
23	Mch. 22-19	April 4-19	April 10-19	April 10-19	B.R.T. Can. Ntl. Ryys., E.L.	Reinstatement of Conductor discharged for general unsatisfactory service, and payment for time out of service	The case was withdrawn on request of Brotherhood of Railroad Trainmen's Committee.
24 25	Mch. 26-19	April 7-19	April 14-19	April 16-19	O.R.C. Can. Pac. Rly., W.L.	Removal of discipline imposed on two Conductors for failure to carry out certain rules in efficiency tests.	In one case the discipline imposed was cancelled. In the other case the discipline was amended.
26	Mch. 28-19	April 1-19	April 14-19	April 17-19	O.R.T. G.T.Rly.	Inclusion of Train Despatchers in revised agreements with Telegraphers.	That Train Despatchers shall be included in the Telegraphers' Schedule, covering that Company's lines in Canada.
27	Jan. 27-19	April 8-19	April 16-19	April 17-19	B.L.E. B.L.F. & E. B.R.T. O.R.T. S. & L. Rly.	Rates of pay and hours of service under the application of General Order No. 27, its Interpretations and Supplements.	Established basic eight hour day and rates for enginemen and trainmen, rates for telegraphers and effective dates for increases.
28	April 10-19	April 17-19	April 17, 18 and 19-19	April 19-19	C.B.R.E. Can. Ex. Co.	Strike in effect called off by the parties concerned subject to consideration by the Board of the questions involved, and decision thereon.	The Board effected a revised schedule determining all questions in dispute, which was signed by the parties concerned. All employees who had left the service were reinstated.
Sup to 28	June 25-19	June 26-19	July 14-19	July 14-19	C.B.R.E. Can. Ex. Co.	Increases to positions and overtime rates to employees working more than six days per week.	Defined the application of certain increases to positions and specified method of payment for overtime rates.
29	April 25-19	May 5-19	May 6-19	May 7-19	Sleeping Car Porters. Can. Pac. Rly.	Schedule of Wages and effective dates.	Rates and effective dates established.
30	May 2-19	May 5-19	May 7-19	May 8-19	Employees, Port of Montreal, Can. Ntl. Ryys. G. T. Rly. Dom. Trans. Co. Can. Pac. Rly.	Wage rates and working conditions.	Basic rates established with understanding that parties concerned would reach mutual agreement on other questions.



## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
31	April 5-19	Aug. 4-19	May 7, 8, 9 and 10, July 8, 11, 17 and 28, Aug. 4 and 5-19	Aug. 6-19	Clerical Forces, Station employees, and others, Can. Ntl. Rlys.	Segregation of Sched- ules, rates of pay, and other schedule conditions.	Amendment and re- vision of certain ar- ticles in schedule. Specified rates for some employees and indicated positions to be included in the schedule. And also provided basis for arriving at rates for other positions.
32	May 3-19	.....	July 10-19	Sept. 24-19	B.R.T. Union Stock Yards Company, Winnipeg.	Rates and working con- ditions for Yardmen employed by the U- nion Stock Yards Co., Winnipeg.	After some negotia- tions the case was withdrawn settlement being mutually ar- ranged.
33	May 13-19	May 30-19	July 10-19	July 29-19	O.R.C. B.R.T. Can. Ntl. Rlys, W.L.	Payment for switching and delayed time at terminals to conduc- tor and crew.	Delayed time at inter- mediate terminal will only be paid for where switching is perform- ed at such terminals. Where switching is performed by a crew at intermediate ter- minal, delayed time other than that occu- pied in switching shall be paid for, and such time shall be deduct- ed in computing over- time.
34	May 29-19	July 10-19	July 10-19	July 11-19	M. of W. E. Can. Pac. Rly, W.L. Can. Ntl. Rlys, W.L. G.T.P. Rly.	Rate of Board charged Maintenance of Way Employees.	Permanent employees permitted to furnish their own board if they so desire, unless Railways furnish board at rate not to exceed \$6.50 per man per week, or as may be otherwise mutually arranged.
Sup. 1 to 34	Dec. 22-19	Jan. 6-20	Jan. 20-20	Jan. 22-20	M. of W. E. Can. Pac. Rly., W.L.	Interpretation of deci- sion in Case No. 34.	If Company offer men privilege of boarding themselves, and they do not exercise pri- vilege, and it becomes necessary for the Com- pany to board the men, the current rate charged by Company shall be paid.
Sup. 2 to 34	Oct. 10-19	Dec. 27-19	Jan. 20, 21, 1920	Jan. 22-20	M. of W. E. Can. Ntl. Rlys, W.L.	Interpretation of deci- sion in Case No. 34.	If Company offer men privilege of boarding themselves, and they do not exercise pri- vilege, and it becomes necessary for the Com- pany to board the men, the current rate charged by Company shall be paid.

SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers comple'te	Case heard	Decision rendered			
35	June 24-19	July 5-19	July 15, 16, -19	July 17-19	Sleeping Car Conductors Can. Pac. Rly.	Application of Supple- ment No. 17 to Gen- eral Order No. 27, in its relation to Sleeping Car Conductors.	Rates of pay and effect- ive dates establish- ed.
36	June 6-19	June 11-19	July 10-19	July 17-19	B.L.E. B.L.F & E. Can. Ntl Rlys, E.L.	Claim for reinstat- ement and pay for time lost by Engineer and Fireman who were dismissed charged with attempt to com- mit theft.	Company justified in action taken but in view of circumstances recommended to re- consider question of discipline.
37	June 28-19	July 30-19	July 31-19	Aug. 7-19	Com. Tel. Un. of A. Can. Pac. Rly. Tel	Revision of rules and salary ratings.	The Board issued deci- sions on the question of extending scope of schedule to include additional employees. Morse Operators on Automatic Machines. Vacations. Public Holidays. Sunday and Holiday Overtime. Transportation privi- leges. Hours of duty. Overtime basis. Performance on Cir- cuits. Minimum rate for Morkrum Employees. Rates of pay as per details specified in de- cision.
38	June 10-18	July 31-19	Aug. 5-19	Aug. 7-19	O.R.T. E. D. & B. C. Rly	Amendements to Tele- graphers' Schedule.	Rates and overtime made equal to those paid by other Rail- ways in adjoining territory.
39	July 22-19	July 26-19	Aug. 5-19	Aug. 6-19	Employees Dining Car Service. Can. Pac. Rly.	Schedule of Wage Ra- tes.	Rates of pay and effect- ive dates established.
40	June 6-19	Held wait- ing U. S. R. R. Ad- ministra- tion's re- port on same ques- tion.	Sept. 22-19	Sept. 23-19	B.L.E. B.L.F & E. Can. Pac. Rly., W.L.	Application of Supple- ment No. 15. Rate differentials. Rates for Snow Plow service. Allowance for prepar- ing Engine. Switching Service.	That all of the provi- sions of Supplement No. 15 to General Order No. 27 and as further outlined in In- terpretation No. 1 thereto, under date of August 21st, 1919, shall be applied un- less otherwise mu- tually agreed. Norm. Held pending U. S. R. R. Adminis- tration report on same question.

## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Application	Papers complete	Case heard	Decision rendered			
Sup. 1 to 40	April 10-20	April 13-20	April 15-20	April 16-20	B.L.E. B.L.F. & E. Can. Pac. Rly., W.L.	Application of rates to Mountain and Valley Territory.	Company and employees to agree on rates having same relation to prairie rates as formerly existed under schedule.
41	June 9-19	Sept. 17-19	Sept. 22-19	Sept. 23-19	B.L.E. Can. Pac. Rly., E.L.	Application of Supplement No. 15, preparatory time, initial and final terminal delay.	All provisions of Supplement No. 15 and interpretations there-to applied unless otherwise mutually agreed.
42	Aug. 5-19	Aug. 12-19	Sept. 22-19	Sept. 24-19	O.R.C. B.R.T. Can. Pac. Rly., W.L.	Application of Supplement No. 16. Higher rates in existing schedule as result of differentials. Incorporation in schedule of Articles in Supplement No. 16.	All provisions of Supplement No. 16 and interpretations there-to applied unless otherwise mutually agreed.
43	July 29-19	Aug. 12-19	Sept. 23-19	Sept. 23-19	B.L.E. B.L.F. & E. T.H. & B. Rly.	Application of Supplement No. 15. Combination of road and yard service. When time will commence.	Provisions of Supplement No. 15 do not contemplate any change in application of schedule article referred to.
44	Aug. 26-19	Sept. 2-19	Sept. 22-19	Sept. 23-19	B.L.E. B.L.F. & E. B.R.T. O.R.T. Cumberland Rly. & Coal Co.	Application of General Order No. 27 and Supplements Nos. 13, 15 and 16 thereto.	Rates and conditions established in conformity with General Order No. 27 and Supplements thereto.
45	Sept. 9-19	Sept. 22-19	Sept. 24-19	Sept. 24-19	Com. Tel. Un. of A. Employees of G. N.W. Tel. Co., Clerical Forces, etc.	Rates of pay for clerical staff and effective date of schedule.	The Board directed that the parties to the dispute endeavor to agree on a schedule of wages giving proper recognition to the increases in rates of pay applied to other Telegraph and Railway Employees, and that the new schedule should take effect October 1st, 1919.
46	Oct. 16-19	Oct. 29-19	Nov. 6-19	Nov. 6-19	B.L.E. Can. Pac. Rly., W. L.	Removal of discipline placed against an engineer for irregularity in execution of train orders.	Discipline in this case is sustained.
47	Sept. 20-19	Nov. 5-19	Nov. 6-19	Nov. 10-19	B.R.T. Q.M. & S. Rly.	Wages and working conditions under Supplement No. 16 to General Order No. 27.	The Board ordered that the conditions of Supplement No. 16 be made applicable to employees in train and yard service.



## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
48	Sept. 29-19	Oct. 31-19	Nov. 6-19	Nov. 10-19	B.L.E. O.R.C. B.R.T. Que. Rly. L. & P. Co.	Application of rates and conditions of Supplements Nos. 15 and 16 to General Order No. 27.	The Board ordered that the provisions of Supplements Nos. 15 and 16 to General Order No. 27 be applied to schedules governing employment in engine and train service.
49	Oct. 24-19	Oct. 30-19	Nov. 7-19	Nov. 8-19	O.R.T. Can. Pac. Rly., W. L.	Exchange of positions by two telegraph Emen on different promotion districts.	Positions declared open and linemen concerned to hold seniority rights in respective districts.
50	Nov. 3-19	Nov. 4-19	Nov. 7-19	Nov. 8-19	O.R.T. Can. Pac. Rly., W. L.	Claim for seniority rights of Telegrapher who was dismissed and re-employed.	Question of reinstatement at full seniority rights at option of the Company.
51	Oct. 14-19	Oct. 21-19	Nov. 7-19	Nov. 10-19	B.L.F. & E. Can. Pac. Rly., E. L.	Understanding of Interpretation No. 1, Supplement No. 15, to General Order No. 27.	Difference in rates at one time existing in territory between Carrier and Fort William cannot now be regarded as establishing a differential, and Interpretation No. 1 to Supplement No. 15 has no bearing on the case.
52	Nov. 5-19	Nov. 10-19	Nov. 10-19	Nov. 11-19	R.L.E. B.L.F. & E. Q.M. & S. Rly.	Application of Supplement No. 15 to General Order No. 27.	Supplement No. 15 ruled to be applicable to Employees in Engine service.
53	Nov. 5-19	Dec. 1-19	Dec. 9-19	Dec. 10-19	B.L.E. B.L.F. & E. O.R.C. B.R.T. T.H. & B. Rly.	Assignment of Welland Sub-Division Local Freight Train.	Company within its rights in assigning local freight service as per notice issued.
54	Nov. 26-19	Dec. 1-19	Dec. 9-19	Dec. 11-19	B.L.E. B.L.F. & E. T.H. & B. Rly.	Claim for run around by Engineer and Fireman.	Claim of the men sustained.
55	Nov. 5-19	Nov. 26-19	Dec. 9-19	Dec. 11-19	O.R.C. B.R.T. T.H. & B. Rly.	Application of Art. 4 (a), Supplement No. 16. Using regular passenger men in freight service to make up monthly passenger guarantee.	Contention of Employees sustained. Regularly assigned passenger men may not be used in freight service to make up monthly passenger guarantee.
56	Nov. 5-19	Dec. 5-19	Dec. 9 & 10, 1919.	Dec. 11-19	B.R.T. T.H. & B. Rly.	Consist of Yard Engine Crews.	The Board decided that it was not justified in ruling that all Yard Engine Crews must consist of not less than a Foreman and two helpers.

## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Application	Papers complete	Case heard	Decision rendered			
Sup. 1 to 56	Jan. 26-20	Feb. 26-20	Apr. 16-20	Apr. 17-20	B.R.T. T.H. & B. Rly.	Consist of Yard Engine Crews.	The Board decided that it would make for greater safety in yard movements if certain yard engines had an additional helper placed thereon, and instructed the parties to further deal with the matter on that basis.
57	Nov. 5-19	Nov. 26-19	Dec. 10-19	Dec. 11-19	B.R.T. T.H. & B. Rly.	Train Baggage men handling mail on trains 70 and 71.	The Board cannot under existing conditions consistently go beyond the provisions of General Order No. 27 and Supplements thereto in the matter of compensation, nor is it within the jurisdiction of the Board to decide as to the appointment of Government mail clerks on trains.
58	Nov. 5-19	Nov. 26-19	Dec. 10-19	Dec. 11-19	B.R.T. T.H. & B. Rly.	Claim of Conductor for mileage on official motor car.	Conductor paid for service rendered.
59	Nov. 5-19	Nov. 26-19	Dec. 10-19	Dec. 12-19	O.R.C. B.R.T. T.H. & B. Rly.	Claim of Brakeman for run around in position of Station Switchman	In this case there was no run around within the intent of the Schedule. Claim denied.
60	Nov. 5-19	Nov. 26-19	Dec. 10-19	Dec. 12-19	B.R.T. T.H. & B. Rly.	Claim of Brakeman for run around in the position of Yard Foreman.	In this case there was a run-around within the intent of schedule. Claim sustained.
61	Nov. 5-19	Nov. 26-19	Dec. 11-19	Dec. 12-19	B.R.T. T.H. & B. Rly.	Claim of Brakeman for run around on road service.	In this case there was no run-around within the intent of schedule. Claim denied.
62	Dec. 4-19	Dec. 6-19	Dec. 11-19	Dec. 12-19	O.R.T. Can. Ntl. Rlys., E. L.	Seniority rights of Operator to certain position.	Operator having, pursuant to the terms of the Telegraphers' Schedule, applied for the position, and having been advised of his appointment thereto, the claim of the Employees is sustained.

## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
63	Jan. 6-20	Jan. 12-20	Jan. 20-20	Jan. 22-20	B.R.T. G.T.P. Rly.	Claim for reinstatement and payment for time lost by Brakeman who was dismissed.	Brakeman to be paid under schedule provisions for time lost between date of his discharge and date when he received discharge ticket. Also to be reinstated with original seniority standing. He to indicate within thirty days from receipt of decision if he desires to return to service.
64	Jan. 12-20	Jan. 21-20	Jan. 23-20	Jan. 23-20	O.R.C. B.R.T. Can. Ntl. Rlys., W. L.	Claim for difference between mileage actually made and minimum period guarantee.	Contention of Employees sustained.
65	Jan. 5-20	Jan. 13-20	Jan. 21, & 22-20.	Jan. 23-20	B.R.T. G.T. Rly.	Reinstatement of Conductor dismissed for improper protection of train.	The Board was unable to reconcile the material discrepancies between certain statements made at various times in connection with this case as reduced to writing. The written evidence presented to the Board in this case which was printed with the decision was so contradictory that the Board did not have any hesitation in deciding that the Conductor implicated in this case did not protect his train or see that it was protected, and the claim for reinstatement with pay for time lost was therefore denied.
66	Dec. 6 & 11-19.	Jan. 5-20	Jan. 22 & 23-20.	Jan. 23-20	Bro. Rly. Clks, F.H. & S.E. Can. Pac. Rly., W. L.	Schedule negotiations respecting certain classes of employees.	The right of employees to organize is unquestioned. On proper showing by the Organization of its right to represent the classes of Employees spoken for, arrangements should at once be completed between the Company and the Committee representing the Employees to negotiate a Schedule. Certain specified positions to be excepted from schedule.



## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
Sup. 1 to 66	Feb. 28-20	Apr. 5-20	Apr. 14-20	Apr. 16-20	Bro. Rly. Clks., F. H. & S.E. Can. Pac. Rly., W. L.	Interpretation of Deci- sion in Case No. 66 as to Foremen.	The Board affirmed their former decision that Foremen and other employees act- ing in a supervisory capacity with author- ity to administer dis- cipline, also the Chief Clerks, Accountants, Chiefs and Head Timekeepers and per- sonal secretaries of Superintendents, Mas- ter Mechanics and other officials of equal rank should not be included in schedule.
Sup. to 266	Mch. 5-20	Apr. 7-20	Apr. 14-20	Apr. 16-20	Bro. Rly. Clks. F. H. and S. E. Can. Pac. Rly., W. L.	Rates for overtime and increased rates for certain classes of em- ployees.	Overtime in excess of eight hours per day paid for at time and one half. Payment for Dominion and Statutory Holi- days established. Rates obtained by the Application of Sup- plement No. 7 to General Order No. 27 confirmed.
67	Jan. 20-20	Feb. 2-20	Mch. 9-20	Mch. 9-20	O.R.T. Can. Ntl. Rlys., E. L.	Seniority rights of Oper- ator to certain posi- tion.	Claim of Employees sustained.
68	Jan. 30-20	Mch. -20	Mch. 9-20	Mch. 12-20	M. of W. E. G.T.P. Rly.	Dismissal of Section Foreman on account of irregularities.	That further invest- igation be held so that charge of irre- gularities be more definitely set out if it was further desired to submit matter.
69	Jan. 24-20	Feb. 26-20	Mch. 10-20	Mch. 11-20	O.R.C. B.R.T. Can. Pac. Rly., W. L.	Application of Article 3, Clause F, Western Lines Trainmen's Schedule. Unassigned crews used in work service.	Claim of employees sustained.
70	Feb. 26-20	Mch. 3-20	Mch. 10 & 11-20.	Mch. 12-20	B.R.T. Can. Pac. Rly., W. L.	Dismissal of Conductor for improper handling of train after derail- ment.	Conductor concerned to be returned to service as Brakeman until such time as he demonstrates to sa- tisfaction of the Com- pany his qualifi- cations for promotion.

SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Decision rendered			
71	Feb. 16-20	Mch. 3-20	Mch. 10 & 11-20.	Mch. 12-20	O.R.C. Can. Pac. Rly., W. L.	Dismissal of Conductor for hauling car containing shipment of liquor as an empty, setting out car at a station, reporting and putting in ticket for brakeman not on train.	Inasmuch as the evidence does not show that Conductor participated directly in the stealing of the liquor, or that he had personal knowledge of it until after the occurrence, the Board decided to recommend to the Company favorable consideration of the Conductor's reinstatement, without pay for time lost, believing that he should be given the benefit of the doubt to this extent, and that his suspension from the service for somewhat over a year may be considered sufficient discipline for his failure to fulfil his duty as a Conductor on the occasion and in connection with the circumstances in question.
72	Feb. 27-20	Mch. 2-20	Mch. 11-20	Mch. 12-20	B.L.F. & E. Can. Ntl. Rlys.	Request that period of duty after which trains may be held up between terminals for trainmen to obtain rest be reduced from fifteen to twelve hours.	Claim of Employees sustained.
73	Feb. 28-20	Feb. 23-20	Mch. 11-20	Mch. 12-20	B.L.F. & E. Can. Ntl. Rlys.	Request of Employees that away-from home terminal pay exemption period be reduced from twenty to sixteen hours.	Referred back to parties for further conference in view of provisions of Supplement No. 24 to General Order No. 27 issued subsequent to reference to the Board.
74	Feb. 27-20	Mch. 6-20	Mch. 11 20	Mch. 12-20	B.R.T. Can. Ntl. Rlys., E. L.	Dismissal of Conductor for making false statements at investigation into cause of derailment.	Dismissal sustained.
75	Mch. 2-20	Apr. 5-20	Apr. 13-20	Apr. 17-20	O.R.C. B.R.T. Can. Ntl. Rlys., E. L.	Having regard to previous schedule conditions are Yardmasters entitled to punitive rates for overtime under Supplement No. 16 to General Order No. 27 ?	Yardmasters shall be paid on the same basis as to hours of service, overtime basis and relative rates with Yard Foremen.

## SUMMARY OF CASES SUBMITTED FOR DECISION.—Continued.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Applica- tion	Papers complete	Case heard	Deci sion rendered			
76	Mch. 2-20	Apr. 12-20	Apr. 16-20	Apr. 16-20	O.R.C. B.R.T. and Can. Ntl. Rlys., E. L.	Monthly mileage of Conductors in pass- enger service.	Standard basis to ob- tain for Conductors' monthly mileage.
77	Feb. 3-20	Apr. 15-20	May 11-20	May 11-20	O.R.C. B.R.T. T.H. & B. Rly.	Claim of Passenger Conductor and crew for yard rates for transfer of special pas- senger train from one point to another with- in a terminal.	Claim of men not jus- tified and denied.
78	Feb. 2-20	April 15-20	May 11-20	May 11-20	O.R.C. B.R.T. T.H. & B. Rly.	Claim of Conductor & Crew for run-around.	Claim of Employees sustained.
79	May 7-20	May 11-20	May 11-20	May 11-20	B.L.E. B.L.F. & E. Can. Pac. Rly., W.L.	Discipline placed on re- cord of Engineer for failure to detect pin working out of cross equalizer of engine.	Engineers may pro- perly be held respon- sible for inspection of such parts of engine as can be seen by inspection made by going around engines.
80	June 12-20	June 14-20	June 22-20	June 22-20	O.R.T. Can. Pac. Rly., W.L.	Overtime work per- formed by Assistant Agent on Sundays at certain points.	Agent to be allowed to perform service when required. Claim for back time not sus- tained.
81	June 16-20	June 21-20	June 22-20	June 23-20	O.R.C. B.R.T. Can. Ntl. Rlys., W.L.	Interpretation of Sched- ule rules. Claim for time consumed in switching operations at junction points.	Claim of Employees sustained.
82	June 16-20	June 21-20	June 22-20	June 23-20	O.R.C. B.R.T. Can. Ntl. Rlys., W.L.	Interpretation of Sched- ule. Claim of Pas- senger Conductor and Crew for Way Freight rates for passenger train on which stores, etc., carried in bag- gage car.	Claim of Employees not reasonably justi- fied therefore denied.
83	June 16-20	June 21-20	June 22-20	June 23-20	O.R.C. B.R.T. Can. Ntl. Rlys., W.L.	Claim of Conductor & Crew, under schedule conditions for junction switching time at Fort Frances.	Fort Frances to be re- garded as a junction point for Canadian National Railways, and claim sustained.
84	June 16-20	June 21-20	June 22-20	June 23-20	O.R.C. B.R.T. Can. Ntl. Rlys., W.L.	Claim of Conductors and Crews for contin- uous overtime while employed in wreck- ing service and Inter- pretation of sched- ule Rules.	Referred back to par- ties with suggestion that they get together and dispose of ques- tions on basis of equity, coupled with opinion that no in- justice was forced on Conductor and crew when required to take fourteen hours rest in a spread of sixty- seven hours.



SUMMARY OF CASES SUBMITTED FOR DECISION.—Concluded.

Case No.	DATE				Parties to dispute	Question	Synopsis of decision
	Application	Papers complete	Case heard	Decision rendered			
85	July 21-20	Aug. 2 20	Aug. 17-20	Aug. 17-20	O.R.C. B.R.T. T.H. & B. Rly.	Claim that regularly assigned pool passenger crew between Hamilton and Buffalo should not be used to dead - head Hamilton to Buffalo, to run passenger special Buffalo to Hamilton, and if so used should be paid through freight rates for the service in addition to the monthly guarantee in passenger service.	That the Company was within its rights in tying up a crew, but in discontinuing pay adequate compensation was not allowed.  The language of the schedule as revised gave the Company the right to use the crew in question in the service referred to and to compute the compensation therefor in the monthly guarantee.
86	July 31-20	Aug. 11-20	Aug. 17-20	Aug. 18-20	O.R.T. Can. Ntl. Rlys., E.L.	Claim of Agent and Clerk and Operator for overtime.	Working overtime without authority is not justified. Overtime should be paid from June 19th, 1919, until December 18th, 1919, on the basis of five hours per working day divided equally between the Agent and Operator.
87	June 14-20	Aug. 16-20	Aug. 17-20	Aug. 18-20	O.R.T. Can. Pac. Rly., W.L.	Claim of Operators with reference to working split trick at certain point.	Fifty per cent of calls claimed should be paid for. The working of split trick as previously in effect at point referred to is not properly permissible with in the intent of the schedule governing the service of Telegraphers.

CANADIAN RAILWAY BOARD OF ADJUSTMENT NO. 1.

MEMO OF RECEIPTS AND EXPENSES

AUG. 7TH, 1918, TO AUG. 31ST, 1920.

RECEIPTS.		EXPENSES	
Aug. 7th., 1918 to Dec. 31st, 1918.....	\$ 5,590.89	Furniture, Board Room.....	\$ 1,345.25
Jan. 1st, 1919, to Dec. 31st, 1919.....	7,056.57	Furniture, Office.....	501.17
Jan. 1st, 1920, to Aug. 31st, 1920.....	5,221.52	Office Supplies.....	180.94
		Printing.....	1,943.07
		Stationery.....	387.26
		Postage and Stamps.....	125.50
		Rental and Taxes.....	2,651.05
		Telegraph and Telephone.....	531.49
		Guarantee and Insurance.....	26.00
		Lighting.....	16.45
		Salaries to office staff.....	7,992.29
			\$ 15,700.47
		Balance in Bank.....	2,168.51
	\$ 17,868.98		17,868.98

NOTE: Approximately

Subscribed by Railways.....	\$ 8,934.49
Subscribed by Organizations....	8,934.49

Each Organization subscribed..... \$ 1,489.08 including initial expense and maintenance.  
during 25 months equal to..... 59.56 per month including initial expense and maintenance.

CANADIAN RAILWAY BOARD OF ADJUSTMENT NO. 1.

Company	Case Numbers	Total Cases
Algoma Central & Hudson Bay Rly Co.....	17.....	1
Canadian National Railways (System).....	31, 72, 73.....	3
Canadian National Railways (Eastern Lines).....	21, 22, 23, 30, 36, 62, 67, 74, 75, 76, 86.....	11
Canadian National Railways (Western Lines).....	Sup. 1 to 11, 33, 34, Sup. 2 to 34, 64, 81, 82, 83, 84.....	9
Canadian Northern Railway (Eastern Lines).....	9.....	1
Canadian Northern Railway (Western Lines).....	9, 11, 18.....	3
Canadian Pacific Railway (System).....	29, 35, 39.....	3
Canadian Pacific Railway (Eastern Lines).....	50, 41, 51.....	3
Canadian Pacific Railway (Western Lines).....	4, 5, 6, 7, 8, 13, Sup. 1 to 13, Sup. 2 to 13, Sup. 3 to 13, 15, 19, 20, 24, 25, 34, Sup. 1 to 34, 40, Sup. 1 to 40, 42, 46, 49, 50, 66, Sup. 1 to 66, Sup. 2 to 66, 39, 70, 71, 79, 80, 87.....	31
Cumberland Railway & Coal Company.....	44.....	1
Dominion Atlantic Railway.....	14, Sup. 1 to 14.....	2
Edmonton Dunvegan & British Columbia Rly.....	38.....	1
Kettle Valley Railway.....	16, Sup. 1 to 16, Sup. 2 to 16.....	3
Grand Trunk Railway.....	26, 30, 65.....	3
Grand Trunk Pacific Rly.....	34, 63, 68.....	3
Quebec, Montreal & Southern Rly.....	47, 52.....	2
Quebec Railway Light & Power Co.....	10, 48.....	2
Sydney & Louisburg Rly.....	27.....	1
Toronto, Hamilton & Buffalo Rly.....	1, 3, 43, 53, 54, 55, 56, Sup. 1 to 56, 57, 58, 59, 60, 61, 77, 78, 85.....	16
Canadian Express Co.....	23, Sup. 1 to 23.....	2
Dominion Transport Co.....	30.....	1
Canadian Pacific Telegraph Co.....	2, Sup. 1 to 2, 37.....	3
Great North Western Telegraph Co.....	12, Sup. 1 to 12, Sup. 2 to 12, 45.....	4
Union Stock Yards Co., at Winnipeg.....	32.....	1

## CANADIAN RAILWAY BOARD OF ADJUSTMENT NO. 1—Continued.

Organizations	Case Numbers.	Total Cases
Brotherhood of Locomotive Engineers.....	4, 9, 10, 14, Sup. 1 to 14, 16, Sup. 1 to 16, Sup. 2 to 16, 19, 27, 36, 40, Sup. 1 to 40, 41, 43, 44, 46, 48, 52, 53, 54, 79.	22
Brotherhood of Locomotive Firemen and Enginemem. ....	4, 8, 14, Sup. 1 to 14, 16, Sup. 1 to 16, Sup. 2 to 16, 19, 27, 36, 40, Sup. 1 to 40, 43, 44, 51, 52, 53, 54, 72, 73, 79.	21
Order of Railway Conductors.....	3, 10, 14, Sup. 1 to 14, 16, Sup. 1 to 16, Sup. 2 to 16, 17, 22, 24, 25, 33, 42, 18, 53, 55, 59, 64, 69, 71, 75, 76, 77, 78, 81, 82, 83, 84, 85.	29
Brotherhood of Railroad Trainmen.....	1, 3, 10, 14, Sup. 1 to 14, 15, 16, Sup. 1 to 16, Sup. 2 to 16, 17, 18, 21, 23, 27, 32, 33, 42, 44, 47, 48, 53, 55, 56, Sup. 1 to 56, 57, 58, 59, 60, 61, 63, 64, 65, 69, 70, 74, 75, 76, 77, 78, 81, 82, 83, 84, 85.	44
Order of Railroad Telegraphers.....	11, Sup. 1 to 11, 20, 26, 27, 38, 44, 49, 50, 62, 67, 80, 80, 87.	14
United Brotherhood Maintenance of Way Employees....	5, 6, 7, 34, Sup. 1 to 34, Sup. 2 to 34, 68.	7
Commercial Telegraphers' Union of America .....	2, Sup. 1 to 2, 12, Sup. 1 to 12, Sup. 2 to 12, 37, 45.	8
Railway Clerks, Freight Handlers and Station Employees	13, Sup. 1 to 13, Sup. 2 to 13, Sup. 3 to 13, 66, Sup. 1 to 66, Sup. 2 to 66.	7
Canadian Brotherhood of Railway Employees.....	28, Sup. 1 to 28.	2
Sleeping Car Porters (C. P. Rly).....	29.	1
Port of Montreal Employees.....	30.	1
Clerical Forces, Station Employees and others, Canadian National Rlys.	31.	1
Sleeping Car Conductors, C. P. Rly.....	35.	1
Dining Car Service Employees, C. P. R.....	39.	1

## COST OF LIVING ADJUSTMENT OF WAGES OF VANCOUVER ISLAND COAL MINERS

THE Cost of Living Commission, appointed on January 21, 1919, to determine every three months the increase in the cost of living for coal miners on Vancouver Island, and to report the amount by which wage rates should therefore be increased or decreased, forwarded its report for the quarter ending September 30, 1920, to the Department on October 14, 1920. The Commission consisted of Mr. John McAllister, representing the miners; Mr. Tully Boyce, representing the operators; and Mr. D. T. Bulger, Fair Wages Officer of the Department of Labour, as chairman.

As in previous investigations, forms were sent out to the merchants and dealers with whom the majority of miners are accustomed to trade in the various towns. The forms contained the same list of groceries, provisions, meats, etc., that was used on previous occasions. The method of computation under review was the same as used on all previous adjustments, namely, to determine the percent-

age of increase or decrease, as the case may be, of prices on September 30 over June 30, for groceries, provisions, meats, etc., and to add a further two-fifths of this increase or decrease as an equivalent to cover similar increases or decreases in clothing. An increase of 1.88 per cent was ascertained, which amounted to an increase in wages of  $5\frac{3}{4}$  cents per day where the base rate was \$3 per day, and 6 cents per day where the base rate was \$3.15, the increase in wages to become effective from November 1, 1920, and to apply to all underground service, clerical and office employees.

Retail price lists returns were made by twelve general merchants and seven retail dealers in meat in the towns of Nanaimo, Ladysmith, Cumberland, Courtney, South Wellington, Union Bay, Bevan and Cassidy. Sugar and pork showed marked advances, while slight advances were found in all kinds of flour, lard, soaps, butter, milk, jams, syrups, and evaporated fruits. Beef, mutton, and veal showed a decline as did also all kinds of canned meats.



## STRIKES AND LOCKOUTS IN CANADA DURING OCTOBER, 1920

**E**IGHT strikes, involving 4,680 employees were reported as having commenced during October. There were in existence at some time or other during the month 20 strikes, involving about 5,147 workpeople. The total time loss on account of industrial disputes was estimated at 65,556 working days, as compared with 25,890 in September, and 131,187 in October, 1919. The time loss occasioned by the 8 strikes which began in October was 61,625 working days, while a loss of 3,931 is charged to the 12 strikes that commenced prior

to October. Termination was reported in the case of 5 disputes which commenced prior to October. Four of the disputes which commenced during October terminated during the month, leaving the following eleven strikes affecting 1,418 workpeople on record on October 30: asbestos miners, Thetford Mines; lathers, Hamilton; painters, Ottawa; plumbers, Montreal; engineers and moulders, Hamilton; machinists, St. John; moulders, Collingwood, Montreal and Toronto; and plumbers, steamfitters and sheet metal workers at Vancouver.

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—There was considerable strike activity in this group during the month, but with a termination of the strikes in District 18 of the United Mine Workers of America and the more favourable outlook in District 26, the strike situation in this industry, with the exception of the strike of asbestos miners, was much improved at the end of the month. Nearly 3,000 miners, chiefly of One Big Union affiliation, were on strike in District 18 for the abolition of the U.M.W. of A. check-off. According to information received, conditions were returning to normal, most of the mines resuming operations about the middle of the month. These strikes commenced on October 1. Six hundred asbestos miners at Thetford Mines struck on October 11, for increases, averaging 50 cents per day. The strike remained unterminated; only two mines were affected, the others being in regular operation. During the month, in this group, there were 3,856 employ-

ees involved with an estimated time loss of 44,517 working days.

**BUILDING AND CONSTRUCTION.**—Eighty-five roofers in Toronto were on a strike of one week's duration for increased wages, better working conditions and union recognition. The strike terminated on October 7, the employers agreeing to recognize the union and to meet a committee of employees to discuss wages and hours of work. The strike of carpenters in Saskatoon, which commenced on September 23, terminated within four days, the employers signing the contract for a nine-hour day. Twenty-five lathers in Hamilton were on strike for alleged non-payment of union rates. The largest strike in this group was that of 600 plumbers and steamfitters in Montreal. This strike, which commenced on October 4, was for a wage increase of 15 cents per hour over the prevailing mechanics' rate of 75 cents per hour. Practically all the large plumbing establishments in the city were involved and the strike was unterminated at the end of the month. Carpenters in Port Arthur were on a strike of two days' duration for increased wages and an eight-hour

STRIKES AND LOCKOUTS DURING OCTOBER, 1920

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>Strikes commencing prior to October, 1920</b>			
<b>BUILDING AND CONSTRUCTION—</b>			
Carpenters, Saskatoon, Sask.....	Commenced September 23. For increased wages. Information received indicates this strike terminated September 28, when a compromise was effected.		
Lathers, Hamilton, Ont.....	Commenced September 11. Alleged non-payment of union rates. Terminated.	25	650
Tar and gravel roofers, Toronto, Ont.....	Commenced September 28. For increased wages, recognition of the union and improved working conditions. Settled by negotiations; compromise effected. Work resumed October 6.	85	425
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Engineers, Hamilton, Ont.....	Commenced May 1. For increased wages and better conditions. Terminated.	24	624
Machinists, St. John, N.B. ....	Commenced January 26. For increased wages and shorter hours. Terminated.	8	208
Machinists, Toronto, Ont.....	Commenced July 26. Against discharge of employees. Information received indicates strikers returned to work September 6, under conditions existing prior to strike.		
Moulders, Collingwood, Ont.....	Commenced June 2. For increased wages. Terminated.....	10	260
Moulders, Guelph, Ont.....	Commenced August 5. For increased wages. Settled by negotiations; compromise effected. Work resumed October 23.	4	80
Moulders, Hamilton, Ont.....	Commenced May 5, 1919. For increased wages and shorter hours. Terminated.	17	442
Moulders, Montreal, Que.....	Commenced May 5. For increased wages and shorter hours. Terminated.	8	208
Moulders, New Glasgow, N.S.....	Commenced August 2. For increased wages and shorter hours. Information received indicates work was resumed September 28, when a compromise was effected.		
Moulders, Preston, Ont.....	Commenced August 9. For increased wages. Information received indicates strikers have been replaced and factory working normal capacity about October 15.	2	24
Moulders, Toronto, Ont.....	Commenced May 1, 1919. For increased wages and shorter hours. Terminated.		

## STRIKES AND LOCKOUTS DURING OCTOBER, 1920—(Continued)

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
<i>(Continued).</i>			
Rolling mill employees, Montreal, Que.....	Commenced July 15. For increased wages and better working conditions. Men returned to work under conditions existing prior to strike. Work resumed October 2.	250	500
<b>TEXTILES—</b>			
Textile workers, Stratford, Ont. ....	Commenced September 1. For increased wages and recognition of the union. Settled by mediation of Department of Labour; work resumed October 21.	34	510
<b>TRANSPORTATION—</b>			
Grain elevator employees, Montreal, Que. ...	Commenced July 23. For increased wages. Settled by negotiations; demands granted and information received in the Department indicates work was resumed the beginning of August.		
<b>MISCELLANEOUS—</b>			
Jewellery workers, Vancouver, B.C. ....	Commenced September 7. For increased wages. Information received in the Department indicates this strike was terminated September 7, when a compromise was effected.		
<b>Strikes commencing during October, 1920</b>			
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Asbestos miners, Thetford Mines, Que.....	Commenced October 11. For increased wages. Unterminated.....	600	10,800
Coal miners, District 18, Alta., and Fernie & Michel, B.C.	Commenced October 1. For abolition of the U. M. W. of A. "check-off" and for a new agreement with the One Big Union. Men returned to work of their own accord; work resumed about October 19.	2,756	32,217
Coal miners, Sydney, N.S. ....	Commenced October 13. For increased wages and other improvements. Strikers decided to return to work under conditions existing prior to strike; work resumed October 16.	500	1,500
<b>BUILDING AND CONSTRUCTION—</b>			
Carpenters and hoisting engineer, Port Arthur, Ont.	Commenced October 12. For increased wages and 8-hour day. Settled by negotiations; compromise effected. Work resumed October 15.	21	42
Painters, Ottawa, Ont. ....	Commenced October 11. In sympathy with a strike of firm's employees in New York. Unterminated.	6	105
Plumbers, Montreal, Que. ....	Commenced October 4. For increased wages. Unterminated.....	600	13,200
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Plumbers, steamfitters and sheet metal workers, Vancouver, B.C..	Commenced October 4. For increased wages. Unterminated.....	120	2,760
Riveters, buckers and fitters, Hamilton, Ont.	Commenced October 13. For increased wages. Settled by replacement of strikers and work resumed October 28.	77	1,001



day. Six painters in Ottawa, employed in the parliament buildings were on strike in sympathy with the decorators working for the firm in New York.

**METALS, MACHINERY AND CONVEYANCES.**—Eleven strikes, involving 520 employees and an estimated time loss of 6,107 working days, was the summary for this group. One hundred and twenty plumbers, steamfitters and sheet metal workers in two shipbuilding yards in Vancouver struck on October 4, for an increased minimum wage. This strike was untermiated at the end of the month. Rivetters and fitters with one Hamilton firm struck for a large

increase in wages. Their demands were refused and the plant was partially closed for about two weeks. Untermiated strikes in this group were: moulders at Hamilton, Collingwood, Montreal and Toronto; machinists at St. John and engineers at Hamilton.

**TEXTILES.**—A dispute, which commenced on September 1, involving the textile employees of a Stratford firm, terminated on October 21. The trouble was chiefly over the principle of union recognition. The parties in dispute were brought together and a settlement effected through the mediation of a Fair Wage officer of the Department of Labour.

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING SEPTEMBER, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during September, 1920, based on returns from employers and workpeople, are taken from the October issue of the British *Labour Gazette*.

### NUMBER, MAGNITUDE AND DURATION.

—The number of trade disputes, involving a stoppage of work, reported to the Department as beginning in September was 93, as compared with 139 in the previous month, and 90 in September, 1919. In these new disputes about 50,000 workpeople were directly involved, and 25,000 indirectly involved (i.e., thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). The figures include about 20,000 workpeople directly involved and 20,000 indirectly involved in a strike which arose out of arrangements entered into in connection with the restoration of pre-war conditions of staffing in the cotton industry at Oldham. In addition to the total of 75,000 work-

people directly and indirectly involved in those disputes which began in September, about 29,000 workpeople were involved, either directly or indirectly, in 119 disputes which began before September and were still in progress at the beginning of that month. The total number of disputes in progress in September was thus 212, involving about 104,000 workpeople, as compared with 86,000 workpeople involved in disputes in progress in August, 1920, and 655,000\* in September, 1919, when 500,000 railway workers and between 60,000 and 70,000 ironfounders, coremakers, dressers, etc., were on strike.

**CAUSES.**—Of the 93 new disputes, 56 directly involving over 11,000 workpeople, arose on demands for advances in wages; 10, directly involving nearly 22,000 workpeople on other wages questions; 2, directly involving about 1,000 workpeople, on questions respecting working hours; 18 directly involving

\*Revised figures.

nearly 7,000 workpeople, on questions respecting the employment of particular classes or persons; and 7, directly involving nearly 9,000 workpeople, on other questions, including a lockout of electrical workers at engineering establishments on the question of foremen being compelled to belong to a trade union.

**RESULTS.**—During the month settlements were effected in the case of 47 new disputes, directly involving over 35,000 workpeople, and 40 old disputes, directly involving nearly 7,000 workpeople. Of these new and old disputes, 25, directly involving over 5,000 workpeople, were settled in favour of the workpeople; 25, directly involving over 32,000 workpeople, were settled in favour of the employers, and 37, directly involving nearly 5,000 workpeople, were compromised. In the case of 25 other disputes, directly involving over 7,000 workpeople, work was resumed pending negotiations.

The following table classifies the disputes by groups of trades and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time lost by these workpeople during September:—

Groups of Trades	Number of Disputes			Number of workpeople involved in all disputes in September.	Aggregate loss of working days during September
	Started before September 1st.	Started in September.	Total		
Building.....	24	21	45	3,000	35,000
Mining and Quarrying.....	8	16	24	14,000	109,000
Metal, Engineering and Shipbuilding	25	16	41	17,000	233,000
Textile.....	8	5	13	46,000	530,000
Transport.....	3	5	8	2,000	24,000
Printing, Paper, etc.	4	.....	4	4,000	71,000
Woodworking and Furnishing.....	13	8	21	9,000	56,000
Other Trades.....	24	12	36	5,000	59,000
Employees of Public Authorities.....	10	10	20	4,000	18,000
Total Sept., 1920...	119	93	212	104,000	1,135,000
Total, August, 1920.	123	139	262	86,000	768,000
Total, Sept., 1919...	74	90	164	*655,000	*3,074,000

\*Revised figure.

Of the 1,135,000 working days lost in September by all disputes in progress, about 466,000 were lost by disputes which began before September and were still in progress at the beginning of that month, and about 669,000 by disputes which began in the month.

## THE BRITISH COAL STRIKE

**T**HE recent strike of coal miners in Great Britain arose out of the rejection by the Government of the recommendation of the Sankey Commission for nationalization of the coal mining industry. Since then, the miners have, apparently, concentrated their efforts on an attempt to secure from the Government an assurance that some scheme of nationalization would be effected.

The movement which terminated in the general strike, declared on October 18, commenced at Leamington on July 8, when a conference of the Miners' Federation formulated demands for an advance in wages of two shillings per day and a reduction of 14 shillings per ton in the price of domestic coal. These demands were made on the basis of the alleged estimated surplus profit realized

by the sale of export coal. On July 26, Sir Robert Horne, representing the Government, met the representatives of the Miners' Federation at the Board of Trade and informed them that the Government could not accede to their demands. The Government's refusal was based on its contention that the British consumer was getting coal cheaper than the consumer in other countries; that miners' wages had increased more than the cost of living since the war; and that the State had already taken 60 per cent in excess profits from the great industries. There was also their claim (dealt with elsewhere in this article) that coal production had fallen off with the reduction in working hours.

At a special conference of the Miners' Federation on August 12, it was decided to take a strike ballot on the demands refused by the Government. This ballot was to be taken on August 25 and 26, and definite returns on the same were to be made by August 30. The question appeared on the ballot as follows:

In view of the refusal of the Government to concede the claims of the Federation for a reduction in the price of domestic coal by 14s. 2d. a ton, and an advance of wages of 2s. per shift for members of 18 years of age and upwards 1s. per shift from 16 to 18 years, and 9d. per shift below 16, are you in favour of a strike action to secure these claims?

Meanwhile the Fuel Control Department warned the public to save coal. It was realized that an extended strike might result in industrial paralysis throughout Great Britain. The strike vote, announced on September 1, resulted in a strike majority of 367,917, or a percentage majority for strike of 71.75. Press statements indicated that the pit boys (of ages from 14 to 18) were an important factor in swinging the vote for a strike. In the Scottish coal districts, particularly, these young miners were reported to have cast a majority of the votes.

The other two branches of the Triple Alliance (the transport workers and the railway employees) expressed approval of the miners' claims as being "reasonable and just," but refrained from declaring sympathetic strikes. There was some expectation that an extension of the strike would impel the Government to dissolve Parliament.

Acting on the mandate given them by the strike ballot, the miners' delegates, at a conference in London, on September 3, decided to send out strike notices announcing the date of commencement as September 27. In the meantime, Government operators and miners placed their respective views before the public.

Several unsuccessful conferences occurred. The miners abandoned their demand for a reduction in the price of household coal. On September 23 the Prime Minister personally intervened in the situation and made what has become known as the "datum line" proposal—that any wage increase be contingent upon a corresponding increase in coal production, the proposal being calculated precisely in the terms of an equation as follows:

	If production is—
X tons,	wages are to
	be increased... 1s. per shift
X+Y	" " " 2s. "
X+Y+Z	" " " 3s. "

The difficulty in effecting a practical solution was the wide difference of opinion as to what amount of production should constitute "X" in the equation. The Government was willing to have the basic amount of production (X) determined by an independent tribunal such as the Industrial Court, but to this the miners' representatives refused, claiming that any such arbitration court was merely an instrument of the Government. Also, the Government maintained its position that wages and production are essentially related. Production per man, per year, after the reduction in the working day or shift from 8 to 7 hours, had fallen from 259 tons to 203 tons.



A truce of one week was declared by the miners' delegates, who immediately entered into negotiations with the owners as to the basic amount of production. These negotiations also ended in deadlock. The proposal of the owners was that an increase of one shilling per day be granted when production reached the rate of 240,000,000 tons per year; and two shillings per day increase when it reached 248,000,000 tons per year.

This proposal was submitted in the form of another strike ballot to all the local unions, the ballot to be taken on October 11 and 12. The result was another large majority (453,670) in favour of a strike.

The strike commenced on October 18 and over one million miners left the pits in response to the call for a nation-wide strike in the coal fields. A fresh crisis developed on October 21 when the railway workers served notice on the Government that they would also strike if negotiations were not resumed with the miners, an order which was, however,

rescinded one week later, owing to a division within the ranks of the railway workers, their leader, Mr. J. H. Thomas, M.P., heading the section opposed to a strike.

On October 28, after a series of conferences, the strike was provisionally settled by an agreement to increase the miners' wages by an immediate advance of two shillings per day, the permanency of the increase to be continued only if the volume of production be sustained. A national wage-board was to be established and its function would be to devise a schedule for varying wages with reference to profits.

This proposal, too, was submitted for sanction by a national ballot, requiring a two-thirds majority to continue the strike. The result of this last ballot was announced on November 3, as being 8,000 of a majority against acceptance. As this majority was far short of the necessary two-thirds, the strike was officially declared off and the miners were advised to resume operations by November 8.

## DISPUTE IN THE METALLURGICAL INDUSTRIES OF ITALY

**T**HE extensive dispute which recently took place in the metal industries of Italy had many unusual features and promises to bring material changes in the conduct of these industries. A document issued by the International Labour Office contains an interesting account of the dispute.

The first phase of the dispute began on June 18 when the Italian Confederation of Metallurgical Workers, the principal labour organization of the trade, presented a memorandum to the National Confederation of the Mechanical and Metallurgical Industry, containing certain demands for increased wages and better conditions of employment. Similar memorials were presented a little later by the three other metal workers' unions of Italy. Negotiations in connection with these demands began on July 15, after an arrangement had been made by which the representatives of the vari-

ous unions would discuss their memorials separately, but would unite to set forth conditions in the industry. When this was done the employers concluded by declaring that the industry could not bear the load of a new increase in wages, and that it was not in a position to make any concession. The Confederation of Metallurgical Workers replied that while the metal industries were not as flourishing as during the war, they were better than before the war. There was no lack of orders and some had an abundance of orders both for domestic and foreign trade. The foundries had never had so much work and the same conditions prevailed in many other branches. The employees had never required from the workers so many hours of overtime. Not a single enterprise had failed to declare dividends. If certain industries had some financial difficulties, they were due to artificial and transient reasons. The

reply concluded with a declaration that it would insist on the memorial already presented, but in order to render serious negotiations possible it was ready to prove the truth of its statements.

Meanwhile, the labour organizations ordered their members to refrain from working overtime and to reduce production to a minimum, by taking as long a time as possible in the repairing of machines, by each worker doing only the work expressly assigned to him, especially those engaged in oiling and cleaning, and seeing that machines are stopped when being oiled or cleaned as provided by regulations. If workers were dismissed, they were ordered to remain in the works and to return the following day with their comrades. Should a lock-out be declared the workers were ordered to return to the works all the same, even if the doors had to be broken, and to continue to work on their own account.

Toward the end of August the policy of obstruction became more acute and production diminished rapidly. The employers' organization declared that the tactics of obstruction were a violation of the rules and that the methods of the workers in applying them went even beyond the orders of the central committee of the Confederation of Workers in the Metal Trades. On August 28, the general secretary of the Workers' Confederation said they were still ready to discuss matters directly with the employers, provided they were inclined to make large concessions.

On August 30, the employers' society of Milan, anticipating the decision of the National Confederation of Mechanical and Metallurgical Industry, proclaimed a lockout in its establishments, as a protest against the acts of alleged sabotage. The workers refused to quit the shops, and shut themselves in with provisions, keeping the engineers and technical chiefs as hostages. On September 1, the National Confederation of Mechanical and Metallurgical Industry declared a lockout, stating that the policy of obstruction had degenerated into a state of complete anarchy, that production had almost entirely ceased, that acts of vio-

lence had taken place, and that under such serious conditions the employers had decided to close their establishments in order to avoid any proceeding that was not conciliatory.

On the declaration of the lockout the workers' organization replied by ordering the employees to enter the establishments and continue at work, recommending them to respect persons and things but to continue working. During the first five days of September the movement spread to Naples, Rome, Genoa, and many other places in Italy. The employers stipulated as a condition before resuming negotiations that the shops be evacuated and order restored. On September 9-13, the workers proceeded to occupy other mills than those of the metal industries, such as three rubber factories at Turin, a rubber factory, boot factories, chemical works and distilleries at Milan, and textile mills.

On September 10 and 11, a meeting of the National Council of the General Confederation of Labour was held at Milan, in which also participated the executive of the official Socialist Party, deputies representing the parliamentary socialist group, and representatives of various labour organizations, such as the Seamen's Federation, the Federation of Dockworkers, and the Federation of Postal Telegraph Service. The general secretary of the Confederation of Metallurgical Workers explained the different phases of the struggle and declared that the Confederation always wished to limit its action strictly to the field of trade unionism. Professor Gennari, secretary of the executive of the official Socialist Party, submitted a resolution in favour of the occupation of all industries by the workers in order to hasten the communistic revolution. Another resolution was submitted on behalf of the General Confederation of Labour demanding that the direction of the movement be entrusted to the Confederation itself, to the end that they might obtain the recognition by the employers of the principle of trade union control, which would lead later on to the socialization of industry. The resolution of the Confed-



eration was carried by a vote of 591,245 to 409,569 in favour of limiting the movement to the economic field, to the exclusion of political action.

During the period of obstruction and for the first two weeks of the occupation of the mills the government had remained neutral. Discussions had taken place at Rome between representatives of the employees and workers and the Minister of Labour, but without results. On September 15, Premier Giolotti summoned to a meeting at Turin representatives of the Strike Committee of the General Confederation of Labour and representatives of the General Confederation of Industry and others. As a result of this meeting the premier decided to appoint a commission by decree to draft a bill which the government would submit to the House. The commission would be composed of six members named by the General Confederation of Manufacturers and six named by the General Confederation of Labour. Under this proposed law industries would be organized on the basis of admitting the workers to a share in the technical, financial

and administrative control of the industries. The Commission would also be charged with the duty of making arrangements for the settlement of questions connected with the employment and discharge of workers. The Employers' Confederation announced that both parties were agreed upon the question of the control of the industry. Subsequent press despatches show that a final settlement was reached on September 20 through the intervention of Premier Giolotti who declared that the employers should abstain from punishing or dismissing their employees, that all workmen and members of the administrative staffs should retain their respective positions, any cases of incompatibility to be judged by a commission and two delegates from each side. These two parties had already agreed upon an increase in wages, retroactive to July 15, and a week's annual vacation with pay. By a vote of 127,904 to 44,531 the agreement was ratified by the metal workers and the factories were returned to their owners. It was reported that normal conditions were resumed during the first week of October.

## LEGISLATION RELATING TO THE REGULATION OF MINES IN CANADA

### A Comparison of the various Provincial Laws on the subject

#### Introduction

**T**HIS article is the fourth and last of the series examining and comparing the laws in force in the several provinces of Canada on the subjects covered by the Dominion-Provincial Commission on Uniformity of Labour Laws which met at Ottawa in April, 1920.

This Commission found that many minor provisions in the various Acts throughout Canada were made necessary by local conditions and that concerning these no real uniformity was possible. They therefore directed their

attention to those principles of a general character which are applicable to all provinces, and recommended that uniform standards be adopted as follows:—

(1) A minimum age of 14 years for boys working above ground, and 16 years for those below ground; (2) A minimum age of 18 years for those in charge of power machinery for moving material, and 21 years for those in charge of such machinery for moving persons; (3) The adoption of the 8-hour day; (4) The semi-monthly payment of wages and the prohibition of such payment in hotels and of the cashing of pay cheques on licensed premises; (5) Legislation pro-



viding for miners' liens; (6) No deduction to be made from wages except sums for powder, coal, oil, rent and such doctor's and hospital fees as may be approved by the Workmen's Compensation Board, and supplies necessary to the carrying on of work; the prohibition of deductions for payment of any debt due by the employee without his written consent given individually or by collective agreement; (7) Where certificates of competency are required, examinations to be conducted by a board composed of a government inspector, a mine manager and a working miner; (8) All candidates for certificates as mine managers, pit-bosses, etc., to have at least five years' mining experience, to produce evidence of ability, sobriety and good conduct, and to be at least 23 years of age; (9) Mine inspectors to be holders of mine managers' certificates, with at least seven years' mining experience in the class of mine concerned. (10) Without limiting the powers of inspectors, an inspector to have power to enter, inspect and examine any mine or any part thereof at all reasonable times by day or night, to examine into ventilation and safety, and to give notice in writing of any thing which he considers dangerous and defective and of its immediate remedy; if disagreement follows, the defect to be referred to a board of arbitration consisting of a judge and representatives of the interested parties, the decision of the tribunal to be final; (11) All mines to be adequately ventilated and examined before the entry of the workmen, a report of such examination to be entered in a book which shall be always available to any employee of the mine; (12) The health of employees in mining camps to be fully protected and laws on this subject unified as far as possible; (13) Present laws regarding special investigations to be continued and extended to the other provinces; (14) Provision for first aid and mine rescue work to be made by the Workmen's Compensation Board of each province, and special provisions to be made in

those provinces where no such board exists.

The present article deals only with those sections in the mining laws which refer to the subjects covered by the Commission's report.

#### Application

Inspection and regulation of mines is provided for by law in the Territory of the Yukon and in all Canadian provinces except New Brunswick and Prince Edward Island. Nova Scotia and British Columbia have each two Acts, the one referring to coal and the other to metalliferous mines. In the former province the Coal Mines Act applies also to mines of stratified ironstone, shale and fire clay. The Ontario law covers all mines, including those of coal and salt and all oil and gas wells. The Mining Act of Alberta applies to mines of coal, stratified ironstone, shale clay and other minerals, also to all places where coal is extracted by removing the overlying strata. If any question arises, otherwise than in the course of legal proceedings, as to whether any mine comes within the scope of the Act, the Minister of Public Works is empowered to decide. Manitoba excludes stone quarries and all mines where not more than six persons other than the owner are employed underground. Saskatchewan and the Yukon include all mines, and Quebec all mines and quarries.

#### Employment of Women and Children

Quebec, Ontario, Saskatchewan and Alberta forbid the employment of women and girls in mines except for office work. The Metalliferous Mines Act of British Columbia prohibits their employment below ground, and the Coal Mines Act of the same province allows them to perform clerical and domestic duties only. The laws of Nova Scotia, Manitoba and the Yukon have no provisions on this subject.

With regard to boys, Ontario fixes 16 years as the minimum age of employment above ground and 18 years below ground. The Coal Mines Act of British

Columbia and the Mines Act of Alberta prohibit work above ground by boys under 14 years of age, and below ground by those under 15 and 16 years respectively. The latter province, however, provides that no child under 16 years may be employed at all unless he holds a school certificate. This rule is in force also in Quebec where the minimum age for employment underground is 15 years and in Nova Scotia and the Yukon, where no boy under 12 years may do any work in a mine. Saskatchewan fixes 14 years as the minimum age for employment in any mining work and the Metalliferous Mines Act of British Columbia forbids work below ground by any boy under 12 years. The Mines Act of Manitoba has no provisions on this subject, but the Children's Act prohibits the employment of any child under the age of 16 years in any dangerous or unwholesome occupation.

#### Operation of Power Machinery

The Territory of the Yukon does not demand any particular qualifications or fix any age limit for persons in charge of hoisting machinery, but all the provinces have made rules in this regard. In Saskatchewan and Alberta and in the metalliferous mines of British Columbia the minimum age for this class of employees is 18 years, while in coal mines in the latter province no one but a man of 22 years of age or over may be in charge of machinery used to hoist persons, and he must have a medical certificate renewed every six months to the effect that he is physically and mentally fitted to perform his duties. Hoists for moving material may, however, be operated by a person 16 years of age. In the coal mines of Nova Scotia machinery used for conveying persons must be in control of a man 21 years of age or over, who holds at least a third-class certificate as a stationary engineer. The Metalliferous Mines Act of this province fixes 18 years as the minimum age for operators of any machinery used for moving persons. The Ontario law provides that no one under 20 years of age and no

person who has not had at least one month's experience may have charge of any machinery used for moving persons, but a lad of 18 years may operate an engine for hoisting material. All operators must, however, be physically and mentally fit for their work. Twenty years is also the minimum age fixed in Quebec for employees in charge of a hoist used to convey persons in a mine.

#### Hours of Labour

The Territory of the Yukon and all the Canadian provinces except Manitoba and Saskatchewan have limited hours of labour for some or all classes of mine employees. The Yukon has adopted the 8-hour day and the 48-hour week for workers under 16 years of age, while Quebec has fixed the same limit for those under 17 years. Nova Scotia allows employees under 16 years to work 10 hours a day and 54 per week in both coal and metalliferous mines. A week in all cases means the six days from midnight on Saturday until midnight on the following Saturday.

The 8-hour day and 48-hour week for certain adult workmen in mines is enforced by law in Alberta, British Columbia and Ontario. In Alberta it applies to all underground workers and in British Columbia to all workers, both above and below ground, except persons employed in the office, boarding house or bunk house of the mine. In Ontario it governs all underground workers, (except shift bosses, pumpmen, cage-tenders, hoistmen, persons engaged solely in surveying or measuring, and workers in a mine where the number of persons working in a shift does not exceed six), in districts that are without county organization, which includes nearly all those parts of Ontario where mining is carried on.

In Ontario the 8 hours must be reckoned from the time the workman arrives at his place of work in the mine to the time he leaves it. In coal and metalliferous mines in British Columbia and in Alberta the period between the time a workman leaves the surface and

the time he returns must not exceed 8 hours. In Alberta, it is provided that the time for the raising and lowering of each shift must be arranged by the owner, agent or manager of the mine in such a manner that every workman shall have an opportunity to return to the surface in the specified time. A conspicuous notice of the time so fixed must be posted at the pit head and all arrangements made for the observance of the schedule. The time allowed for the raising and lowering of each shift must not exceed what is reasonably required and must be approved by the Chief Inspector. The owner, agent or manager of a mine must appoint one or more persons to direct at the pit head the raising or lowering of workmen, and a book must be kept in which is entered the time of such raising and lowering, and any cases in which a workman is below ground for a longer time than is allowed by law, and the cause of his remaining under ground. The workmen may, at their own expense, station one or more persons at the pit head to observe the times of raising and lowering the workmen, and such persons are to be appointed in the same manner as the check weigher and bear the same relations to the owner, agent or manager of the mine.

In all the provinces, with the exception of Quebec, overtime may be worked in case of accident or emergency. Nova Scotia and the Yukon, where, as in Quebec, the legal limitation applies to boys only, recognize no other grounds on which longer hours are permissible. In Ontario a Saturday shift may work more than 8 hours for the purpose of avoiding work on Sunday, or for changing shift at the end of the week, or to give any of the men a part holiday or to make necessary repairs. In the event of any grave economic disturbance the Lieutenant-Governor in Council may suspend the 8-hour law for such time as he deems advisable. The Mines Act of Alberta contains a similar provision. This province allows a repairing shift for the purpose of avoiding Sunday labour to commence their work period on

Saturday before 24 hours have elapsed since the commencement of their last period, provided that at least 8 hours have passed since its termination. A workman may also remain below ground for more than 8 hours if any exceptional work requires to be done without interruption, in order to avoid serious interference with the ordinary work of the mine. The British Columbia Coal Mines Act provides that where more than two shifts are worked, the onsetter, bottomer or eager, pumpmen, stablemen and engineers in charge of constantly running machinery other than that directly used for the mining of coal at the face, and the fire boss or shift boss, in charge, may be relieved at the place of duty, but in no case may any person remain underground for more than 8½ hours except when extra hours are necessitated by the weekly change of shift where more than two shifts are worked. A pumpman or engineer in charge of constantly running machinery may also be below ground for more than 8 hours to deal with anything which requires immediate attention, and which, if neglected, might necessitate the closing of the mine. The overman or manager may enter the mine at any time and remain there in the discharge of his duties. The Metalliferous Mines Act of British Columbia allows overtime in case of accident or emergency only.

#### Wages

The mining laws of Ontario and Alberta direct the semi-monthly payment of wages, and in British Columbia the Semi-monthly Payment of Wages Act applies to all mines, while the Mineral Survey and Development Act of 1917 makes provision for this method of payment of workmen on mining properties under bond or option. In Nova Scotia all wages except those fixed at a regular monthly rate must be paid weekly in all mines to which the Coal Mines Regulation Act applies. The other provinces make no rulings on this subject.

The Truck Act of British Columbia and the Coal Mines Regulation Act of Nova



Scotia direct all wages to be paid in currency, but there are no rules to this effect in the other provinces.

The Coal Mines Regulation Act of Nova Scotia and British Columbia, and the Mines Act of Alberta provide that where the wages of miners depend on the amount of mineral produced by them, they shall be paid according to the weight of such mineral, which is to be weighed as near the entrance to the pit mouth as is practicable. These three Acts and the Mines Act of Saskatchewan contain sections permitting the employees thus paid to station at their own expense a representative called the check-weigher at the place appointed for the weighing of the mineral. In Nova Scotia the check-weigher is elected by ballot at a meeting of the employees interested, and cannot hold office for more than one year unless re-elected. The British Columbia law does not demand any special qualifications for this position, but the other provinces require that candidates should be working miners with, at least three years' experience. In Saskatchewan and Alberta appointees must be residents of the province, and in Nova Scotia they must have certificates and at the time of their appointment be employed in the colliery in which they are to serve. In all cases the check-weigher must be given every facility for the proper discharge of his duties, and Nova Scotia, Saskatchewan and Alberta direct the owner, agent or manager of the mine to provide him with a shelter from the weather and a desk at which to write. The laws of these provinces forbid the check-weigher to impede in any way the working of the mine, or to interfere with the weighing. There need be no delay on account of his absence. If he is guilty of misconduct, the owner, agent or manager of a mine may, on sufficient evidence, have him removed by order of a court of competent jurisdiction, and another check-weigher may be elected or appointed in his place. In Saskatchewan, Alberta and British Columbia the owner, agent or manager of the mine may, at

the request of the majority of the miners, make a *pro rata* deduction from the wages of each miner sufficient to meet the wages of the check-weigher, and may then pay him in the same manner as the other employees. Wherever in these four provinces the workmen are paid by order of the Minister or by mutual consent, otherwise than according to the amount of mineral produced by them, they may at their own expense employ one or more persons to check the correctness of the measurements or method according to which payment is made, and the provisions in the Acts applying to check-weighers shall apply to such persons.

The Mining Act of Alberta and the Coal Mines Regulation Acts of Nova Scotia and British Columbia permit the owner, agent or manager of any mine to agree with his employees that deductions be made in respect of stones and other material, such deductions to be determined by mutual agreement or by some person or persons appointed by the employers and employees for the purpose. In Nova Scotia and Alberta provision is made that where the representatives of the two parties fail to agree, they or the Minister or Commissioner, may choose a third person to act with them, and a decision of the majority of the three shall be final. In a mine where employers and employees have failed to appoint anyone to determine deductions, the Minister or Commissioner may appoint some person on their behalf.

With regard to other deductions the Alberta law allows any workman to authorize the employer in writing to apply the whole or part of the wages due him to the payment of any debt owing by such workman. The employer may also retain sums due by any employee for coal, oil, rent or other supplies. The Coal Mines Act of Nova Scotia adds to this list check-weighers' and doctors' fees, church, hospital and society dues, but forbids deductions for school or other rates, except with the written

consent of the workman. This prohibition appears also in the Metalliferous Mines Act of this province and is the only reference to deductions from wages found therein.

In 1919, British Columbia passed an amendment to the Coal Mines Regulation Act providing for the appointment of a Board to fix minimum wages for coal miners. The Board consists of one representative each of employers and employees, with the Chief Inspector of Mines as Chairman.

Ontario, the Yukon, both Mining Acts of British Columbia, and the Metalliferous Mines Act of Nova Scotia, forbid the payment of wages in any tavern or place where liquor is sold. The Quebec Act does not contain any reference to this subject, but prohibits the sale of liquor within a radius of seven miles of any mine, and gives the Inspector of Mines control of all licenses in his district. This province also forbids the cashing of pay cheques in any tavern. In many provinces the clauses relating to this subject have been repealed by the temperance laws passed during the last few years. This has been the case in both Alberta and Saskatchewan where the prohibition of payment of wages on licensed premises and cashing of pay cheques in hotels was contained in the Liquor License Acts repealed in 1918 and 1917 respectively. The Ontario Temperance Act of 1916 repealed the Liquor License Act of that province which prohibited the cashing of pay cheques in hotels and the sale of intoxicants within six miles of any mine. Nova Scotia omitted from the 1918 Coal Mines Act the clause which in the old law forbade the payment of miners in hotels, etc. This was presumably done owing to the passing of the Temperance Act of that year, which is a prohibition measure.

In Ontario and the Yukon every person who performs labour for wages in connection with any mine, mining claim or mining lands, has a lien thereon. The other provinces have no legislation on this subject.

## Certificates

The Coal Mines Regulation Acts of Nova Scotia and British Columbia, and the Mines Acts of Alberta and Saskatchewan contain sections relating to the examination and licensing of workmen.

In Saskatchewan examinations are held from time to time by an inspector of mines, while in the other three provinces they are conducted by a Board of examiners. The Nova Scotia Board consists of the Inspector of Mines with one mining and one mechanical engineer. In Alberta two managers and two working miners, and in British Columbia one representative each of the coal miners and the mine owners act with the Chief Inspector in conducting examinations for certificates.

There is considerable difference in the laws of these four provinces with regard to the classes of workmen for whom certificates are required and the qualifications demanded. Nova Scotia requires certificates of competency for a manager, underground manager, overman, mine examiner and stationary engineer; British Columbia for a manager, overman, shift boss, fire boss, shotlighter and mine surveyor, and Alberta for a manager, overman and mine examiner. In Nova Scotia a candidate for manager, underground manager, or overman must be a British subject at least 21 years of age, with four years' underground working experience, part of which must have been at the working face. A candidate for manager must have a certificate of competency as underground manager, or have had at least three years' practical experience and a degree as mining engineer from some approved college or university. A candidate for underground manager must have a certificate of competency as an overman. Those qualifying as first class stationary engineers must be at least 24 years of age and holders of second class certificates. In addition they must have served one year at mechanical work on machinery, or in charge of a hoisting or haulage engine or steam plant, or

two years in charge of some other type of engine, or three years at mechanical work in a machine shop. Candidates for second class certificates must be certificated third class engineers with one year's experience, and have reached the age of 21 years, while anyone entering for the third class examination must be 18 years of age and have served six months as a licensed fireman, twelve as engineer, assistant engineer, pumpman, oiler or locomotive engineer, or eighteen months at mechanical work in a machine shop. A British subject, 21 years of age who has had at least three years' practical experience in a coal mine, holds a certificate of competency as a coal miner and has a practical knowledge of gas, explosives, ventilation and timbering, may present himself for examination as mine examiner. All candidates must give satisfactory evidence of sobriety, experience and general good conduct.

British Columbia requires of a candidate for a mine manager's certificate that he be at least 25 years of age, and have either five years' working experience or a degree showing a course in scientific coal mining at an approved university or college, together with four years' practical mining. A person entering for examination for a certificate as overman must be at least 23 and have five years' experience, while candidates for shift boss, fire boss or shotlighter must have a similar age qualification and three years' practical mining; a certificate in first aid work is required of all applicants.

Both Nova Scotia and British Columbia provide for the holding of examinations for the granting of certificates as coal miners. In the former province the Commissioner of Public Works and Mines appoints for this purpose local boards of two persons having practical experience as coal miners in Nova Scotia, and one underground manager. In British Columbia the Inspector of mines for the district and one representative each of mine owners and miners from the Board of Examiners.

Examinations must be held on at least one day in every sixty at each colliery designated by the Minister. Both provinces require one year's working experience of all candidates, and British Columbia adds the provision that they must be familiar with the English language.

The Alberta law requires that a candidate for manager's certificate shall have at least five years' practical experience either wholly or partly in Canada, or he must hold a diploma showing a course of two years or more in scientific or mining subjects at an approved college or university, together with three years' experience in a coal mine as above. He must also be at least 25 years of age. An applicant for a certificate as overman or examiner must be 23 years of age and have three years' working experience. All candidates must produce evidence of good conduct and sobriety, and also a certificate from a medical practitioner or a recognized ambulance society showing him to be qualified to render first aid, and applicants for certificates of the second and third classes must satisfy the board that they are able to speak and write English. All three provinces direct that a register of all holders of certificates be kept. They also provide that in case complaint is made to the authorities that any holder of a certificate is guilty of incompetence, gross negligence or any offence against the mining law a public inquiry into his conduct may be held, and if the charge is sustained, the Minister may cancel or suspend the certificate of such employee. The British Columbia law permits the granting of a certificate without examination to the holder of a certificate granted in any British Dominion if the standard is equivalent to that required by the Act. Saskatchewan allows the same privilege to holders of satisfactory certificates from the United States, and Alberta extends it to persons from any country where the standard is equivalent to that demanded by the Act. Permission is also given for the granting of provisional certificates.



### Inspection

The mining laws of Nova Scotia, Ontario, Manitoba and the Yukon do not contain any reference to qualifications of inspectors. In Quebec these officers must be mining engineers who have practised their profession for at least five years and are possessed of sufficient knowledge of mineralogy and metallurgy for the satisfactory discharge of their duties. The Coal Mines Act of British Columbia and the Mines Acts of Alberta and Saskatchewan require all inspectors to be holders of mine manager's certificates, while the Metalliferous Mines Act in the first named province demands seven years' practical experience in mining. It also confers on the Provincial Mineralogist all the powers of an inspector. This law forbids an inspector to act as manager, agent or lessee of any mining or other corporation, or to make any report on a mine or mining property with the object of promoting its sale. The Alberta law stipulates that inspectors may not act as mining engineers or mine managers within the province, while the Coal Mines Act of British Columbia and the Mines Act of Quebec disqualify any person who has any interest directly or indirectly in any mine in his district.

In all the Canadian provinces and in the Yukon the inspector may enter the mines in his district at all reasonable hours in the performance of his duties but may not unnecessarily impede the working of the mine. In Nova Scotia and British Columbia he must visit each mine and every part of it at least once a month, but the other provinces and the Yukon do not contain any reference to frequency of inspection. The Yukon and all the provinces except Quebec have sections relating to the powers and duties of inspectors. They may examine into and make inquiry respecting the state and condition of any mine or any part thereof, the ventilation, the sufficiency of any special rules, and all things affecting the safety of the persons employed therein. In coal mines in Nova Scotia and all mines of British

Columbia and Alberta the inspector must, after each visit, cause a copy of his report to be posted in a conspicuous place at or near the mine. In the Yukon and all parts of the Dominion, except in Quebec and the coal mines of Nova Scotia, the inspector must give notice in writing to the owner or manager of the mine of anything which he finds to be dangerous or defective and direct that it be remedied within a specified time. The Ontario, Saskatchewan and Alberta Acts and the Coal Mines Act of British Columbia authorize any inspector to order immediate cessation of work and the departure of all persons from any mine or part of a mine which he considers unsafe, or to direct work to be carried on in such place with any precautions he may deem necessary. The British Columbia Coal Mines Act, the Metalliferous Mines Act of Nova Scotia and the Saskatchewan and Alberta laws provide that, in case of disagreement following such notice, the matter shall be arbitrated by one representative of each of the interested parties and an umpire. In British Columbia this third member of the Board is chosen by the other two, while in Alberta and Saskatchewan a judge acts in that capacity. The Nova Scotia Act names the Commissioner of Mines as umpire.

The Coal Mines Act of British Columbia empowers the inspector on his own initiative, or on written application of any three miners, to examine any employee of a mine in order to ascertain whether he is physically and mentally capable of performing his duties, and if he finds that the incapacity of any workman impairs the efficient working of the mine or endangers the safety of the other persons employed, he may order his removal.

Both Mining Acts of Nova Scotia, the Coal Mines Act of British Columbia and the mining laws of Alberta, Saskatchewan and the Yukon permit the workmen to appoint one or more competent inspectors to examine thoroughly the mine on their behalf and such inspectors

must be allowed every facility for the carrying out of their duties.

### Ventilation and Inspection

All the Mines Acts except that of Quebec require that every mine shall have adequate ventilation. Saskatchewan fixes a standard of 100 cubic feet and Alberta 200 cubic feet for each person and animal, while the Coal Mines Act of British Columbia demands 100 cubic feet for each man and 300 for each animal. All air must travel free of stagnant water, stables and old workings. The inspector may, if necessary, direct that more air be supplied, and in this event the British Columbia law requires him to post a notice at the mouth of the mine stating the quantity of air which is necessary for health and safety. The Ontario law provides that where the ventilating current is not sufficient, mechanical appliances must be installed and operated, while the Coal Mines Act of Nova Scotia provides for the use of brattice where the natural air current does not suffice to keep working places free of all inflammable or noxious gases. All cross cuts made for the purpose of ventilating must be kept of uniform width and height between the openings which they connect. The Coal Mines Act of British Columbia directs that where ventilation is provided by a mechanical contrivance the apparatus must be so placed that it will be uninjured by an explosion. This Act and the Saskatchewan and Alberta laws make provision for the division of each mine into districts or splits of not more than 70 men, each district being supplied with its separate current of fresh air, and in the two former provinces every place must be bratticed up to within four yards of the face. In British Columbia and Alberta these rules apply to all mines, but in Saskatchewan they need not be complied with where safety lamps are not necessarily used. In such mines, however, narrow working places must not be driven so far ahead of ventilation that the air becomes visibly foul, and in no case more than 40 yards.

Examination of all working places in a mine is provided for in the Yukon, Alberta, Saskatchewan and in both Mining Acts of Nova Scotia and British Columbia. The Yukon law and those governing metalliferous mines in Nova Scotia and British Columbia state that all working places must be thoroughly examined by a competent person at least once in every 24 hours, and the British Columbia Act requires the examiner to make a report which is recorded in a book kept for the purpose. The Coal Mines Acts of Nova Scotia and British Columbia and the Saskatchewan and Alberta laws make provision for the appointment of stations at the entrance to the mine or to any part of it, and all portions of the mine beyond such stations must be examined before the workmen are permitted to enter. This inspection is to take place at least once in every 24 hours and in British Columbia and Saskatchewan immediately before the commencement of work. The Nova Scotia and Alberta laws stipulate that it must be made within three and four hours respectively of the time the workmen enter the mine. In all cases the examiner must make a report which is recorded in a book. In Alberta and British Columbia a copy of such report must be posted immediately in a conspicuous place, while the other two provinces stipulate that the book bearing the record of examinations shall be open to employees at all reasonable times. The British Columbia law and those of Alberta and Saskatchewan make provision for a more frequent examination of any mine where inflammable gas has been found at any time during the preceding 12 months. If at the time of any examination dangerous gas is found to be present in any mine, Nova Scotia, British Columbia, Saskatchewan, Alberta and the Yukon authorize the withdrawal of all workmen until the danger is over.

### Health of Employees in Mining Camps

The question of health of employees in mining camps is in every case dealt with by the Public Health Acts, and all parts



of Canada except the Yukon have laws on the subject. In Nova Scotia no person may establish, conduct or maintain a camp without a permit from the Medical Health Officer to the effect that its sanitary conditions are satisfactory. The Superior Board of Health of Quebec may by by-law require the employment of duly qualified practising physicians by proprietors of mining camps employing 25 or more men. In Ontario and British Columbia employers in camps may by regulation be required to retain the services of a qualified medical practitioner, and in addition to provide permanent or temporary hospitals. Houses and premises for the accommodation of workmen are subject to inspection, and the British Columbia law further empowers the inspector to visit all camps in his district during the months of April and May in each year to examine the sanitary conditions and the water supply. The Public Health Act of Alberta provides for the sanitary control of all public places and all houses, temporary or permanent, and regulations covering mining camps have been issued thereunder. The Provincial Board of Health of Manitoba and the Commissioner of Saskatchewan are empowered to make regulations relating to mining camps. Although no mining act appears on the statute books of New Brunswick, the Public Health Act of 1918 protects the health of employees in mining camps, making provision for regulations regarding the inspection of all houses and places connected therewith, and for the erection of permanent or temporary hospitals and the services of duly qualified physicians. A 1919 amendment requires special precautions to be taken against smallpox.

#### Special Investigations

All the mining laws except those of Quebec and Saskatchewan contain clauses authorizing the holding of special investigations. In Alberta and in both classes of mines in Nova Scotia, the Minister or Commissioner may appoint one or more persons possessing legal or

special knowledge to act with the inspector in holding an investigation into any accident, or into any matter connected with the working of any mine. The Inspector may make the investigation in the way he considers most effectual, and he has right of entry to any place and power to require production of any document, and to take evidence under oath. He must make a full report of the inquiry which may be made public. The Mining Ordinance of the Yukon authorizes a similar investigation to be made by the inspector unaided. The British Columbia Coal Mines Act empowers the Minister to appoint any person with scientific or other qualifications to make a special investigation and report upon any mining operations so far as they relate to the safety of life and property in any mine, such person to have right of entry and access to records. The report of such inquiry may also be made public. Under the laws of Ontario and Manitoba and the Metalliferous Mines Act of British Columbia, the Minister may require the inspector to make a special report of any accident which has caused loss of life or serious personal injury to any person, the first named province giving him power to take evidence on oath and compel attendance of witnesses and production of documents. Under the British Columbia Act, the report of such investigation may be made public.

The Canada Explosives Act provides for an investigation into the cause of any accident from explosion of an explosive occurring in any mine or quarry in provinces whose laws make no provision for such inquiry.

#### First Aid and Mine Rescue Work

The Workmen's Compensation Acts of Nova Scotia, New Brunswick, Alberta and British Columbia provide that employers in any industries may be required to maintain such first aid appliances and service and transportation for injured workmen as the Board may direct. The Coal Mines Act of Nova Scotia also contains a clause to the effect



that properly constructed ambulances or stretchers with splints and bandages shall be kept at all mines ready for instant use. The same law empowers the Commissioner of Mines to make any necessary regulations for the purpose of ascertaining the fitness and qualifications of and the granting of certificates to persons skilled in the use of mine rescue apparatus. Alberta requires every applicant for a certificate as manager, overman or mine examiner to produce a certificate in ambulance work from a qualified medical practitioner or a recognized ambulance society.

The Ontario Mining Act directs that a properly constructed stretcher and the first aid service prescribed by the Workmen's Compensation Board, and, where poisonous or dangerous compounds, solutions or gases are used or produced, proper antidotes plainly labelled with explicit directions for use, must be kept in an accessible place. Life lines, and belts in good order are to be kept ready for immediate use. At all blast furnaces, breathing apparatus and portable resuscitating apparatus of approved type with an adequate supply of oxygen and absorbent material must always be maintained. In each working shift one or more workmen appointed by the Superintendent and trained in the use of this apparatus must be always on duty.

The Mining Act of Alberta authorizes the Lieutenant-Governor in Council to make arrangements for the installation and operation of mine rescue stations and cars, and to make regulations regarding the provision of emergency hospitals and any other matter that he may consider advisable in the interests of safety. This Act directs that properly constructed stretchers with splints and bandages be kept ready for immediate use.

The Ambulance Act of British Columbia requires that any employer of labour directly or indirectly operating any mine, (except those operating under the Coal Mines Act) or any camp, employing more than 30 persons situated more than

6 miles from the office of a physician, shall employ at least one person possessing a certificate of competency to render first aid, and also provide one or more good ambulance boxes. The employer must forward to the Provincial Secretary the name of the person in his camp who is qualified to render first aid and the number of such person's certificate.

The Coal Mines Regulation Act requires the owner, agent or manager of every colliery to establish such number of oxygen helmets or some form of mine rescue apparatus as may be approved by the Minister, and to keep them in workable condition and so placed as to be immediately available when wanted. This Act empowers the Lieutenant-Governor in Council to establish mine rescue stations for the purpose of supplementing, in case of need, the colliery installations of mine rescue apparatus, and also for the training of holders of certificates of competency in the use of such apparatus, and the owner, agent or manager of every mine must see that all physically fit certificated officials, and such number of workmen as the Chief Inspector may direct, receive such training. The rescue stations are, subject to the order of an inspector, available in case of emergency for the use of any trained corps of mine rescuers, qualified medical practitioners, or trained first aid corps.

### Conclusion

From the foregoing account it will be seen that none of the mining laws of the Dominion conforms on all points to the standard set by the report of the Commission on Uniformity of Labour Laws. Two provinces have fixed the minimum age for boys at the age named in the report and five have adopted the 8-hour day either wholly or in part. Two provinces have laid down all the rules regarding payment of wages that the Commission considered desirable, and in one province and the Yukon provision is made for miners' liens. In two provinces examination of candidates for certificates are conducted by a board of three members, but only one province

demands the qualifications which the Commission deemed necessary for such candidates. Two provinces give full power to inspectors and arrange for arbitration in case of disagreement. Four provinces provide for adequate ventilation and inspection, and all have some measure of protection for the health of employees in mining camps. Five provinces and the Yukon make

some provision for special investigations. The standards laid down by the Commission regarding deductions from wages, qualifications of mining inspectors and the minimum age for workmen in charge of power machinery are not attained by any province. The administration of first aid and mine rescue work is in no case entirely in the hands of the Workmen's Compensation Board.

### ORDER-IN-COUNCIL RESPECTING DRAFT CONVENTIONS AND RECOMMENDATIONS OF FIRST INTERNATIONAL LABOUR CONFERENCE

**R**EFERENCE was made in the December, 1919, issue of the LABOUR GAZETTE to the draft conventions and recommendations which were adopted by the International Labour Conference at its first meeting in Washington, D.C., during the month of November, 1919. The official text of these draft conventions and recommendations was later communicated officially through the League of Nations to the Government of Canada, in accordance with the provisions of article 405, paragraph 4, of the Treaty of Peace of Versailles.

Consideration was subsequently given by the Department of Justice as to what authority or authorities are, as respects the Dominion of Canada, to be regarded as the competent authority or authorities, under the provisions of the Treaty of Peace, for the purpose of considering the said draft conventions and recommendations, and also as to the action which the Dominion Government should take in order to carry out its engagements under the Treaty. A report on the subject was submitted to the Governor General in Council on November 2 by the Minister of Justice, which was duly concurred in by Council and approved by His Excellency the Governor General on November 6. The report of the Minister of Justice referred to expresses the opinion that the obligation of the Dominion Government in these matters will be fully carried out by

bringing the different conventions and recommendations before the competent authority, Dominion or provincial accordingly as it may appear, having regard to the scope and objects, the true intent and character of the legislation required. The report of the Minister of Justice further deals with the question of legislative jurisdiction as between the Dominion and the Provinces in regard to each of these conventions and recommendations referred to.

The full text of the Order-in-Council is as follows:

November 6, 1920.

The Committee of the Privy Council have had before them a report, dated 2nd November, 1920, from the Minister of Justice, in reference to the several draft conventions and recommendations which were adopted by the International Labour Conference at its first annual meeting, held at Washington, D.C., October 29th to November 29th, 1919, copies whereof have been lately received by Your Excellency's Government from the Secretary-General of the League of Nations under cover of communication dated 28th January, 1920, stating that the said meeting of the Conference was declared closed on 27th January, 1920, and calling attention to the fact that this is the date to be considered, in accordance with Article 405, paragraph 5, of the Labour Part of the Treaty of Versailles, and the like provisions of the other treaties of peace, in determining the time limits within which the members of the Labour Organization have undertaken to bring the said draft conventions and recommendations before the authority or authorities within whose competence the matter lies, for the enactment of legislation or other action.



The Minister states that he has had under consideration the question as to what authority or authorities are, as respects the Dominion, to be regarded as the competent authority or authorities for the purpose of considering the said draft conventions and recommendations, and also as to the action which Your Excellency's Government should take in order to carry out its engagement as respects the said draft conventions and recommendations under the provisions of the said Treaty.

The Minister further states that he is of opinion, that the provisions of the Labour Part of the Treaty of Versailles do not impose any obligation on the Dominion of Canada to enact into law the different draft conventions or recommendations which may from time to time be adopted by the Conference. The obligation as set forth is simply in the nature of an undertaking on the part of each member within the period of one year at most from the closing of the session of the Conference, or if it is impossible owing to exceptional circumstances to do so within a period of one year, then at the earliest practicable moment, and in any case not later than eighteen months from the closing of the Conference, "to bring the recommendations or draft conventions before the authority or authorities within whose competence the matter lies for the enactment of legislation or other action." The Treaty engagement being of this character it is not such as to justify legislation on the part of Parliament under the authority of Section 132 of the British North America Act, 1867, to give effect to any of the proposals of the said draft conventions and recommendations, which must be held, as between the Dominion and the provinces to be within the legislative competence of the latter. The Government's obligation will, in the opinion of the Minister, be fully carried out if the different conventions and recommendations are brought before the competent authority, Dominion or Provincial, accordingly as it may appear, having regard to the scope and objects, the true nature and character of the legislation required to give effect to the proposals of the conventions and recommendations respectively, that they fall within the legislative competence of the one or the other.

1. The Minister is of opinion, on consideration, that the proposals of the draft convention

(1) limiting the hours of work in industrial undertakings to eight in the day and forty-eight in the week;

(2) concerning employment of women before and after childbirth;

(3) concerning employment of women during the night;

(4) fixing the minimum age for admission of children to industrial employment;

(5) concerning the night work of young persons employed in industry;

and of the recommendation concerning,—  
the protection of women and children against poisoning,

involve legislation which is competent to Parliament in so far as Dominion works and undertakings are affected, but which the Provincial legislatures have otherwise the power to enact and apply generally and comprehensively.

## 2. *Draft Convention concerning unemployment.*

The Minister is further of opinion, seeing that the principal object of this convention is the establishment of a national system of employment agencies under the control of a central authority, that the Dominion is the proper authority to give effect to the proposals of the convention. The project does not appear to be attended by any question of legislative competence, because legislative sanction would not seem to be essential to the attainment of the objects in view. There are objects which, it is conceived, the Government may competently carry out as an executive measure, provided the necessary parliamentary appropriation be available. It is observed in this connection, that the provisions of the Employment Offices Co-Ordination Act, Chapter 21, Statutes of Canada, 1918, may be largely utilized for the purpose of carrying out the proposals of the convention except with respect to that referring to unemployment insurance, which at the present time has no application to Canada.

## 3. *Recommendation concerning unemployment.*

Four different recommendations are made:

As to No. 1. The Minister is disposed to think the suppression of private employment agencies carried on for profit and the licensing of such agencies pending the adoption of measures for their abolition, is properly competent to the provincial legislatures alone.

As to No. 2. The Minister thinks the proposal of this recommendation may be fully carried out, as between Canada and other members of the International Labour Organization, by reciprocal measures in relation to immigration, and that the Parliament of Canada, in view of its paramount authority to legislate upon this subject, is the competent authority to deal with the matter. The powers conferred upon the Governor in Council under Section 38 (c) of the Immigration Act, Chap. 27, 1918, as amended by section 13, Chap. 25, 1919 (1st session), coupled with the provisions of the Alien Labour Act, R.S.C.



Chap. 97, may probably be found sufficient to enable the Dominion to carry out any international agreement which may be arrived at.

As to No. 3. The Minister observes that the experience of other countries has demonstrated that a system of unemployment insurance, in order to be effective and successful, must be merely ancillary or complementary to a system of labour exchanges, the whole being adapted to the principal function of finding work for unemployed insured workmen. In this view, unemployment insurance has a pronounced federal aspect, and on the whole, the Minister thinks the establishment of a system of unemployment insurance is competent to the Dominion in the exercise of its residuary legislative power with relation to the peace, order and good government of Canada.

As to No. 4. The Minister thinks the proposal of this recommendation is one proper to be dealt with and carried out by the Dominion and provincial governments, each for itself, unless indeed by agreement some joint plan of co-ordination can be arrived at.

4. *Recommendation concerning reciprocity of treatment of foreign workers.*

The Minister is of opinion that the Dominion is the competent authority to stipulate reciprocal terms with the other members of the International Labour Organization with a view to giving effect to the proposals of this recommendation.

5. *Recommendation concerning the prevention of anthrax.*

The subject-matter of this recommendation is within the competence of Parliament. Under the provisions of section 3 (e), (f), and (g) of The Quarantine Act, R.S.C. Chap. 74, the Governor in Council may, by regulation, make provision for giving effect to the proposal of this recommendation.

6. *Recommendation concerning the establishment of Health Services.*

The Minister is of opinion that, provided health service and factory inspection be dealt with in the federal as contrasted with the provincial aspect, legislation to carry out the proposal of this recommendation is within the legislative competence of Parliament under the residuary power to legislate for the peace, order and good government of Canada. The provisions of chapter 24, Statutes of Canada, 1919 (1st session), entitled "An Act respecting the Department of Health" appear to be quite adequate to enable the Government to carry out this recommendation without further legislation.

7. *Recommendation concerning the application of the Berne Convention of 1906 on the prohibition of the use of white phosphorus in the manufacture of matches.*

The Parliament of Canada has, as the Minister observes, already legislated comprehensively upon the subject-matter of this recommendation under the provisions of chapter 12, Statutes of Canada, 1914, entitled "An Act to Prohibit the Manufacture, Importation and Sale of Matches made with White Phosphorus."

The Committee concur in the foregoing and, on the recommendation of the Minister of Justice, advise that a copy of this Minute, if approved, together with authenticated copies of the draft conventions and recommendations, be transmitted to the different Lieutenant-Governors for the consideration of their respective Governments, with a view to such legislative action in line with the proposals of such of the draft conventions and recommendations as are within the provincial sphere, as each Government may be advised to take.

All of which is respectfully submitted for Your Excellency's approval.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

## REPORT FOR 1919 ON LABOR CONDITIONS IN ONTARIO

THE fourth annual report of the Superintendent of the Trades and Labour Branch of the Department of Public Works of Ontario covers the last period during which this branch was administered by that Department and prior to its reorganization in November 1919 as the Provincial Department of Labour. Summarizing labour conditions in the province during 1919, the report finds

the outstanding feature in connection with employment to be the re-establishment of returned soldiers in civilian life, which, it is claimed, was effected largely through the agency of the 36 offices of the Ontario Government Employment Bureau. So successfully was this work carried out that at the close of the year the labour surplus had been absorbed by the various industries.

Among the chief features of the labour situation during the year are noted the upward tendency of wages, and the unusual movement of labour from one centre to another. At several industrial centres the keen competition for skilled workers resulted in rates of wages considerably in excess of the union scales. Unskilled labour was also in great demand owing to the resumption of railway and building construction which had lain dormant for the four war years. The factories practically recovered from the loss of activity resulting from the closing of munition plants.

While demands for a 44-hour week were frequently made, it is claimed that "the 48-hour week probably more nearly approaches the standard desired by the majority of employers and workers." A large proportion of plants still work on 9-hour and 10-hour shifts. The report states that at present the only limitations of hours for adult men in Ontario are found in the Mining Act which forbids employment underground for longer than 8 hours per shift, and the Railway Act, which limits the working week of railway employees to six days of ten hours each and forbids work on two successive Sundays. Thirty-nine per cent of the strikes in Canada during the year and 26 per cent of the total working days lost were in Ontario (see LABOUR GAZETTE, March, 1920, p. 271). The industries most affected by industrial disputes were those of the Metals and Machinery group.

The report summarizes the new labour legislation passed in 1919 (see LABOUR GAZETTE, June, 1919, p. 748). Another section describes the work of the Provincial Employment Service. This service was greatly enlarged early in the year in order to meet the requirements of demobilization, and in consequence of the Employment Offices Co-ordination Act which linked up all employment bureaus in the Dominion. The Employment Service of Ontario more than justified its existence, it is claimed, when it found employment within a year for more than 75,000 work-

ers, many of whom would doubtless have had great difficulty in securing immediate employment had it not been for the service of the bureaus. The procedure in connection with Employment clearance work is as follows: An employment superintendent receiving an order for workers whom he cannot obtain locally communicates the order to a zone clearing office, of which there are five in the Province, situated at Port Arthur, Toronto, London, North Bay and Ottawa. If the zone Clearance officer is unable to fill the order from the offices in his district he forwards it to the Provincial Clearing House in Toronto, from which the order is circulated through all the bureaus in the Province. If still unfilled particulars are finally transferred to the Department of Labour at Ottawa by means of a Federal Clearance Bulletin, from which it is brought to the attention of Employment superintendents throughout the Dominion. Applications for positions are similarly circulated in ever-widening circles. Moreover by arrangement with the railway companies reduced transportation rates have been fixed to facilitate the movement of workers going to employment. Of 67,311 men placed during the 12 months ending October 31, 35 per cent were classified as general labourers; lumbering operations absorbed 13.32 per cent; manufacturing metals, 8.98 per cent; building and construction, 8.96 per cent; agriculture, 6.52 per cent; and commercial and clerical work, 5.03 per cent. Of 7,840 women placed in permanent positions 41.02 per cent entered the Domestic and Personal Service group; 19.09 per cent took up commercial and clerical work; 10.49 per cent took work in the metal group; 6.12 per cent in the textile group; and 3.37 per cent in the food, drink and tobacco group. After Toronto the most important centres of employment were Ottawa, Hamilton, Sudbury, Port Arthur, Fort William and Windsor. Hamilton and London were next to Toronto the chief centres for women's employment.

Included in the report is a summary of the administration of the Factory, Shop

and Office Building Act under which 10,844 inspections were carried out, the plants inspected employing 244,008 workers, of which number 159,554 were males over 16 years; 2,902 males of 14 to 16 years, 71, 477 females over 18 years, 6,994 females 14 to 18 years and 179 children under 14 years. The greater part of administration was carried out by negotiation, only eight prosecutions being instituted during the year for non-compliance with orders issued. Of these, seven resulted in conviction, four being for failure to provide room separate from laundry for sleeping and eating, and one conviction each for employment of child labour, Sunday work in bakeshop, failure to provide conveniences, and illegal overtime. Compliance with instructions was generally fair, though there was some evidence of neglect in some minor requisites; some bakeshops were found to be somewhat lacking in cleanliness. The law required the provision of rest and lunch rooms in factories employing more than 35 females, and the women inspectors secured such a provision even for smaller concerns. Fewer accidents occurred during the year, 4,029

being reported in 1919, with 57 fatalities, as compared with 4,907 accidents in 1918, with 78 fatalities. Of the total accidents 20.43 per cent were due to mechanical and 79.67 per cent to non-mechanical causes. As the result of six explosions 29 persons were injured, nine fatally. Belts, pulleys and shafting caused 19.3 of the fatalities, these being largely due to lack of caution in working round revolving belts or under shafting. The necessity for educating the employees in regard to safety is shown by the fact that more than three-fourths of the accidents were due to other causes than machinery. Elevators caused 6 fatalities in 1919, compared with 12 in 1918.

Other activities of the Branch during the year included investigation and research into Mothers' Allowances and vocational opportunities in the industries of Ontario;\* and the administration of the Stationary and Hoisting Engineers' Act, and the Steam Boiler Act.

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\*See LABOUR GAZETTE, October, 1920, p. 1262, 1308 etc.

## REPORT ON MINING IN BRITISH COLUMBIA DURING 1919

THE annual report of the Mines Department of British Columbia for 1919 shows that the gross value of the mineral production in the Province was \$33,296,313, a decrease from that of the preceding year of about 20 per cent. This decrease, however, indicates no decline of normal activity in the industry; from 1916 to 1918, the stimulus of war requirements caused an abnormal expansion, and last year's output shows a material gain over the production in pre-war years. The gross value of metallic minerals produced in 1919 was \$20,036,998, a decrease of about 28 per cent, due mainly to a heavy fall in the

output and in the value of copper, an essential war material. The production of gold, both placer and lode, showed a slight decline from 1918, resulting, it is claimed, from the fixed price of this mineral, combined with the increased cost of its production. The output of silver declined slightly in quantity, but its value increased. Lead also declined, owing to industrial disputes at some of the large producing mines, and to overstocking following the cessation of the war demand. On the other hand, the production of zinc, the third metal in British Columbia in point of value, showed marked gains over the previous



year, but a considerable quantity of the ore was exported to the United States for smelting.

In the 144 metalliferous mines which shipped ore in 1919 the average number of men employed throughout the year was 3,778, of whom 2,246 were underground workers; in the non-shipping mines 481 men were employed. In metalliferous mining there were six fatalities during the year, compared with 12 in 1918. Four of these deaths were caused by falls into chutes, raises, etc.; one by a cage in shaft and one on the surface by the breaking of a compressed air-pipe.

The collieries of the Province approximately maintained the level of 1918, producing 2,267,541 tons net, excluding that used for coke manufacture, valued at \$11,337,705. The coast mines showed gains, in spite of trade slackness in early summer, but the Crow's Nest collieries produced less coal and coke, due to a three months' strike resulting from a demand for recognition of the One Big Union. Fatalities in and around coal mines in 1919 numbered 12, as compared with 28 in 1918, when 16 men were killed in one disaster through the breaking of a hoist cable, the causes being equally divided between falls of rock, falls of coal, and haulage. The report notes that no fatal accidents occurred from falls of ground in 1919, "which speaks well for the care being exercised in making the roof and sides secure;" and none from the use of explosives, this being the second year of freedom from accidents of this class. For the first time in the history of mining in the West Kootenay and Boundary districts no fatal accidents were reported throughout the year.

During the year mining machines produced 4.75 of the total tonnage. Over 71 per cent of the safety lamps

now in use in the province are electric, this type of lamp being credited with saving lives in gas blow-outs. There is one mine-rescue apparatus for every 34 persons working underground in the coal mines and one oxygen resuscitating device for every 166 persons so employed. The report suggests the need for further legislation setting a limit for the permissive percentage of gas in the air in which to allow blasting operations and for compelling certain lines of treatment of coal dust in the mines.

The annual average production of coal per employee in 1919 is estimated by the Provincial Mineralogist at 581 tons per underground employee, or 404 tons per employee including those working on the surface. A table is given showing that the production *per capita* increased more or less regularly up to the year 1912, but that the following years, excepting 1916-18, show a decline, especially in the coast district. "This decreased effectiveness," says the report, "during the last few years, of the labour employed is largely due to the extension of the workings of the mines, causing a greater length of haulage and greater extent of old workings to be taken care of; but some of the increased labour is undoubtedly on account of the greater number of men employed in safeguarding the mine and workmen. In 1919 in the Coast district the production *per capita* of men employed underground has decreased from 645\* tons to 588 tons; and in the Crow's Nest district such production has decreased from 900 tons, the highest ever attained in British Columbia, to 559 tons, the lowest it has been in that district since 1914."

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\*This figure for 1918 differs from that quoted in the last issue of the LABOUR GAZETTE, page 1311, from a bulletin of the United States Mines Bureau, which gave the year's output per underground worker as 790 tons.

## FEMALE AND CHILD LABOUR IN THE PROVINCE OF QUEBEC

**D**URING the "Social Week" held in Montreal in June last Mrs. M. J. Gérin-Lajoie, Vice-President of the Fédération National Saint-Jean Baptiste, delivered a lecture on "Female and child labour in the Province of Quebec" which was printed in the September issue of *La Bonne Parole*, the official monthly publication of the Federation.

"We may say," Mrs. Gérin-Lajoie stated, "that in our country the married woman who works outside is still an exception and that the army of women workers is principally recruited among girls and widows. Official statistics do not give the percentage of married women who work, but we know, through the inspectors and our trade organizations, that the married woman in need of earning her own living does not go to the factory or store. She is too often found, unfortunately, among charwomen. . . . . The working girl only temporarily accepts the occupation in which she is engaged outside her home, and one understands why the female workers have not, in their casual career, a man's ambition and do not subject themselves to a long period of apprenticeship. The prospect of an early marriage keeps them away, as a general rule, from positions which would demand a sacrifice of time; what they want is to make an immediate gain which may be sufficient to meet present needs, and that is all. Certain careers, however, which are useful to family life, are particularly sought by them; and for such occupations they subject themselves to a more elaborate preparation. These are the needle, clothing and millinery trades,

and among professions, teaching and nursing attract them in large numbers." Woman's work, it was claimed, is naturally subject to the economic conditions of our times, and as specialization is one of the characteristics of modern work, it is probable that women workers will specialize more and more.

It was pointed out that according to the 1911 Census there were then 364,821 women in various employments, divided as follows: Agriculture, 15,887; building trades, 211; domestic service, 138,879; public administration, 4,073; fishing and hunting, 265; Forestry, 13; manufacturing, 98,561; mining, 61; professions, 57,835; trade, 42,184; transportation, 6,852. The above figures have, however, changed in the last few years, and there is to-day further information as to the work in industry by women in Canada. The Bureau of Statistics, Ottawa, published in 1916 the results of an investigation into the condition of industry in Canada. There were 21,306 establishments investigated, of which 7,158 were in the Province of Quebec. "These establishments," Mrs. Gérin-Lajoie stated, employ 514,838 persons subdivided into two categories: superior employees receiving a salary, such as superintendents, managers, office clerks; and unskilled labour or wage-earners. At the top of the ladder are found, as superintendents, managers, 15,639 men and 730 women, of whom 191 are in the Province of Quebec. Office clerks throughout Canada number 26,883 men and 9,431 women, 2,277 of whom are in the Province of Quebec. Finally, among female wage-earners there are 462,200

persons in Canada. Women may be classified in the above total as follows: 74,458 women above 16 years of age; 3,900 girls under 16; 5,631 women working at home; or a total of 83,989 women. Add to it 10,161 superior employees and clerks, and you will find that a total of 94,150 women contribute to the industrial wealth of this country." As the value of manufactured goods is estimated at \$1,407,137,140, if you deduct therefrom the value of raw materials which is \$802,135,862, there remains a value of \$605,001,278 which is that furnished by labour." "And here," said Mrs. Gérin-Lajoie, "I particularly draw your attention to the fact that women constitute 18 per cent of industrial labour, or nearly one-fifth of the total. It is for you to judge the importance of their contribution to national prosperity. And we have said nothing of trade, of agriculture, where they are found in such large numbers; nor of the transformation of raw materials at home, by the wife, in the shape of food products, clothing, etc."

Having thus shown the part played by women in the industrial life of the province, Mrs. Gérin-Lajoie reviewed the legislation enacted by the Quebec Legislature in connection with female and child labour. This review may be briefly summarized under the following heads:

*Education.*—Any child over 16 years of age who wants to work must first secure a certificate showing that he can read and write, said certificate to be given by an inspector and to be produced upon request. At the present time, probably between 4 per cent and 5 per cent of the children are illiterate, and if a child does not possess a sufficient education the inspector may force him to attend an evening school. Unfortunately, evening schools in Montreal exist for boys only, private organizations only having a few schools for girls.

*Age.*—As to the age at which a child may begin to work, the provincial legislation is very incomplete and practically applies to industry only; the other car-

riers are hardly regulated. A child of either sex cannot start working until it is 14 years old; in establishments considered as dangerous a boy under 16 years of age cannot work, nor a girl under 18. Women of any age are prohibited from working in the mines. Inspectors are often deceived as to the age of children seeking work; widows and wives neglected by their husbands are often tempted to practice this kind of deception, and Mrs. Gérin-Lajoie thinks the adoption of a Mothers' Pension Act might perhaps bring a remedy to this evil. In other provinces of the Dominion the regulations may not be more complete than in Quebec, but compulsory education checks abuses.

*Hours of labour.*—As to hours of labour, the same difference is to be found between industry and other public establishments. In industry the general rule is 60 hours per week, and the time may not exceed 12 hours per day. Work may not commence before 6 a.m. nor be continued after 9 p.m. It is a practical prohibition of night work for women and children. The cotton industry is subjected to special regulations. No woman or child may work in that industry more than 55 hours per week or more than 10 hours in any day. Work must not begin before 7 a.m. or continue after 6.30 p.m. In case of emergency the inspector may authorize overtime, but in no case shall any work be done between the hours of 9 p.m. and 6 a.m.

As far as stores are concerned, the Legislature has authorized municipalities to make early closing by-laws. "Customs at certain times do more than laws. Thanks to an educational movement which is steadily increasing and which a Congress like the present one accelerates, social sense is increasing among employers, and usages tend to a reduction of the store female employee's working day."

*Meal time.*—In the cotton industry the law requires that a full hour be granted for the noon meal; in other industries nothing is specified, but accord-



ing to custom at least one hour is given the female worker for her dinner, and in all industrial establishments the female worker must be able to get some fire to warm up her food. If the importance of the establishments warrants it, the inspector may require that a separate dining-room be set aside for female employees. This requirement is of particular importance in the boot and shoe industry, on account of bad odours. In some cases a restaurant is connected with the establishment and there is a rest-room which female employees may use freely.

*Seats.*—In factories the employees are almost always seated while working, so that the law concerning seats hardly applies here; it affects more particularly store employees. The law requires the employers to put some seats at the disposal of employees so they may sit down when their work permits them to do so. This law is very much disregarded, on account of the lack of inspection of stores.

*Inspection.*—"We have just mentioned the lack of inspection of stores which is felt in spite of the remarkable devotion of our inspectors to duty; the same defect is to be found in small industrial establishments. Statistics mention 1,415 small shops employing a maximum of 5 hands in the Province of Quebec. How can they all be visited with 14 inspectors only, and yet the law can be efficient only on condition that its enforcement is closely watched. Six male and two female inspectors for the city of Montreal, is that enough?"

*Home work.*—There are in the Province of Quebec, 1,758 women working at home, in the following occupations: clothing, millinery, furs, toilet articles and boots and shoes. There is no law on the matter, but "our committee," Mrs. Gérin-Lajoie stated, "by suppressing the middleman and itself making the

contract, has secured a substantial raise of the home worker's wages."

*Minimum wage.*—A law was recently enacted by the Provincial Legislature fixing a minimum wage for women in industry, but it is alleged that this law is not being enforced, because no funds were voted for its enforcement, and also because public opinion does not appear ready to accept it and it is not believed that it will prove effective in raising women's wages. Mrs. Gérin-Lajoie tells us that "female workers themselves think a minimum wage is a premium to idleness and that in a system where the employer has decided to spend a certain sum only on his working staff, what he pays with one hand he will withdraw with the other; what he gives to unskilled workers will prevent an increase in the competent employee's wages."

Mrs. Gérin-Lajoie thinks the Province of Quebec is ahead of most other countries in the matter of legislation concerning female and child labour and that provincial legislation and the customs of the various trades have secured for them most of what was asked for in the resolutions adopted at the International Labour Conference held at Washington, D.C., in October, 1919. In her opinion, the more pressing reforms are of the moral order and to be realized they need the co-operation of women themselves. "what must be given the working woman is a well-tempered character in order to meet the duties of her condition; a consciousness of the part she plays in the working world and of the effect of her acts on the destinies of the proletariat. . . . Formation of the mind through a general culture, efficiency acquired through technical education; such are the lines on which the reforms should be made. Public authorities should have the right to interfere, but women workers must, after all, rely mostly upon themselves for the improvement of their conditions."

## NATIONAL CONFERENCES ON TECHNICAL EDUCATION

**T**WO conferences of unusual interest, destined to have a far-reaching effect upon the educational systems of Canada, were those on Technical Education and Educational Statistics held on October 25-28 in Ottawa. For the first time in the history of Canada the Ministers of Education of the various provinces, and their chief advisers, met to discuss the educational problems of the Dominion, and draft resolutions affecting the work in every province.

The conference on Technical Education originated from a suggestion of the Minister of Labour that representatives of the Departments of Education of the various provinces should meet to discuss the vital problems relating to Technical Education. The arrangements for the conference were completed by the Director of Technical Education for the Dominion. At the same time the Bureau of Statistics arranged for the Conference on Educational Statistics. In order that the same delegates might attend both conferences it was arranged to have them follow one another.

The combined conferences were held in the Parliament Buildings, and that on Technical Education commenced at 10 a.m. October 25 and concluded the following evening.

The following is a list of the delegates representing the various provinces:

### British Columbia—

Mr. J. Kyle, Organizer of Technical Education.

### Alberta—

Hon. G. P. Smith, Minister of Education.

Mr. D. A. Campbell, Director of Technical Education.

Mr. J. Ross, Deputy Minister of Education.

### Saskatchewan—

Mr. R. F. Blacklock, Registrar, Department of Education.

### Manitoba—

Hon. R. S. Thornton, Minister of Education.

Mr. R. B. Vaughan, Director of Technical Education.

Mr. R. Fletcher, Deputy Minister of Education.

### Ontario—

Hon. R. H. Grant, Minister of Education.

Dr. F. W. Merchant, Director of Technical Education.

### Quebec—

Mr. A. Macheras, Director of Technical Education.

Mr. Ian MacLeish, Assistant Principal, Montreal Technical School.

### New Brunswick—

Mr. F. Peacock, Director of Technical Education.

Rev. Father Tessier, Member, Vocational Education Board.

### Nova Scotia—

Dr. F. H. Sexton, Director of Technical Education.

Dr. A. H. MacKay, Superintendent of Education.

### Prince Edward Island—

Mr. R. H. Rogers, Superintendent of Education—

### Conference on Technical Education

The Honourable Senator G. D. Robertson, Minister of Labour, welcomed the delegates and outlined the purpose of the conference. In his address the Minister emphasized the importance of proper training for vocational teachers and the benefits of occupational guidance for children before leaving the elementary schools. The Minister also

outlined the policy of the Department of Labour in administering the provisions of the Technical Education Act; and stated that the Department aims to co-operate with the provincial authorities in developing and extending the work already established, to assist the provinces with special problems and to aid them by collecting and distributing information regarding courses, text-books and new developments in Technical Education. The Minister assured the conference of his interest in the work and promised to do all in his power to carry out its recommendations.

Immediately following the Minister's address the Honourable G. P. Smith, Minister of Education for Alberta was elected chairman of the Conference. Dr. A. H. MacKay, Superintendent of Education for Nova Scotia was elected vice-chairman, and Professor L. W. Gill, Director of Technical Education for the Dominion, was appointed secretary. The conference then proceeded to discuss the following questions relating to Technical Education:

1. Teacher Training.
2. Prevocational Classes and Vocational guidance.
3. Courses of study.
4. Text-books.
5. Condition for Entrance to Technical Classes.
6. Length of School Day.
7. Length of School Year.
8. Educational Reports, Method of Preparing.
9. General Supply of Teachers.

The following resolutions were adopted and the Secretary was instructed to forward them to the proper authorities:

RESOLUTION No. 1.—WHEREAS, the supreme need in the proper and efficient development of technical education throughout the Dominion of Canada is an adequate supply of specially trained and skilled teachers,

AND WHEREAS, only a very small number of thoroughly trained vocational instructors has been found in any and all of the provinces.

AND WHEREAS, no institution exists in Canada for the preparation and training of teachers of vocational subjects,

AND WHEREAS, the work of training such teachers can be done more economically and more efficiently by interprovincial co-operation than by independent efforts,

AND WHEREAS, such co-operative action will aid in the development of broader conceptions on the part of the individual teachers and a more intense national spirit,

BE IT RESOLVED that the representatives of the Departments of Education of the several provinces of the Dominion in conference assembled urge that immediate action be taken in the following direction:

1. That the Federal Government and the various provinces co-operate to establish and maintain one central institution for the adequate training of special teachers for vocational education.

2. That the basis of co-operation should be as stated hereunder:

(a) That the Federal Government provide the accommodation and equipment and one-half the cost of maintenance.

(b) That the Provincial Governments combine to bear the other half of the maintenance costs in proportion to the urban population of each Province, included in towns and cities having over 3,000 inhabitants.

(c) That the ownership and management of the institution be vested in a Board of Governors with condition that the ownership shall revert to the Federal Government in case the property should no longer be required for the designated purpose; the members of said Board to be appointed as follows:—Three by the Province of Quebec, three by the Province of Ontario, one by each of the other Provinces and two by the Federal Government; members to be appointed for three years, one-third to be retired each year; the Board to select its own chairman.

(d) That the institution have a dual staff—French and English.

(e) That transportation of teachers-in-training be paid for by the training institution.

RESOLUTION No. 2.—RESOLVED that the Secretary be instructed,

(1) To forward a copy of Resolution *re* teacher-training to each of the provincial governments, and, on behalf of the Conference, ask them to co-operate in giving effect to the resolution.

(2) To secure replies from the various provinces as soon as possible, and in case he finds that six or more provinces signify their willingness to pass the necessary legislation and



co-operate in giving effect to the proposal, to ask the Minister of Labour to endeavour to secure the co-operation of the Federal Government.

RESOLUTION No. 3.—WHEREAS, it is desirable that children should have more opportunities to obtain an educational development which is suitable to their native ability and aptitudes,

RESOLVED that junior industrial courses should be established for children who have completed grade VI, such courses to extend over a period of three years and to have a decided bias toward one or other of the main divisions of industrial activity, viz., commercial, manufacturing, trades, agriculture, household.

RESOLUTION No. 4.—RESOLVED that a committee, consisting of the federal director and the provincial directors, or other representatives, be appointed to formulate a system of vocational guidance.

RESOLUTION No. 5.—RESOLVED that the Conference ask the Federal Department of Labour to issue from time to time suggestive courses of study, texts, pamphlets, bulletins, monographs, and other material which would assist provincial officers in the problems of organization, development and administration of technical education.

RESOLUTION No. 6.—RESOLVED that, in the opinion of this conference, the school year for full-time technical classes should be of the same length as the ordinary school year; and, further, that the school year as at present observed is too short.

RESOLUTION No. 7.—RESOLVED that university authorities be urged to prescribe a special Matriculation Course and Examination for pupils attending technical schools who desire to enter the faculties of Engineering or Home Economics.

RESOLUTION No. 8.—WHEREAS the custom duties imposed on machines and equipment required in technical schools for educational purposes unduly discriminate against the technical school in comparison with other educational institutions for which scientific equipment is admitted free of duty,

RESOLVED that this Conference ask the Minister of Labour to interview the Minister of Customs with the view of securing either a more liberal interpretation of the present tariff clause relating to scientific apparatus, or an amendment of the same, so that technical school equipment may be admitted free of duty.

RESOLUTION No. 9.—WHEREAS the education of our new Canadians of foreign origin cannot be accomplished without the regular operation of the schools in non-English settlements,

AND WHEREAS this problem is one of national responsibility and national importance, quite beyond the ordinary financial possibilities of the Provinces,

RESOLVED that this Conference is strongly of the opinion that the Federal Government should, without delay, provide financial assistance to the Provinces, so that an adequate supply of specially selected teachers may be trained for this work, and provided in rural districts with permanent and attractive homes,

RESOLVED further that copies of this resolution be forwarded to the Premier of Canada, to the Minister of Labour and to the Minister of Colonization.

### Conference on Educational Statistics

The Conference on Educational Statistics commenced on the morning of the 27th and concluded the following evening. At this Conference Mr. G. W. Parmalee, Secretary of the Protestant Committee of the Department of Public Instruction, and Mr. M. J. Miller, Secretary of the Catholic Committee of the Department of Public Instruction, represented Quebec in place of Mr. Macheras and Mr. MacLeish, and Mr. R. B. Wallace, Statistician of the Department of Education, New Brunswick, was an additional representative of New Brunswick.

The Right Honourable Sir George Foster, Minister of Trade and Commerce, addressed the gathering and referred to the need of better educational statistics which would give an accurate conception of the work of the Dominion as a whole. He pointed out how the Bureau of Statistics can help the various provinces by compiling the vital statistics of each in a uniform manner and by avoiding duplication of work and expense. The Minister emphasized the need of a uniform system of questions from which to compile the figures, and the lessons to be learned from accurate and comprehensive statistics.

Mr. S. A. Cudmore, Chief of Education Statistics, was appointed secretary of the conference, and the Honourable G. P. Smith and Dr. A. H. MacKay continued to act as chairman and vice-chairman respectively.

The following is a list of the subjects discussed:—

1. Statistical Year.
2. Equation of Grading.
3. Population of School Age.
4. Age, Sex and Grade Table.
5. Schools Open Table.
6. Attendance Table.
7. Grading, Experience and, Salaries of Teachers.
8. Teachers in Training.
9. Secondary Schools Table.
10. Secondary Schools Attendance Table.
11. Secondary Teachers' Table.
12. Subjects of Secondary Education.
13. Financial Statistics.
14. Statistics of Special Schools.

The resolutions adopted by the conference are as follows:—

RESOLUTION No. 1.—Resolved, that this Conference considers it desirable that the educational statistics of the several Provinces, or at least those relating to personnel rather than finances, should be collected for school years ending June 30, and requests the Provinces not now collecting their educational statistics on this basis to give serious consideration to the desirability of making this change in their statistical year.

RESOLUTION No. 2.—Resolved, that this Conference approves of the principle now accepted in the majority of the Provinces of grading the pupils taking elementary and secondary work in twelve grades corresponding to the years of a normal school life, eight grades to be considered as elementary and four as secondary, the twelfth grade to include only work above pass matriculation standard, it being, however, understood that this grading for comparative purposes involves no changes in present terminology.

RESOLUTION No. 3.—Resolved, that this Conference recommends that the Provincial Departments of Education take cognizance of the statistics of school population collected by the Dominion Bureau of Statistics at the decennial census, at the quinquennial census of the Prairie Provinces, and also of such intercensal estimates of population as may from time to time be made.

RESOLUTION No. 4.—Resolved that the Department of Education of each Province be requested to supply to the Dominion Statistician and to each other province a concise statement showing (1) The classification of the teachers' certificates, and (2) The classification of the several types of schools to-

gether with the scope of the work done by each.

RESOLUTION No. 5.—Resolved, that in the collection and compilation of the statistics to be included in the annual report on Education Statistics, there should, as a necessary requisite to the success of the scheme, be close and cordial co-operation between the Provincial Departments of Education and the Dominion Bureau of Statistics, and it is expedient that the education statistics for primary and secondary schools under public control should continue to be collected by these Departments while the Dominion Bureau of Statistics, as possessing an expensive battery of tabulating machinery adequate to the work, should undertake the compilation of such statistics when collected, as well as the collection and compilation on a comparable basis of the statistics of primary and secondary private schools and of institutions of higher education, where this is not already done.

RESOLUTION No. 6.—Resolved that in securing education statistics on a Dominion-wide basis, chief attention should naturally be concentrated on the more general topics of educational statistics, such as statistics of the age, sex, and degree of advancement of pupils, school attendance, teachers' qualifications, experience and salaries, subjects taught, together with the revenue and expenditure, and the assets and liabilities of school systems.

RESOLUTION No. 7.—Resolved, that the schedule submitted by the Education Division of the Bureau of Statistics be recognized as in conformance with the purport of the last resolution, and that, as amended by this Conference and subject to the understanding here arrived at, they be accepted as furnishing the basis satisfactory for a Dominion-wide statistical survey of education, and that the adoption of these forms be recommended by this Conference to the Provincial Departments of Education.

RESOLUTION No. 8.—Resolved, that this conference express its appreciation of the action of the Department of Labour and of the Bureau of Statistics in arranging for representatives of the various provinces to discuss together the many matters of mutual interest which have been brought before us.

At the close of the conference the delegates visited the extensive plant of the Bureau of Statistics and examined the efficient tabulating machine and other devices for compiling statistics.

Those in attendance were very pleased with the success of the conferences, and many beneficial results are expected in both branches of the educational work.

## THE WORKERS' EDUCATIONAL ASSOCIATION

### Movement for higher education of workers in Canada, and in other countries

IN the LABOUR GAZETTE of February, 1919, there appeared an article by Professor R. M. MacIver on the Workers' Educational Association in Canada, in which an account was given of the formation of the Workers' Educational Association of Toronto and District, the outgrowth of a movement originating in the United Kingdom a few years before the war. The Association has recently commenced its third session with classes in Economics, Political Philosophy, Psychology and Logic, English and Rhetoric, and Public Finance. About 100 attended the organization meeting held on October 14. A leaflet issued by the Association contains a synopsis of the various studies taken up last session. The course in Economics conducted by Professor R. M. MacIver dealt with the various theories of value, and their application to wages, rent, interest, etc. This was succeeded by a discussion of the relation of the state to economic conditions. Finally, the meaning of national wealth, and the influence of wealth on welfare were studied. The study group of English Literature, conducted by Professor Pelham Edgar, dealt with the study of prose and poetry, with special attention to the writings of Shakespeare and Dickens. It also included rhetoric, and the students were taught the best use of words and how best to express their ideas. The essential features of grammar and composition were given to assist students in essay work. Mr. A. J. Glazebrook conducted the course on Public Finance. Included in this course was the early history of money; the slow process by which gold became an exact standard of value; experiments in paper expansion and the theory of money; the use of paper money; the Industrial Revolution and foreign trade; modern finance—national and international; and the coming of the great banks and the

machinery of exchange. In the group on Political Philosophy, conducted by Professor W. S. Milner, the study of Modern Political Thought was taken up, and Hearnshaw's "Democracy at the Crossways" was used as a foundation for reading and discussion. The study of Logic and Psychology, conducted by Mr. E. J. Pratt, took up the significance of perception, memory and imagination for the processes of belief and inference; factors that give rise to fallacious judgment; the personal equation; prejudices and prepossessions versus the scientific spirit; individual and mass psychology; relations of physical well-being to temperament and outlook, etc.; classification of people according to mental characteristics; psychological tests, their principles and application. Civic Administration was dealt with in a group conducted by Principal W. L. Grant. In the previous session Principal Grant had treated the political and economic development of Canada under the French and British regimes; last session he took up a study of the systems of municipal government in Great Britain, France, Germany, and the United States; using as textbook the works of W. B. Munro. The Ontario system was also discussed, with special reference to its working out in Toronto.

As may be seen by the above synopsis the education provided in these courses is not technical but cultural, the object of the Association being to provide for adult workers the opportunity to improve their education in the subjects of most enduring interest. The Association believes that methods can be devised for giving a real training in such subjects to men and women who, being engaged on their work during the day, can devote only some spare time at night to study and instruction. An elective commission establishes classes on subjects selected in accordance with the demands



of the workers. The class tutors are chosen for knowledge of the subject and for ability to teach. The work is carried on largely by discussion in which the class members are expected to take part.

The Association has the full endorsement and financial support of the University of Toronto, the District Trades and Labour Council, local trades unions, and the general public. Its executive control is vested in these bodies, together with representatives from the general membership.

An application is understood to have been received from Hamilton requesting the inauguration of the same sort of University extension work there, and labour organizations of Ottawa are taking steps in the hope of making arrangements for similar classes.

A plan was also laid before the Senate of the University of Alberta, in September, for the formation of night classes in economics, history, and other subjects in Calgary, Edmonton, Medicine Hat and Lethbridge, and in the Drumheller and Crow's Nest districts, during the present scholastic year.

#### Similar movements elsewhere

Colleges for the instruction of members of trade unions along similar lines

are being established by trade unions of Pennsylvania at Philadelphia, Pittsburgh, Reading, Eaton, Altoona and Harrisburg. They will be supported by nominal tuition fees and by the unions of the city where they are located. The Trade Union College of Philadelphia opened on October 4.

An educational department has been organized by the Amalgamated Clothing Workers of America under the direct supervision of the General Office of the Union. New York has been made the headquarters of the department, and it will take in every important clothing centre where the union is established. Courses will be offered in various languages in accordance with the desire expressed by the members. The services of many prominent educationalists of New York have been obtained for the coming winter.

A labour university has recently been created at Frankfurt, Germany, for the purpose of fitting workmen and small office holders to become political leaders, heads of unions or co-operative societies, or secretaries of labour organizations. Operating expenses have been guaranteed by the German government.

A workers' education movement in Belgium is dealt with in a separate article.

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### WORKERS' EDUCATION IN BELGIUM

**T**HE Belgian Central Board for Workers' Education, "the most comprehensive undertaking for the education of the workers by the workers, and for the purposes of the labour movement itself, that has been made in any country of Europe," is described by Henry de Man in an article in *The Survey* of New York. The Central Board is the joint enterprise of the Belgian Labour Party, the labour unions, and the co-operative societies. Its inception was due to the labours of Emile Vandervelde,

the well-known socialist leader, whose schemes for workers' education about ten years ago engaged the interest of Ernest Solvay, the millionaire philanthropist and social reformer, and resulted in the formation of a board of representatives of the three bodies in 1911, supported by substantial subsidies from M. Solvay.

The directors of the new "Centrale d'Education Ouvrière" decided soon after its inception to reserve all its financial resources for administrative purposes on a national scale, rather than to

dissipate them on local efforts. They believed that under the stimulus of a central body the local labour organizations would themselves be induced to devote part of their funds to educational undertakings. Thus the rule was made that schools must be self-supporting or in charge of local organizations financially independent. This policy has been fully justified by results, and at the present time, it is said the budget of the Centrale represents only a small fraction of the total amount of money now spent by the labour organizations for educational work all over the country; moreover, the Centrale itself no longer depends on the original Solvay fund, but now derives more than two-thirds of its own income from voluntary subscriptions from the national labour organizations.

The purpose of the Centrale, according to its constitution, is "to develop and co-ordinate all institutions that aim at providing the workers with such knowledge and qualities as will facilitate their emancipation as a class in every field." Accordingly, although general education might tend towards such emancipation, the function of the schools is not to promote public education at large, but education with conscious aims in sympathy with the labour movement. In other words the Centrale is not a philanthropic but a "class institution of the labour movement for the labour movement." Its board is composed of three annually elected representatives of each of the three great labour organizations named above, together with one delegate of the Socialist Young People's Federation.

The work of the Centrale is divided into departments dealing respectively with school administration, lectures, libraries, information, moving pictures, and travelling scholarships. The most important part of the whole organization, however, is the local or district committee of workers' education, which administers the labour or "socialist" schools. These schools or classes are conducted on the following lines: The pupils are nominated in a given proportion by local labour organizations, which pay a share of the cost, and are kept in-

formed of the attendance of their pupils; pupils are limited in number to about 30. The curriculum consists of a series of discourses extending over several weeks on some subject connected with the labour movement. The teachers are appointed and paid by the Central Board. Since the war the school system has been reorganized into three degrees, namely, the elementary local schools, the district and the national schools. For the local schools a standard course is set for each year, the course for the present year consisting of a general introduction to the principles of the labour movement in nine lessons, entitled (1) Production in the past; (2) The birth of capitalism; (3) The concentration of industries; (4) The workers and the industrial system; (5) Trade unionism; (6) The organization of a trade union; (7) The co-operative movement; (8) Political action by labour; (9) The conquest of power. Specialized teaching is left to the district and national schools, to which the aptest pupils are sent from the elementary local schools. The national schools provide instruction in some special subject, such as unionism, co-operation, socialism, or municipal government, the pupils being assembled for a few weeks at Brussels or some other centre. A permanent national school, however, with facilities for a six months' course is now being organized for the coming winter. Records of every pupil are kept by the Centrale, and frequent conferences are held between teachers and other officials for the purpose of improving the educational system in the light of experience. The main aim is to awaken the pupil's intellectual curiosity and to enable him to generalize from his own experience. The pupils are trained in self-expression, the use of note-books being discouraged, while full encouragement is given for the use of original sources in the library. No examination test of knowledge is made at any stage beyond general discussions between teacher and pupils in the course of instruction. Some of the best teachers, Mr. de Man says, are self-taught workmen, who can adapt themselves to the

mentality of their fellow-workers. The present director, or general secretary, of the Centrale, for instance, was an iron-moulder before he became a teacher of economics in a village high school, where the Centrale found him. At the permanent national school, which opens in Brussels this year, the pupils are enabled to make an original contribution to the work of the school by "lending themselves" for a part of each day to a co-operative society, trade union, or labour newspaper, the money thus earned being used to defray the cost of their schooling.

Other activities of the Centrale in-

clude an extension service to provide lecturers on various educational subjects (exclusive, however, of propaganda, which is left to the political organizations); an art section conducted by local and district committees, which organizes tours of theatrical companies, musicians and other artists; the maintenance of a Central National Library, already containing about 60,000 works, mostly on socialism and the international labour movement. The Centrale further administers a privately subscribed fund providing travelling scholarships to selected pupils of the national schools.

### INDUSTRIAL COUNCILS IN BELGIUM

IN a recent issue of *The Survey*, Mr. Henry de Man of Belgium gives an interesting account of the system of Industrial Councils in Belgium which the writer declares has proved to be the most essential of all the means to bring about the economic rehabilitation of the country. This opinion is confirmed by Mr. H. H. Morgan, United States Consul General for Belgium, who reports as follows: "National committees, so called, [industrial councils] made up of employers and employees and including representatives of the Ministry of Labour, have been so successful in settling labour disputes in Belgium that they are being formed in increasing numbers in various industries. They were exceptional in Belgium before the war. Union labour, which first regarded them with distrust, now favours them. . . . These committees were created on the initiative of the Government to study the conditions of labour, and their decisions are applicable to particular industries throughout the entire Kingdom. Strikes in important manufacturing industries, such as the glass, iron and steel, and other industries, have been avoided by these committees, and their institution

is deemed by employer and employee to mark a considerable advance in settling the problems of both."

These industrial councils are an outgrowth of the conditions prevailing after the armistice and their functions were evolved out of industries themselves, receiving recognition from the State as their powers developed. All the government was asked to do was to nominate officers of the Department of Industry and Labour as impartial chairmen, and provide the necessary secretarial staff to record and publish the decisions. Before the war, collective agreements were confined to local arrangements in minor industries, but now collective bargaining with the unions is the rule everywhere. This is attributed to the alteration of the balance of power between capital and labour, trade unionists having recently increased enormously in numbers. It is stated that in one year their membership grew by about 400 per cent, and that in the chief industries close to 100 per cent of the labour is unionized. National industrial councils are now regulating labour conditions in the following industries of Belgium: mining, metallurgy, mechanical industries, building trades, structural wood and furniture, glass, gas and electricity, street railways and the port of Antwerp (dockworkers, etc.).



All these councils have been given a legal status. In most of the other industries there are permanent joint boards of the employers' and labour organizations for the fixation of labour conditions and the settlement of disputes, but their constitution has not yet been legalized.

A description is given in Mr. de Man's article of the organization of the National Council of Mines, the most important of all, as typical of the rest. This council was instituted by Royal Decree on April 18, 1919, to examine the demands of the miners with regard to the establishment of the eight-hour day. After it had enlarged itself into an organization for the settlement of all labour conditions in the mines, it was given a permanent status by Royal Decree on January 24, 1920, "to arrive through the co-operation of delegates of the coal operators' and miners' associations, at a peaceful settlement of all questions that concern the working of the mines." The national council consists of ten employers, nominated by the coal operators' association, ten delegates of the workers and two representatives of the Departments of Industry and Labour, who act as chairman and secretary respectively without a vote. The workers' representatives are appointed by the two industrial unions in proportion to their membership, the Socialist union having eight and the Christian (Roman Catholic) union having two. The National Council fixes the hours of labour (within the limits of the eight-hour law), the wage scale and general labour conditions, to make them apply uniformly to the six coal districts. The government pays the expenses of the council's meetings and officers. The National Council has instituted three groups of local bodies for the settlement of local disputes, six district councils, local councils for each concern working connected pits, and permanent workers' committees for each pit. The district council comprises twelve members, six being representatives of the operators of the district, and six being miners working in the district, or union officials living there, and also two chairmen and two secretaries, one worker and

one operator each. These councils deal with disputes of local importance referred to them by the pit councils and with demands of district organizations. By agreement no strike or lockout will be called unless the dispute has been laid before the district council for settlement by conciliation, but the council is given only seven days in which to effect a settlement. The local councils are formed of representatives of the operators working a mine or a group of pits in a single locality and of the workers' committees of the industrial pits. They are given three days in which to effect a settlement of the local disputes referred to them, after which the case, if not settled, must be submitted to the district council. The pit committee, of which there is one for each pit, consists of six members, three active and three alternatives elected by secret ballot, two being elected by the underground day shift, two by the underground night shift, and two by the surface workers. The right to vote is limited to workers over twenty-one years of age and employed for at least one month by the same company. Only voters of 30 years and over, employed for more than six months by the same company and actually working at the pit are eligible as candidates. No candidates can be elected unless their names are presented by a labour union or by a group of unorganized workers representing at least ten per cent of the voting strength of the pit. The delegates are elected for two years. These councils have supplanted various other schemes which had been attempted by the government or by private employers. Councils of industry and labour had been established by the government many years ago, but they failed because their members, both employers and workmen, were elected by general vote in special industrial elections, so that the employers' and workers' organizations as such were not represented. It was felt on both sides that there was no real guarantee for the execution of joint agreements unless they were arrived at by direct representatives of the employers' and workers' unions, which were

thus made morally responsible for their observance. Many attempts had also been made by employees since the middle of the nineteenth century to create an outlet for the workers' desire to participate in the fixation of labour conditions while keeping them out of the unions. But all the factory councils and shop committees failed both to create durable harmonious relations within the individual enterprises and to stem the general tide of unionism. It was only, Mr. de Man claims, after a great majority of the workers had organized into powerful unions, formed along industrial and not craft lines, that a real beginning was made with giving them a share in determining what their labour conditions should be; also it was only after the unions had been given such a minimum

share in the control of industrial conditions that they advocated not only willingness to work but also willingness to reach a high output. The principle that the interest of the community and of the workers who form its majority, requires an increasingly high level of productivity, and that every encouragement should be given to any method that will increase the economic result of a given human effort, is now the generally acknowledged doctrine of the Belgian labour movement. The recent Belgian experience shows that strong industrial unions, genuine collective bargaining, a guaranteed minimum wage, and organized representation of the workers in industrial councils, create conditions under which it is possible to interest the workers in the results of production.

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### PROPOSAL FOR THE "DECASUALIZATION" OF BRITISH DOCK LABOUR

IN a recent issue of the LABOUR GAZETTE (April, 1920), reference was made to the "decasualization" of labour as a feature of the Manchester Building Trades Guild scheme. The Transport Workers' Federation of Great Britain have now placed before the waterside employers a scheme suggesting "industrial maintenance," or the provision by the industry as a unit for all the workers engaged in it, whether there is regular work available for them or not. The basis of the scheme, as described in the *New Statesman* is that every docker who presents himself regularly for work should be guaranteed a minimum weekly income of £4—that is, five days' pay at the national minimum rate of 16s. a day. This guarantee would be given, and the amount paid, not by any single employer, but by the industry as a whole, and the expense would be met by a levy spread over the whole industry. This levy, the Transport Workers propose, should take the form of a charge of 4d. per ton on all merchandise handled. The scheme is estimated as

likely to cost about £2,500,000 yearly, this calculation being based upon an average rate, for employment and under-employment, of 10 per cent. The proposal implies the pooling of labour resources and the registration of all recognized dock labour. To this end it is suggested that a system which was tried at the Liverpool docks a year or two before the war, be revived, and that clearing houses be established at each port, manned however, not by ordinary Employment Exchange officials, but by men with practical knowledge of dockwork. Each docker would report weekly at his clearing house and be allocated to his job as required; there also he would draw his pay, or have the deficiency made good, the clearing house having its account with each employer at the port. At the present time, as the result of the findings of Lord Shaw's committee, the dockers' national minimum wage is 16s. a day. This advance in wages, however, was largely neutralized, it is said, by the increased irregularity of employment which accompanied it.

## PROPOSED AMENDMENTS TO BRITISH WORKMEN'S COMPENSATION ACT

### Report of Departmental Committee on Act of 1906

#### INSURANCE.

**A** DEPARTMENTAL Committee of the British Home Department was appointed in May, 1919, "to inquire into the working of the present system of the payment of compensation for injuries sustained in the course of employment, and to consider and report whether it would be desirable to establish a system of accident assurance under the control or supervision of the State; and to report, further, what alterations of the law will be required to remedy defects which experience has disclosed or to give effect to their recommendations." (See LABOUR GAZETTE, August, 1919, page 868.). The committee's report, recently issued [Cmd.816] reviews the Workmen's Compensation Act of 1906 in the light of experience of its operation during twelve years, and recommends a number of changes suggested by the evidence of witnesses representing trades unions, employers' associations, chambers of commerce, county court judges, the British Medical Association, insurance and friendly societies and government departments. Information was also obtained by means of questionnaires addressed to the governments of the British Dominions and of many foreign states, as to the practice of workmen's compensation abroad, for, as the report points out, "the idea that a workman injured in his employment should be entitled to compensation irrespective of any question of negligence, revolutionary in 1897, and still novel in 1906, has by 1920 achieved world-wide acceptance;" forty-two of the forty-eight states of the American Union, all the British Dominions, and several other countries including Russia (in 1913), Portugal and Japan, have enacted legislation based on this principle. The provision of the Act of 1906, which came into force on July 1, 1907, were outlined in the LABOUR GAZETTE for August 1907 (page 189).

The first recommendation of the Committee relates to the system of insurance of employers against financial liability connected with industrial accidents or diseases. The existing system is one of voluntary organization based on private enterprise, employers availing themselves of the insurance offered by regular insurance companies, forming themselves into Mutual Associations, or carrying their own risks, the latter class being known as "self-insurers." The committee was required to ascertain whether the existing voluntary system could be improved by introducing a new system of accident assurance under the control or supervision of the State.

Three alternative methods were considered in this inquiry; (1) The establishment of a State fund, either having a monopoly of workmen's insurance or in competition with private companies; (2) The organization of a state system of mutual insurance; (3) State control of the rates, expenses and profits of insurance companies.

The monopolistic, sometimes called the "German" plan as following the German Accident Insurance Law of 1911, is favoured in the several American states. In Canada and Australia also, the first Workmen's Compensation acts followed the British plan, but most of the Canadian statutes have recently been remodelled on the lines of a state monopoly.\* The evidence satisfied the Committee that—

1. Insurance with an insurance company or a mutual association is a popular medium among employers for covering compensation risk.

\*See LABOUR GAZETTE. August, 1920, pages 1012-1020



2. Employers generally have a preference for private enterprise rather than state management.

3. Employers believe that administration by the State must necessarily become rigid and slow, and that owing to the lack of competitive interest it may easily become inefficient and expensive.

4. The administration of the Act necessarily involves many disputes of law and fact, and it is not desirable for the State to enter a sphere of administration involving disputes with workmen which frequently become the subject of litigation.

5. The workmen's representatives, while strongly in favour of a State scheme, were emphatic in their opposition to any proposal that they should be called up to contribute to a State fund, even for the purpose of providing additional benefits.

The defects of the existing system are declared to be (in the case of insurance companies) the absence of sufficient protection for the employer against excessive premiums; in the case of mutual associations the absence of any guarantee that sufficient monies are laid aside from year to year to meet liabilities; and in the case of "self-insurers," the possibility that the employer will be unable to meet a workman's claim for compensation. "We are of opinion," the Committee declare, "that these defects can be largely remedied without resort to a State system of insurance, though not without the introduction of a certain measure of State control." They therefore recommend that the present system of insurance continue, subject to the following modifications:—

State supervision of rates of insurance companies with a view to the reduction of their expenses and profits in workmen's compensation; not more than 30 per cent of the premium income to be expended in profits, management and commission; the maximum rates of premium to be approved or fixed by the proposed new Government Commissioner (whose duties are described below); mutual associations to be placed under

the same obligations as insurance companies as to setting aside funds, furnishing returns, etc.; every employer (other than the Crown, a public authority, a statutory company, or a householder in respect of domestic servants) to be required to insure against workmen's compensation risks (no point in the inquiry, the report states, was more strongly supported by evidence than the proposal to adopt compulsory insurance); employers with an annual wage roll averaging more than £20,000 over a period of three years to be entitled to claim exemption from compulsory insurance upon compliance with prescribed conditions.

#### INJURIES COMPENSATED.

The injuries coming within the scope of the Act should continue, in the opinion of the Committee, to be those "arising out of and in the course of the employment," while the "industrial diseases" provided for should continue to be those specific to the employment. The committee recommend, however, that to simplify procedure, employer and workman be enabled to enter into a binding agreement as to payment of compensation for a scheduled disease without a certificate from the certifying surgeon.

#### PERSONS ENTITLED TO RECEIVE COMPENSATION.

Under the existing act the classes of persons excluded are non-manual workers in receipt of over £250 a year; casual labour employed otherwise than for the purpose of the employer's business; London taxicab drivers (on the ground that they are bailees of their cabs); and fishermen working on shares. The committee recommends that the Act be amended to include the following clauses:—(a) Non-manual workers receiving not more than £350 a year. (b) Casual workers in connection with any game or recreation where they are engaged or paid through a club (otherwise casual employment should remain as at present). (c) Taxi-cab drivers,

(d) Share fishermen in the trawler industry. (e) Share fishermen in the herring or other fishery to be brought within the Act by order of the Commissioner. (f) All persons ordinarily resident in the country who are employed or are travelling in the course of their employment on a British ship.

#### BENEFITS.

(1) In fatal cases the present law, in awarding compensation to the dependents, makes no distinction between widows with children and widows without children, but fixes the amount of benefit with regard only to the average earnings of the deceased. Thus in the case of a worker accidentally killed who had been employed for three years, a sum equal to his aggregate earnings during the three preceding years, but not less than £150 or more than £300, is paid in compensation; and in the case of a worker employed for less than three years the amount of benefit equals his average weekly earnings multiplied by 156, with the same limitations.

The committee suggests the amendment of the Act by the adoption of an important new principle according to which the amount of benefit would be based not on the former earning capacity of the deceased, but on the necessities of his dependents. "We are unanimously of opinion," the report says, "that the pressing need at the present time is that adequate provision should be made to secure that the children of a fatally injured workman should have a reasonable chance of developing into healthy and intelligent members of the community and that within proper limits all interests should be subordinated to the attainment of this object. With this end in view it will be necessary to adopt the principle of fixed benefits for the different classes of dependents without reference to the earnings of the deceased workman." The benefits proposed to be granted in fatal cases to total dependents are as follows:

(a) Where a widow is left, £250; (b)

Where children under 15 are left, a weekly allowance of 10s. for the first, 7s. 6d. for the second, and 6s. for every other child; these allowances to be provided by the payment into a central fund of £500 in every case of a workman dying and leaving a child or children under 15 years of age. (c) Where other total dependents are left in addition to the above, a further sum not exceeding £50. (d) Where total dependents are left not including widow and children under 15, the sum of £250. Compensation to partial dependents should be calculated on the amount paid by the deceased for their support, with a maximum of £250. Where any total dependents are left, no partial dependent other than the widow should be entitled to compensation.

Burial and medical expenses should be increased from £10 to £15.

(2) For total incapacity the committee recommend that the amount of compensation should be raised from 50 per cent to 66⅔ per cent of the average weekly earnings, with a maximum of £3. They rejected a suggestion that larger benefit should be granted to a worker with dependents on the ground that "if wages do not vary with the number of the workman's dependents neither should compensation," and that "a workman's domestic responsibilities are no concern of his employer." Witnesses on the employers' side claimed that 50 per cent, the existing amount of the award, placed the loss resulting from an accident equally on the worker and employee, but the report points out that the workman gets the worst of the bargain, inasmuch as he has to bear the pain and incur expenses connected with his illness. Malingering would not be encouraged by the raising of the benefit, the committee believe. "We are satisfied," the Committee state, "that the average workman is anxious to return to his work as soon as he is able and is not disposed to malingering." The proportion of 66⅔ per cent of average earnings is the highest allowed in any state. In Canada, the report states, the

usual percentage is 55 per cent.\* In the United States, the percentage ranges from 50 per cent to 66 $\frac{2}{3}$ %, but in several American states the payments for total incapacity are limited to a specified number of weeks ranging from 260 to 780.

(3) Partial incapacity is provided for under the present Act on the percentage basis, namely the proportion of wage loss resulting from the worker's disability. The committee suggests the designing of a well-considered disability schedule, for major injuries at least, in order to remedy the present "chaotic arrangement" which results in widely different awards being made for similar injuries at the arbitrator's discretion. As to the amount of compensation, they recommend that for partial incapacity the weekly payment shall (subject to the maximum limit fixed for total incapacity) be equal to two-thirds of the difference between the amount of average weekly earnings of the workman before the accident and the average amount which he is earning or is able to earn in some suitable employment or business after the accident. Provision is also suggested for cases where the rate of wages had advanced 20 per cent since the date of the accident, namely that the worker should in such an event be at liberty to claim compensation on the basis of the amount which he would have been earning had he received the benefit of such an advance; the employer to make a corresponding application in respect of a wage decrease.

The committee cannot recommend any compensation under the act for disfigurement irrespective of loss of earning capacity.

#### WAITING PERIOD.

The committee recommend that the waiting period should be three days, with no dating back, considering that to

grant compensation from the day of the accident would result in a vast number of trivial claims.

#### MEDICAL AND SURGICAL AID.

It is recommended that any medical and surgical aid in addition to the medical treatment available under the National Health Insurance Act should be provided for the injured workman at the cost of the employer under a comprehensive scheme to be worked out by the proposed Commissioner in co-operation with the Ministry of Health.

#### NOTICE OF ACCIDENT.

Employers should be required to post notices reminding the workers of the necessity of notification in the event of an accident; employers should also keep an "accident book" to which workmen should have access; and the defence of want of notice should not be open to an employer.

#### REVIEW OF WEEKLY PAYMENTS

Special provision is suggested for dealing with cases where a difference arises as to a workman's fitness for work, the onus of proof to rest in each case upon the employer.

#### COMMUTATION AND REDEMPTION.

Under the existing law the employer and workman may agree at any time to settle a claim for compensation by payment of a lump sum, an arrangement said to be popular with workmen. The committee recommend that this practice be still permitted subject to the approval of the County Court Registrar, who should have power to refuse to record the agreement on any grounds he considers sufficient and refer the same to the judge, special powers to be assigned to the Registrar in respect to all lump sum agreements; the Registrar to act as mediator in case of dispute, but the decision of the medical referee to be final;

\*NOTE.—The percentages allowed at the present time in the various provinces are given in the LABOUR GAZETTE, August, 1920, page 1018.



the Registrar further to have full discretion as to the application of lump sums for the benefit of minors.

#### MEDICAL REFEREES.

Medical referees are appointed by the Home Secretary for County Court Circuits (sheriffdoms in Scotland and counties in Ireland), over 300 referees having been appointed for the whole country. The committee suggests that the Medical Referee be empowered (subject to appeal to the Judge) to decide applications from either party and to take part in an enquiry before the judge; also that the whole-time medical officers to be appointed under the National Health Insurance Act should undertake the duties of medical referees under the Workmen's Compensation Act.

#### CONTRACTING OUT.

The right of the workmen to "contract-out" of the Act should be continued, subject to the assurance of the Chief Registrar of Friendly Societies that the scales of alternative compensation are as good as those of the Act, and subject also to the opinion of the certifying authority that the alternative scheme is not less favourable to the workman and his dependents than the provisions of the Act.

#### BANKRUPTCY OF EMPLOYER.

The amount of compensation to which priority may be given in the distribution of the assets of a bankrupt employer should be fixed at the full amount of the claim.

#### ACCIDENT PREVENTION.

The idea of the early advocates of Employers' Liability was to encourage

employers to adopt safer methods by making accidents expensive. Hitherto, however, the British Workmen's Compensation Acts have included no provision designed to encourage accident prevention, employers meeting their accident risks by means of insurance. The Committee recommend that the principle of safety promotion be restored by an amendment to the Act giving to the proposed commissioner power "to institute inquiries into the practicability of a system of discounts from normal rates in consideration of approved safety devices or provisions, in other words, a system of 'schedule rating,' and by agreement with insurance companies and mutual associations to prescribe a practical scheme."

#### PROPOSED COMMISSIONER.

The Committee, as stated above, approve the continuance of workmen's insurance through existing private enterprises rather than through a monopolistic State fund. They recommend, however, that state supervision should be exercised over the private or mutual agencies concerned by a new government official to be appointed by one of the Departments of State. This commissioner would undertake the collection of comprehensive returns as to compensation, and should be enabled to call for returns from all employers, insurance companies and mutual associations. He should further be required to prepare an annual report to be presented to parliament giving a resumé of the development of workmen's compensation during the year in other countries, and also containing recommendations for the amendment of the Act or for improvements in its working.

## NINTH BIENNIAL CONVENTION OF THE INTERNATIONAL BROTHERHOOD OF PULP, SULPHITE AND PAPER MILL WORKERS

THE ninth biennial convention of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers met at Ottawa on October 5-9. There were present some 130 delegates representing over 30,000 workers from Canada, Newfoundland, and the United States. The president, Mr. John P. Burke, occupied the chair. In addressing the convention he urged the workers to hold together in one organization. The creation of other bodies in the form of labour unions, he maintained, was only a detriment to the cause of organized labour, and by the formation of such bodies organized labour was only playing into the hands of capital, the manufacturers, and the employers. "A one hundred per cent organization," he stated, "will open the doors of any manufacturing concern either in the United States or Canada, to the representatives of organized labour." The One Big Union was condemned by several of the speakers, and

outlines were given of the benefits that had been derived from the International Brotherhood. Figures were cited which showed that in the year 1919 Canadian labour unions affiliated with the International had paid out \$617,324 to the parent body, and in return had received from the International \$835,740 in the form of sick benefits, strike pay and salaries for organizers.

Reference was made to the very great reduction in industrial accidents among paper makers since they had become strongly organized.

The following officers were elected for the next two years: President, Mr. John P. Burke, Fort Edward, N.Y.; vice-presidents, Mr. H. W. Sullivan, Creno, Me.; Mr. John Connelly, Palmer, N.Y.; Mr. Maurice Labelle, Hull, Que.; Mr. Ed. Launer, Oregon City, Ore.; Mr. T. J. McMahon, Iroquois Falls, Ont.; Mr. J. W. Taylor, Pejepscot, Me.; secretary, Miss Emily M. Myers, Rumford, Me.

## CONGRESS OF INTERNATIONAL FEDERATION OF MINERS

THE International Federation of Miners held a Congress at Geneva, Switzerland, on August 2-6, for the first time since the war. There were 148 delegates representing 2,500,000 miners of thirteen nations. A report of the Congress was published by the International Labour Office in "Studies and Reports, Series A. No. 7." The following motion with reference to the prevention of war

was carried unanimously: "The delegates of the International Congress of Miners, assembled at Geneva after the reconstitution of the Miners' International upon more living and active bases than before the war, resolve that: Whereas the International Federation of Miners, judging from past experience, can assure the peace of the world: Whereas the highly important question of peace

and war has been several times raised at meetings of the International Congress: Whereas the question of the general strike to prevent war has not been favourably received by certain sections of the International, and Whereas the monstrous war of 1914-18 would have been avoided had this measure been put into force: For these reasons, and to avoid a recurrence of such a crime which is a disgrace to the whole human race, the International declares itself ready to call a universal general strike in the event of an aggressive military policy on the part of any monarch or any government whatsoever."

In a discussion on the nationalization of mines, the principle of nationalization was generally accepted, but there were differences in the views of the methods to be followed to attain it. The following resolution was finally adopted: "This Congress, considering that nationalization or socialization is the only organization and method by which the life of the people can be assured, decides that the International Executive Committee shall meet within two months of the rising of Congress to consider the position of the nationalization campaign in each country. It gives to the Executive Committee from this moment full power to act by all the methods at its disposal, including the general strike, if that become necessary, so as to secure the rapid realization of nationalization in all countries. The national sections will report to the Executive Committee, which shall thus be able to keep abreast of the general situation and to decide upon the lines of action to be followed. If the Executive Committee consider it indispensable to have recourse to extreme measures, it shall in the first place assure itself by definite undertakings of the support of the various federated na-

tional sections which will have the duty of carrying out its decisions. The national sections should immediately prepare themselves for any eventuality so that they may be ready at all times to fulfil the decisions of the Executive Committee."

The following resolution advocating an International Coal Board was carried unanimously: "The Congress, considering the ill-distribution of fuel, ores and other materials and the speculation and intermediate profits which are given full opportunity in this as in all other spheres, considering also the misery which results from such a state of things, expresses the desire that there be constituted within a brief period an international office for the distribution of fuel, ores and other raw materials indispensable for the revival of a normal economic life, and requests that the International Labour Office should take into careful consideration this urgent demand put forward by the delegates of the International Federation of Miners, and entrusts to it the task of finding a remedy as early as possible, in accord with the Executive Committee of the International Federation of Miners and with the assistance of the various branches of the League of Nations."

Mr. Albert Thomas, Director of the International Labour Office, who was present, was invited to inform the Congress how that office could further the end aimed at by the resolution. He undertook to communicate the request of the Congress to the next meeting of the Governing Body of the International Labour Office. The terms of the resolution were subsequently communicated by him to the Economic Section of the League of Nations, and together with the observations of the League were laid before the Governing Body on October 5.



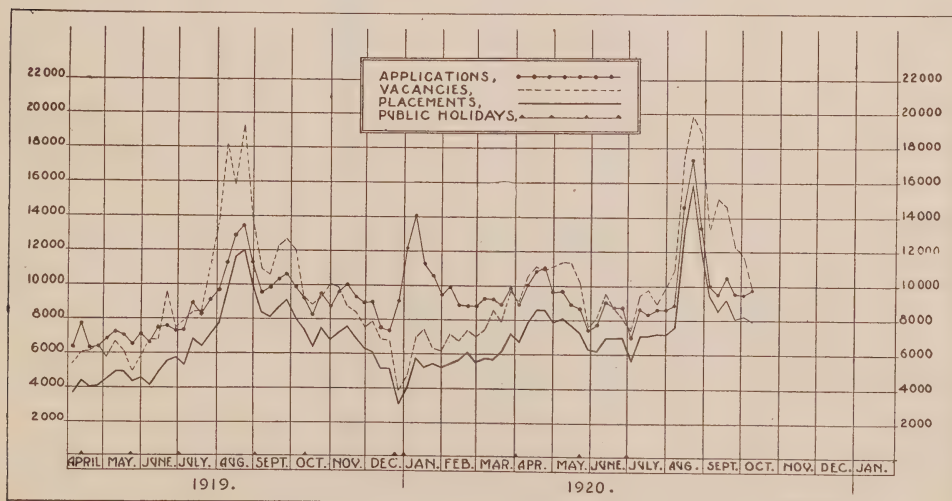
## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR THE FOUR WEEKS' PERIOD OF SEPTEMBER 13 TO OCTOBER 9, 1920

**R** EPORTS from Employment offices to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, for the four weeks' period of September 13 to October 9, show a decrease in the number of placements for the period under review as compared with the preceding period. The offices reported that 33,483 placements were effected during the period as compared with 46,310 during the previous four weeks, a decrease of 12,827. This decline was due very largely to the inevitable reaction from the heavy demand of the previous weeks for harvesters in the west.

During the period under review, regular placements by weeks were reported as follows: week ended September 18, 9,213; week ended September 25, 8,070; week ended October 2, 8,229; week ended October 9, 7,971. In addition,

6,490 casual jobs (employments for a duration of less than one week) were supplied and were reported by weeks as follows: week ended September 18, 1,719; week ended September 25, 1,473; week ended October 2, 1,581; week ended October 9, 1,717. Placements in casual work during the preceding period totalled 6,931, representing a decrease for this period of 441.

The accompanying chart shows graphically the number of applications, vacancies and placements, week by week, since the beginning of April 1919. The chart indicates that for the first week of the period under present review increases were reported in applications and placements, while during the remaining three weeks a downward tendency was shown by both curves. Vacancies showed a steady falling-off during the entire period, decreasing to



## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD SEPTEMBER 13 TO OCTOBER 9, 1920.

Office.	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Moncton.....	47	2	501	35	72	28	466	17	483	16	413	13
	47	2	501	35	72	28	466	17	483	16	413	13
<b>New Brunswick..</b>	49		536		100		483		499		426	
Hull.....	95	0	202	25	110	0	74	20	176	15	160	9
Montreal.....	155	20	644	88	104	22	534	76	520	65	472	50
Quebec.....	147	19	485	30	129	22	346	40	455	18	389	10
Sherbrooke.....	0	0	140	35	174	0	53	35	140	35	140	35
Three Rivers.....	33	2	110	10	181	3	153	5	68	10	65	5
	430	41	1,681	188	708	47	1,160	176	1,359	143	1,226	109
<b>Quebec.....</b>	471		1,869		755		1,336		1,502		1,335	
Belleville.....	0	0	132	8	0	0	132	8	132	8	132	8
Brantford.....	1	0	108	14	10	3	99	12	95	16	80	12
Chatham.....	0	0	443	0	0	0	424	0	434	0	397	0
Cobalt.....	1	0	189	0	328	0	188	0	170	0	166	0
Fort William.....	22	0	626	3	312	4	1,191	5	625	3	554	3
Guelph.....	80	11	180	10	104	509	183	4	179	7	91	3
Hamilton.....	40	48	592	136	94	200	768	170	596	83	550	49
Kingston.....	1	0	146	11	12	2	162	11	125	11	135	11
Kitchener.....	0	0	413	5	259	249	714	3	422	5	394	5
London.....	17	15	315	58	27	135	319	75	315	49	295	44
Niagara Falls.....	0	0	222	4	37	0	401	3	218	3	89	3
North Bay.....	0	0	361	0	2	0	361	0	361	0	316	0
Oshawa.....	0	0	65	2	308	0	174	2	61	2	61	2
<b>Ottawa—</b>												
Dalhousie St.....	13	0	142	0	15	0	73	0	142	0	126	0
Queen St.....	40	41	517	85	93	163	305	103	506	50	472	29
Pembroke.....	0	0	91	1	554	0	44	0	90	1	90	1
Peterborough.....	19	2	179	8	216	13	106	6	171	6	159	6
Port Arthur.....	4	0	894	4	173	5	924	7	896	3	583	3
St. Catharines.....	3	1	441	25	84	4	503	19	470	18	411	18
St. Thomas.....	0	0	102	6	90	9	145	9	94	4	91	2
Sarnia.....	0	0	145	1	6	0	145	1	143	1	143	1
Sault Ste Marie.....	0	0	1,024	8	288	0	1,047	8	673	8	673	8
Sudbury.....	0	0	1,655	8	75	0	1,874	8	1,654	8	680	8
Timmins.....	0	0	442	0	0	0	440	0	442	0	164	0
<b>Toronto—</b>												
45 King St. W.....	578	217	2,416	1,185	341	970	1,635	1,299	1,476	539	1,082	468
47 King St. W.....	0	0	1,158	0	200	0	165	0	165	0	896	0
Windsor.....	11	1	613	23	29	1	499	27	505	21	583	20
	850	326	13,611	1,605	3,657	2,267	13,621	1,780	11,160	846	9,414	704
<b>Ontario.....</b>	1,166		15,216		5,924		14,801		12,006		10,118	
Brandon.....	8	7	447	41	232	63	424	41	450	37	404	26
Dauphin.....	0	0	93	0	66	0	76	0	.....	0	93	0
Portage la Prairie.....	1	0	449	28	115	23	360	21	519	39	382	23
The Pas.....	0	0	59	4	19	0	1260	5	55	4	47	4

REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD SEPTEMBER, 13, TO OCTOBER 9 1920-(Con.)

Office.	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements reported during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Winnipeg—</b>												
220 Bannatyne Ave.	35	0	878	0	381	0	1,866	0	850	0	719	0
179 Henry Ave.	0	0	1,379	0	634	0	2,038	0	1,379	0	1,379	0
439 Main St.	13	13	2,066	87	422	0	1,499	47	2,014	32	2,010	32
210 Montreal Trust.	0	240	0	172	0	183	0	136	0	143	0	74
216 Bannatyne Ave.	0	76	0	473	0	160	0	514	0	456	0	355
	57	336	5,371	805	1,669	429	7,523	764	5,267	711	5,034	514
<b>Manitoba.....</b>	393		6,176		2,238		8,287		5,978		5,543	
Estevan.....	5	0	208	10	520	14	165	2	215	10	109	10
Moose Jaw.....	52	12	1,055	51	599	22	1,295	89	1,017	47	954	39
North Battle ord.	1	0	122	6	96	9	361	7	122	6	70	4
Prince Albert.....	2	1	150	5	164	7	1,299	4	148	4	123	3
Regina.....	14	5	1,286	127	1,166	57	1,771	185	1,281	123	920	99
Saskatoon.....	47	12	2,335	111	2,119	89	3,496	186	2,195	115	1,961	96
Swi t Current.....	2	2	799	15	581	19	1,170	23	804	15	685	9
Weyburn.....	0	0	112	4	63	4	97	3	110	4	105	4
Yorkton.....	3	0	521	5	112	7	638	5	420	5	291	4
	126	32	6,588	334	5,420	228	10,292	504	6,312	329	5,219	268
<b>Saskatchewan...</b>	158		6,922		5,648		10,796		6,641		5,487	
Calgary.....	75	102	3,053	366	745	311	3,526	366	3,041	299	2,936	232
Drumheller.....	13	2	347	47	753	0	544	38	182	19	193	20
Edmonton.....	88	23	2,479	448	1,161	94	2,893	545	2,370	418	2,144	394
Lethbridge.....	0	0	489	25	422	0	412	25	489	25	413	25
Medicine Hat.....	1	0	239	28	59	7	257	28	235	27	235	27
	177	127	6,687	914	3,140	412	7,632	1,002	6,317	788	5,921	698
<b>Alberta.....</b>	304		7,521		3,552		8,634		7,105		6,619	
Cranbrook.....	2	0	115	1	231	3	112	1	113	2	86	1
Fernie.....	0	0	52	0	51	0	69	0	52	0	42	0
Grand Forks.....	0	0	54	0	36	0	48	0	55	0	33	0
Kamloops.....	8	0	185	30	67	0	158	25	172	24	113	20
Kelowna.....	1	0	20	12	0	0	20	16	20	12	20	12
Nanaimo.....	15	0	80	0	100	0	61	0	67	0	59	0
Nelson.....	28	6	189	9	371	3	171	5	158	3	127	2
New Westminster....	36	0	218	12	10	3	164	12	169	12	127	2
Prince George.....	0	0	54	0	0	0	57	0	54	0	49	0
Prince Rupert.....	7	0	353	0	197	0	430	0	341	0	313	0
Revelstoke.....	2	0	98	0	60	0	109	0	99	0	33	0
Vancouver—												
Dunsinuir.....	120	29	541	346	4	17	269	220	373	261	332	236
Powell.....	107	0	1,996	0	537	0	1,650	0	1,947	0	1,887	0
Vernon.....	4	0	210	47	134	24	240	39	210	47	180	32
Victoria.....	549	25	455	140	0	33	137	118	190	105	168	76
	879	60	4,620	587	1,798	83	3,695	436	4,020	466	3,569	381
<b>British Columbia</b>	939		5,217		1,881		4,131		4,486		3,950	
	2,546	93	38,779	4,478	16,664	3,494	43,789	4,679	34,918	3,299	30,796	2,687
<b>Total for Canada</b>	3,480		43,457		20,158		48,468		38,217		33,483	



a point where vacancies and applications, or the demand and supply, were about equal. On the whole, however, a higher level was maintained during the period than during the corresponding weeks of last year.

The preceding table presents in some detail the work of the offices for the four weeks' period ended October 9. It will be observed that at the beginning of the period (Sept. 13), there were 3,480 applicants unplaced, of whom 2,546 were men and 934 were women, as compared with 3,086 men and 1,202 women, a total of 4,288 applicants unplaced at the end of the four weeks' period. The number of vacancies remaining unfilled on Sept. 11, totalled 20,158, of which 16,664 were for men and 3,494 for women. This compares with 14,887 vacancies for men and 3,014 vacancies for women, a total of 17,901 vacancies unfilled on October 9. When compared with the corresponding period of last year it will be of interest to note that the total number of applicants unplaced on October 11, 1919, was 6,910, and the number of vacancies unfilled, was 23,637. During the period under review (September 13 to October 9) the number of applications registered at the offices totalled 43,457, of which 38,979 were men and 4,478 were women, while the number of vacancies notified by employers to the Service was 43,789 for men and 4,679 for women, a total of 48,468. This represents an excess of vacancies over applications of 5,011, as

compared with a similar margin during the preceding four weeks' period of 11,983, indicating a closer approximation of demand and supply than in the preceding period. The report indicates also, that placements in regular employment numbered 30,796 for men and 2,677 for women, as compared with 42,905 for men and 3,405 for women reported during the preceding four weeks' period.

#### CHRONOLOGICAL SUMMARY.

The following table gives in summary form, by provinces, a record of placements from March 1, 1919, to October 9, 1920. As has been indicated in previous issues of the LABOUR GAZETTE, regular placements refer only to those applicants for whom employment found was likely to be of more than one week's duration, while casual placements refer to those applicants for whom employment found was likely to be of less than one week's duration. The summary shows that the number of placements in regular employment from the beginning of the record until October 9, was 569,245, or a weekly average of 6,777. The number of casual placements for the same period totalled 101,214 or a weekly average of 1,205. The number of applications for regular employment made during the period totalled 764,581 or a weekly average of 9,102, while the number of vacancies for regular positions notified by employers to the Service totalled 780,430 a weekly average of 9,291.

## CHRONOLOGICAL SUMMARY OF PLACEMENTS MARCH 1919 TO OCTOBER 9, 1920.

CHRONOLOGICAL SUMMARY OF PLACEMENTS WHICH TOOK PLACE DURING 1919													
Week Ended.	REGULAR PLACEMENTS.									Canada.			Casual Placements. Canada.
	P.E.I.	Nova Scotia	New Brunswick.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Men.	Women.	Total.	
1919													
Mar. 1—29.....		109	101	380	3,522	566	1,234	1,331	1,377	7,368	1,252	8,620	1,058
Apr. 1—26.....	43	330	571	501	5,566	1,731	2,229	2,428	2,797	14,807	1,389	16,196	1,416
Apr. 28—May 24	178	517	775	1,572	7,106	1,327	2,026	3,098	2,178	17,456	1,321	18,777	1,953
May 26—June 21	175	612	915	1,683	8,108	1,269	2,322	2,087	1,994	17,769	1,396	19,165	1,760
June 23—July 19	119	606	1,238	1,655	8,312	3,898	2,781	2,440	3,203	22,215	2,157	24,372	2,564
July 21—Aug. 16	125	496	1,201	2,558	9,430	10,037	5,179	3,469	3,827	34,461	1,861	36,322	3,633
Aug. 18—Sept. 13	106	577	1,077	2,845	9,443	10,277	6,633	3,826	3,828	36,909	1,703	38,612	4,991
Sept. 15—Oct. 11	109	655	1,064	2,719	9,386	8,049	4,013	3,651	3,697	31,790	1,553	33,343	4,994
Oct. 18.....	19	100	293	604	1,994	1,066	731	871	761	6,102	337	6,439	1,248
" 25.....	21	135	244	665	2,175	1,811	740	1,036	709	7,187	349	7,536	1,634
Nov. 1.....	45	144	352	531	2,195	1,098	823	1,019	636	64,57	386	6,643	1,485
" 8.....	85	155	306	603	2,306	1,296	909	792	793	6,849	396	7,245	1,425
" 15.....	58	152	293	698	2,144	1,880	860	690	846	7,186	435	7,621	1,247
" 22.....	44	119	311	723	2,308	1,022	768	816	838	6,511	438	6,949	1,450
" 29.....	61	173	283	621	2,106	821	738	680	880	5,936	427	6,363	1,310
Dec. 6.....	23	155	240	585	2,148	825	635	586	955	5,745	407	6,152	1,308
" 13.....	29	97	252	466	1,927	589	480	538	758	4,803	333	5,136	1,250
" 20.....	32	156	249	429	1,695	495	481	566	975	4,671	407	5,078	1,191
" 27.....	2	72	122	241	1,046	417	318	416	469	2,940	163	3,103	1,029
1920													
Jan. 3.....	13	115	147	328	1,454	502	377	493	700	3,852	277	4,129	954
" 10.....	9	118	222	479	2,301	592	479	625	983	5,345	463	5,808	1,047
" 17.....	14	113	203	516	2,138	529	434	470	852	4,894	375	5,269	1,152
" 24.....	11	104	202	768	1,933	637	387	457	959	5,026	432	5,458	1,423
" 31.....	3	70	154	709	1,934	582	331	553	882	4,807	411	5,218	1,029
Feb. 7.....	9	113	222	675	1,975	601	295	599	992	5,057	424	5,481	1,280
" 14.....	6	107	217	707	2,183	565	252	644	1,010	5,293	398	5,691	1,198
" 21.....	16	77	222	855	2,100	732	368	591	1,171	5,710	422	6,132	1,256
" 28.....	14	114	176	700	1,996	597	348	562	1,097	5,154	450	5,604	1,250
Mar. 6.....	16	131	200	589	1,966	714	383	578	1,215	5,344	448	5,792	979
" 13.....	12	103	175	565	1,987	721	383	613	1,148	5,233	474	5,707	1,238
" 20.....	13	142	187	533	2,236	834	375	592	1,282	5,709	485	6,194	1,362
" 27.....	17	138	152	674	2,437	993	619	780	1,392	6,656	546	7,202	1,608
April 3.....	42	87	212	600	2,299	800	904	720	1,113	6,265	482	6,747	1,346
" 10.....	21	102	294	597	2,468	1,186	820	889	1,506	7,358	525	7,883	1,418
" 17.....	20	142	268	628	2,868	1,440	832	957	1,475	8,015	615	8,630	1,650
" 24.....	44	177	516	640	2,560	1,585	894	940	1,333	8,068	621	8,689	1,774
May 1.....	39	58	560	2,570	1,396	923	1,057	1,364	7,410	557	7,967	1,971	
" 8.....	14	143	515	2,570	1,567	926	1,160	1,235	7,518	612	8,130	1,856	
" 15.....	20	100	467	2,456	1,143	802	1,210	1,518	7,208	508	7,716	1,937	
" 22.....	19	143	486	2,475	1,168	793	1,060	1,181	6,814	511	7,325	1,939	
" 27.....	16	116	416	2,347	874	685	749	1,108	5,804	507	6,311	1,696	
June 5.....	14	92	393	2,165	846	775	940	977	5,701	501	6,202	1,674	
" 12.....	17	151	405	2,453	954	900	895	1,192	6,404	563	6,967	1,870	
" 19.....	7	146	359	2,548	976	782	935	1,212	6,374	591	6,965	1,974	
" 26.....	1	87	388	2,548	830	807	918	1,460	6,348	691	7,039	1,566	
July 3.....	53	230	2,201	770	569	774	1,129	5,072	654	5,726	1,887		
" 10.....	82	224	2,610	965	755	1,303	1,169	6,400	708	7,108	1,818		
" 17.....	95	185	2,741	960	687	1,359	1,095	6,421	701	7,122	1,860		
" 24.....	80	240	2,611	1,062	683	1,385	1,206	6,607	660	7,267	1,737		
" 31.....	107	210	2,565	1,155	690	1,215	1,274	6,596	620	7,216	1,558		
Aug. 7.....	89	329	2,408	1,387	771	1,419	1,232	6,990	645	7,635	1,522		
" 14.....	93	227	2,593	4,586	2,925	1,489	1,337	12,547	73	13,250	2,019		
" 21.....	79	303	2,569	5,440	3,634	2,136	1,804	15,085	80	15,965	1,751		
" 28.....	69	364	2,416	2,666	2,445	2,400	18,63	11,098	115	12,223	1,733		
Sept. 4.....	83	280	2,471	2,047	1,525	1,992	1,201	8,843	756	9,599	1,795		
" 11.....	72	258	2,214	1,567	1,604	1,804	1,004	7,879	644	8,523	1,652		
" 18.....	88	331	2,537	1,711	1,477	2,037	1,032	8,476	737	9,213	1,719		
" 25.....	173	312	2,556	1,335	1,257	1,476	961	7,438	632	8,070	1,473		
Oct. 2.....	84	322	2,521	1,274	1,499	1,577	952	7,571	658	8,229	1,581		
" 9.....	81	370	2,504	1,228	1,254	1,529	1,005	7,311	660	7,971	1,717		
Total to date ..	1,524	7,550	16,020	38,846	179,401	99,991	71,549	74,222	80	528,872	40,373	569,245	101,211

## UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF SEPTEMBER, 1920, AS REPORTED BY UNIONS MAKING RETURNS

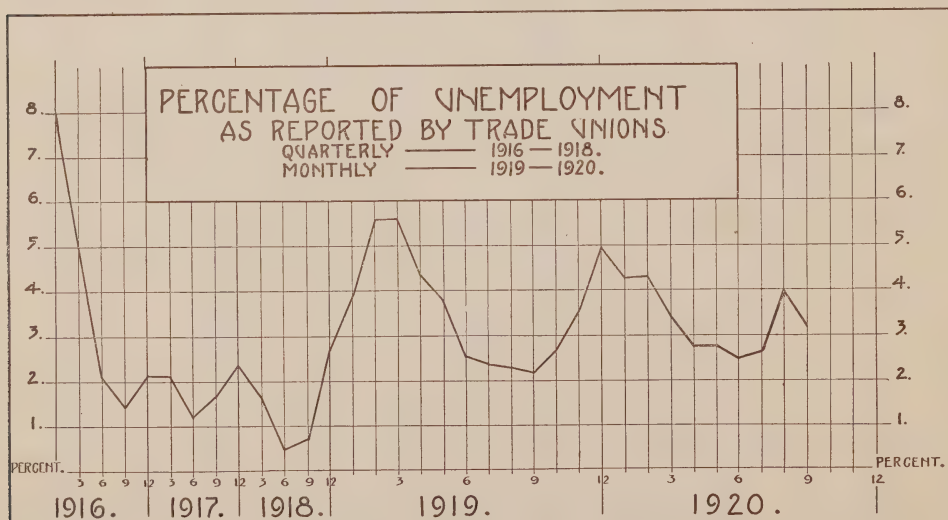
THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of September, 1920, and is based on returns received from 1,468 labour organizations with a total membership of 189,253. For all occupations reporting, 3.25 per cent of the members were unemployed as compared with 4.0\* per cent at the end of August, 1920, and with percentages of 2.19 in September, 1919, 2.72 per cent in September, 1918, 1.71 in September, 1917 and 1.47 in September, 1916. Unemployment as used here has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades or who are idle because of sickness or as the direct result of strikes and lockouts are not considered as unemployed. As the number of unions making returns varies from month to month with consequent variations in membership upon which the percentage of unemployment is based, it should be understood that the percentage of unemployment figures

have reference only to those unions reporting.

The chart following gives the curve of unemployment by quarters for 1916-17-18, by months for 1919 and to September of this year.

From time to time this has been analyzed in previous issues of the LABOUR GAZETTE, the last review, covering the period to June, appearing in the August issue on pages 1037-1038. A slight upward tendency in the curve manifested in July, as compared with June, was caused by slackening in the manufacturing group, particularly in the leather, boots, shoes and rubber industries, and also in navigation. Continued dullness in these lines, together with further slackness in the garment industry, made the curve mount to 4 per cent in August. While the situation in September improved somewhat in leather, this gain was more than offset by continued slackness in the garment industry. Improvement, however, was shown in transportation, especially in the navigation subgroup, longshoremen in British Columbia being especially affected. Some

\*Revised figures.





improvement was shown also in Building and Construction, due to the usual effort to complete contracts before winter.

That the percentage out of work at the end of September was slightly less than in the preceding month, as stated above, was due to there having been greater activity for workers in the transportation group, particularly for long-shoremen, and also in the building and construction group. Most of the increase in the percentage unemployed during September as compared with reports for the same months in previous years, occurred in the manufacturing and mechanical industries, largely in the clothing sub-group, but also in metals, machinery and conveyances.

Table 1 on this page summarizes the returns by provinces. Nova Scotia, Prince Edward Island, New Brunswick, Saskatchewan, Alberta and British Columbia reported declines in the percentage of unemployment in comparison with the figures for August and

also as compared with the returns for September of last year. In Quebec and Ontario, the percentages of idleness showed nominal increases as compared with the preceding month, but they exceeded those reported during September, 1919. In Manitoba, the number out of work was slightly larger than in August, but there was some improvement over September of last year.

The percentages reported unemployed in the different groups of industries are indicated in Table II on page 1524.

Unemployment in the manufacturing and mechanical industries, as reported by 362 unions having a combined membership of 51,525 persons, was more prevalent than at the end of August and also than in September of previous years, 8.80 per cent of the members having been out of work as compared with unemployment percentages of 7.74, 2.57, .96, 4.05 and .70 in August, 1920, September, 1919, September, 1918, September, 1917 and September, 1916, respectively. As mentioned above, most of this unemployment was registered by unions in the clothing subgroup, where the percentage reported out of work was larger than in any month for which returns have been received. Workers in metals, machinery and conveyances also were less fully employed than in August, and also than in September of previous years. Most of this slackness occurred in the vehicle industries and was reported largely in Ontario and British Columbia. In food, tobacco and liquors, the percentage out of work was slightly larger than in August, 1920, and September of 1919, 1918, and 1916, but there was some improvement over the returns for September, 1917. Workers in textiles, carpets and cordage, as reported by 9 organizations, continued to be busy, there being only a nominal percentage of idleness as compared with small percentages in the previous month, and in September, 1919 and 1916. The percentage of unemployment among pulp, paper and fibre workers showed a slight increase over those registered in August and in preced-

TABLE 1.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Month	Nova Scotia & Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Canada
Dec. 1916 . . . .	.36	.7	9.9	8.1	3.2	7.0	4.3	14.3	<b>8.01</b>
June 1916 . . . .	.49	.8	1.8	1.7	1.2	2.6	3.03	.53	<b>2.17</b>
Dec. 1916 . . . .	.74	1.05	3.6	.55	1.01	1.63	1.70	3.86	<b>1.25</b>
June 1917 . . . .	.25	.20	2.23	.94	.58	.25	.84	2.50	<b>2.42</b>
Dec. 1917 . . . .	2.64	3.07	2.96	2.44	1.07	2.41	1.55	3.05	<b>2.70</b>
June 1918 . . . .	.16	.27	.44	.37	.29	.18	.39	.70	<b>2.56</b>
Dec. 1918 . . . .	2.01	.42	3.46	2.95	1.31	2.15	2.07	3.81	<b>3.91</b>
Jan. 1919 . . . .	1.25	.84	4.07	4.64	3.62	5.73	1.97	5.20	<b>5.64</b>
Feb. 1919 . . . .	5.68	2.58	6.70	5.48	2.82	4.47	4.16	7.97	<b>5.91</b>
Mar. 1919 . . . .	2.41	2.93	6.93	5.65	1.20	5.31	5.56	8.05	<b>5.62</b>
Apr. 1919 . . . .	2.41	2.46	4.21	4.25	1.65	3.95	2.26	9.65	<b>4.38</b>
May 1919 . . . .	4.66	3.38	5.15	2.60	1.47	2.86	1.43	6.52	<b>3.33</b>
June 1919 . . . .	2.63	2.43	3.79	1.87	1.19	2.51	1.68	3.32	<b>2.57</b>
July 1919 . . . .	4.11	1.15	2.51	1.52	.92	2.77	1.90	5.82	<b>2.40</b>
Aug. 1919 . . . .	5.44	1.69	2.52	1.25	.81	1.95	1.09	5.81	<b>2.33</b>
Sept. 1919 . . . .	1.53	1.22	2.12	1.41	.73	1.29	.94	8.03	<b>2.19</b>
Oct. 1919 . . . .	3.19	1.06	2.39	1.99	4.97	6.01	2.79	18.62	<b>4.98</b>
Nov. 1919 . . . .	1.21	1.53	2.93	2.02	2.07	1.20	.52	16.18	<b>3.53</b>
Dec. 1919 . . . .	1.47	5.80	5.39	1.94	4.97	6.01	2.79	18.62	<b>4.98</b>
Jan. 1920 . . . .	2.72	3.97	4.38	2.66	4.50	4.92	4.01	12.17	<b>4.28</b>
Feb. 1920 . . . .	5.08	2.31	1.93	3.04	4.62	5.24	5.12	14.58	<b>4.33</b>
Mar. 1920 . . . .	1.88	3.06	3.18	2.53	3.18	4.03	2.06	9.50	<b>3.44</b>
Apr. 1920 . . . .	.61	1.32	2.50	2.42	2.71	3.19	1.71	8.09	<b>2.83</b>
May 1920 . . . .	.38	.53	3.62	1.80	2.63	1.32	1.49	10.63	<b>2.88</b>
June 1920 . . . .	.56	.28	2.82	1.68	1.41	2.15	1.15	9.57	<b>2.43</b>
July 1920 . . . .	.10	.20	2.59	1.50	3.33	.89	1.43	12.10	<b>2.64</b>
Aug. 1920 . . . .	.26	1.02	6.97*	1.73	.31	.65	.67	18.69	<b>4.00*</b>
Sept. 1920 . . . .	.25	.07	6.99	1.88	.49	.14	.55	6.37	<b>3.25</b>

\*Revised figures.

TABLE II.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES.

Month	Manufacturing and Mechanical Industries	Metals, Machinery and Conveyances	Food, Tobacco and Liquors	Textile, Carpets and Cordage	Clothing	Pulp, Paper and Fibre	Printing, Publishing and Paper Goods	Woodworking and Furniture	Leather, Boots, Shoes and Rubber	Glass Bottle Blowing	Jewelry Working	Oil Refining	Transportation	Steam Railways	Street and Electric Railways	Navigation	Teaming and Driving	Mining, Quarrying and Refining of Ores	Building and Construction	Public Employment	Fishing	Miscellaneous	All Occupations
Dec. 1915	3.1	0	4.8	0	3.3	0	3.7	3.7	0	0	0	0	3.0	2.4	3	12.2	0	5.9	28.3	0	23.3	8.4	8.01
June 1916	2.1	0	4.9	0	6	0	8	5.9	0	0	0	0	5	5.3	3	2.3	0	1.2	8.6	0	0	0	0
Dec. 1916	1.3	71.1	1.2	0	6.48	0	34	6	4.23	0	0	0	1.62	.62	.20	10.57	0	.65	5.24	.11	0	1.3	2.17
June 1917	1.78	1.11	1.50	0	4.95	0	.79	.62	6.28	3.56	0	0	.51	.35	.18	1.79	0	.32	3.21	.04	0	.99	1.25
Dec. 1917	2.77	76.3	.29	0	11.21	.34	.67	3.00	2.92	4.48	0	0	.70	.76	.17	.74	0	2.09	9.58	.17	0	1.58	2.42
June 1918	4.2	141	.78	.05	.18	0	.72	2.20	0	0	0	0	.42	.21	0	2.12	.05	.18	1.57	.02	0	.49	.50
Dec. 1918	2.89	3.59	.63	1.41	3.42	.43	.86	0	1.33	.32	0	0	1.48	.35	.06	7.80	2.57	1.24	8.68	.47	0	2.29	2.76
Jan. 1919	4.29	3.21	.82	1.50	3.22	2.33	.69	10.57	1.19	0	.27	5.88	2.02	1.78	.33	6.73	2.98	1.42	16.29	.33	50	50	2.84
Feb. 1919	4.29	5.54	.90	1.29	.26	.96	.70	2.78	4.00	9.44	.74	4.61	4.56	2.74	3.42	18.17	3.69	3.79	16.44	.48	17	54	0
Mar. 1919	4.18	5.51	.67	.39	2.27	3.29	.59	2.21	4.22	10.03	.48	0	4.75	2.87	.38	17.73	2.63	1.87	16.45	.07	0	4.74	5.61
Apr. 1919	3.17	4.26	.06	2.04	0	.76	.59	1.07	8.63	7.93	0	0	3.46	2.40	.20	9.60	4.26	2.69	12.05	.01	0	4.36	3.38
May 1919	4.05	7.27	.82	.32	.73	1.17	.46	0	.13	5.96	0	0	2.21	1.62	.15	10.29	.82	2.84	8.68	0	4	10	2.63
June 1919	3.16	4.69	.90	1.54	.32	1.61	1.64	4.08	.19	9.89	0	0	1.84	1.98	.53	2.93	2.28	.58	4.71	0	0	3.99	2.57
July 1919	2.95	4.84	.83	.60	0	.34	1.86	0	.06	0	0	0	2.05	1.83	.14	3.99	1.25	.47	3.88	0	0	2.79	2.40
Aug. 1919	3.33	5.39	.54	.87	.55	1.07	1.45	.59	.37	64.33	0	0	2.02	1.42	1.39	5.05	2.26	.45	2.86	.17	0	1.58	2.33
Sept. 1919	2.57	4.60	.80	1.08	.05	.30	1.71	.13	.15	1.18	0	0	2.06	.99	.13	8.62	.36	1.11	2.91	.11	0	0	0.72
Oct. 1919	2.27	4.60	1.29	.05	.85	.21	1.13	.14	.20	1.61	0	0	2.61	.76	2.19	10.88	1.36	.91	5.42	.06	0	2.95	2.71
Nov. 1919	3.16	5.73	1.58	.05	.44	2.23	1.05	.50	.47	2.71	0	0	3.87	1.17	.24	17.49	3.43	1.14	5.82	.47	20	75	3.24
Dec. 1919	2.79	3.72	1.32	.36	.12	.62	1.08	.15	.44	6.22	0	0	5.60	5.03	1.59	.62	29.37	2.89	2.10	12.06	.91	72	16
Jan. 1920	2.95	4.11	.79	.18	1.34	.54	1.31	.44	.39	8.92	.44	2.29	2.73	1.90	.18	13.13	.75	.64	11.77	.68	24	21	45
Feb. 1920	2.49	3.38	10.20	0	.15	.05	1.31	.26	.77	1.93	0	2.22	2.71	1.78	.20	9.74	1.12	4.18	12.14	.63	3	57	4.84
Mar. 1920	1.93	2.29	6.04	.03	.15	0	1.28	.38	1.38	14.42	0	0	2.61	1.80	.10	12.44	3.29	.65	9.88	1.66	3	45	3.66
Apr. 1920	2.28	3.54	4.70	.05	.40	.02	1.24	.23	3.25	1.92	.11	0	2.57	1.95	.09	9.75	2.43	1.10	5.92	.43	0	2	49
May 1920	3.40	4.46	4.47	.02	2.56	0	1.17	12.17	5.87	1.53	.42	2.92	2.62	1.51	.09	10.18	0	1.16	4.32	.04	0	1.57	2.88
June 1920	2.17	2.00	7.00	.02	1.84	0	1.14	1.10	3.98	27.16	0	0	2.49	.79	.05	8.04	.23	.38	4.23	0	24	2	48
July 1920	2.86	2.09	4.33	0	1.57	0	1.53	1.56	11.88	1.87	8.18	5.38	2.52	.72	.09	14.48	.61	.94	3.99	.03	0	1.84	2.64
Aug. 1920	7.74	1.74	1.49	.08	22.40	.04	1.37	.36	43.66	17.36	3.0	5.38	2.78	.63	.03	16.80	.09	.24	2.99	.12	.20	1.49	1.00
Sept. 1920	8.80	5.30	2.02	.02	38.96	1.20	1.68	2.18	16.27	15.57	6.02	6.52	.98	.77	.20	2.82	.78	.06	2.04	.02	1	100	1.86

\* Revised figures.

ing Septembers, partly on account of low water. In printing, publishing and paper goods, the number out of work exceeded that reported in August and the percentage was also larger than in September, 1918 and 1916. There was however, some improvement over the corresponding months in 1919 and 1917. Workers in woodworking and furniture, jewellery and oil refining were scarcely as fully employed as in any of the months used in this article for comparative purposes. The percentages out of work among workers in leather, boots shoes and rubber and glass bottle blowers were somewhat smaller than those registered during the preceding month. In the former group, the number unemployed was larger than in September, 1919, 1918 and 1916, but there was considerable improvement over September, 1917. The same, in lesser degree, is true for glass bottle blowers. Some short time was reported by unions of boilermakers and iron shipbuilders,

machinists, moulders, compositors, pressmen, book-binders, papermakers, tailors and garment workers, woodcarvers, upholsterers and musical instrument makers, boot and shoe and jewellery workers, but with the exception of that reported in the garment and shoe industries, the number of tradesmen who were not working full time was smaller than in August.

Reports from 613 organizations of transportation workers having a total membership of 78,861 persons, indicated that .98 per cent of the members were unemployed as compared with 2.78 per cent in the preceding month and with 2.06 per cent in September, 1919, .38 per cent in September, 1918, .55 per cent in September, 1917 and .59 per cent in September, 1916. Employment for steam railway employees (whose returns constituted about 72 per cent of the entire group membership reporting) showed less activity than in August and also than in September, 1918, 1917, and



1916, but the percentage out of work was not quite as large as that in September of last year. Street and electric railway employees and teamsters and chauffeurs registered somewhat greater percentages of unemployment than in the previous month and also than in September of preceding years. The percentage out of work in the navigation sub-group was considerably smaller than in August, 1920 and September, 1919, but it slightly exceeded those reported in September, 1918, 1917, and 1916. There was some short time recorded by organizations of conductors, carmen, engineers and firemen, trainmen and street and electric railway employees.

In the mining, quarrying and refining of ores group, returns were tabulated from 34 unions with a combined membership of 9,628 persons, showing that .06 per cent of the members were out of work as compared with percentages of .24; 1.11; .35; .22; and .70 in August, 1920, and September, 1919, 1918, 1917, and 1916, respectively. Mine workers appeared to be more fully employed than in any month used in this article for comparative purposes. Mill and smeltermen continued to be active.

The percentage out of work in the building and construction group, as reported by 252 organizations having a combined membership of 29,277 persons was 2.04 as compared with 2.99 per cent in August, 2.91 per cent in September, 1919, 1.31 per cent in September, 1918, 2.26 per cent in September, 1917 and 6.34 in September, 1916. Bricklayers, masons and plasterers, and hodcarriers and building labourers were more fully engaged than in any month used in this article for comparison. The percentage out of work among carpenters and joiners was smaller than those registered in August, 1920, September, 1919, and September, 1916, but it showed a small increase over September 1918 and 1917. Electrical workers were less fully employed than in the preceding month and also than in September 1919, 1917 and 1916. Granite and stone-cutters registered more unemployment than in any month here used

for comparison with the exception of September, 1916. Painters, decorators and paper hangers, as reported by 23 unions, showed no members out of work as compared with slight percentages in August, 1920, and September, 1919 and 1916. The percentages out of work among plumbers and steamfitters, tile layers, lathers and roofers were smaller than in the preceding month and also than in September, 1919, 1917 and 1916. The same is true also of bridge and structural iron workers, with the exception of September, 1917 when the number out of work was somewhat less. Among bricklayers, masons and plasterers, carpenters and joiners, plumbers and steamfitters there was some short time, but the members who were not fully employed were not as numerous as in preceding months.

In the public employment group as indicated by 73 unions having a combined membership of 5,766 persons, the percentage out of work was .02 as compared with percentages of .02; .11; 1.54; .04; and .11 in August, 1920 and September, 1919, 1918, 1917, 1916, respectively.

Unemployment in the group of miscellaneous trades, as registered by 129 organizations with an aggregate membership of 12,200 persons was slightly more prevalent than in the preceding month and also than in September 1918 and 1917, but the percentage out of work was not as large as in September, 1919 and 1916. Retail clerks, as reported by 4 unions had no unemployment, as compared with nominal percentages in preceding months. The number out of work among hotel and restaurant employees was smaller than that reported in August and also than in September, 1916. It was, however, somewhat larger than in September, 1919, 1918, and 1917. Barbers, with a percentage of .84, were less fully employed than in the preceding months used in this article for comparative purposes. The percentage of idleness for musicians and theatre employees was considerably smaller than in August and also than in September, 1919, but it exceeded those for September 1918, 1917 and 1916. Stationary



TABLE III.—UNEMPLOYMENT ON SEPTEMBER 30, 1920

OCCUPATIONS	Nova Scotia & Prince Ed. Island				New Brunswick				Quebec				Ontario			
	No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed	
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.....</b>	13	1319	2	15	16	1766	6	34	64	20720	3069	1478	191	21419	1051	4.91
2-(a) METALS, MACHINERY, CONVEYANCES.	9	1131	2	18	10	943	2	21	23	4055	51	1.26	101	8067	488	6.05
3- Moulders.	3	185	1		2	92	0		3	983	5		16	907	9	
4- Blacksmiths.					2	152	2		3	500	0		10	512	5	
5- Boiler-makers and iron shipbuilders.	1	42	0		2	51	0		4	652	2		17	2093	451	
6- Patternmakers.									1	229	0		8	315	5	
7- Metal polishers, buffers and platers.													9	300	0	
8- Machinists.	4	297	1		2	608	0		9	1283	43		33	3499	18	
9- Sheet metal workers and tinsmiths.	1	607	0		2	40	0		3	408	1		8	441	0	
10-(b) FOOD, TOBACCO AND LIQUORS					2	85	3	3.53	4	608	22	3.62	12	1312	25	1.91
11- Flour and cereal mill employees.									1	125	0					
12- Meat cutters and butchers.									2	452	22		7	644	5	
13- Bakers and confectioners.					1	70	3		1	31	0		2	313	0	
14- Cigar and tobacco makers.													3	355	20	
15- Brewery workers.	1	41	0	0					2	3100	0	0	6	1387	1	.07
16-(c) TEXTILES, CORDAGE AND CARPETS.									1	5100	2550	50.00	14	799	15	1.88
17-(d) CLOTHING AND LAUNDERING.													6	230	15	
18- Tailors.									1	5100	2550		7	319	0	
19- Garment workers.													1	250	0	
20- Hat, glove and fur workers.					2	617	0	0	9	2408	65	2.70	8	2424	0	0
21-(e) PULP, PAPER AND FIBRE.					2	121	1	.83	8	1723	21	1.22	31	5259	98	1.67
22-(f) PRINTING PUBLISHING & PAPER GOODS	3	147	0	0	1	90	0		3	747	7		14	2221	57	
23- Compositors.	3	147	0		1	31	1		1	420	7		5	1159	21	
24- Pressmen and assistants.									2	406	7		3	1100	7	
25- Bookbinders.													2	106	0	
26- Stereotypers and electrotypers.									2	150	0		6	602	3	
27- Engravers and lithographers.													1	70	0	
28- Others.									4	463	1	.22	5	387	19	4.9
29-(g) WOODWORKING AND FURNITURE.									10	2473	300	12.13	9	1105	304	27.51
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS					2	442	50	11.31	2	442	50	11.31	4	255	61	23.92
31-(i) GLASS BOTTLE BLOWING.									1	368	0	0	1		0	11.76
32-(j) JEWELRY WORKERS.																
33-(k) OIL REFINING.	44	3098	19	.61	31	5742	0	0	90	21748	381	1.75	263	28	92	.31
<b>4-Transportation</b>	41	2938	16	.54	29	2964	0	0	76	12845	337	2.62	228	22866	72	.32
35-(a) STEAM RAILWAYS.	1	46	0		1	76	0		7	371	15		25	1134	0	
36- Conductors.	7	225	0		4	316	0		12	782	2		34	2475	2	
37- Locomotive engineers.	6	400	0		1	70	0		11	948	7		31	3271	0	
38- Locomotive firemen.	4	160	0		2	632	0		9	5820	300		29	2838	46	
39- Carmen.	5	730	15		7	962	0		8	1637	10		21	4055	24	
40- Trainmen.	2	124	0						1	21	0		2	580	0	
41- Telegraphers (Local Unions).	7	757	0		9	552	0		15	1976	0		43	4909	0	
42- Telegraphers*.																
43- Road maintenance men.																
44- Shop employees.																
45- Railway employees n. e. s.	9	494	1		4	356	0		13	1290	3		43	3424	0	
46-(b) STREET & ELECTRIC RY EMPLOYEES.	2	116	3	2.59	2	2428	0	0	3	3615	16	.44	13	4482	0	0
47-(c) NAVIGATION	2	116	3						8	4814	28	.58	14	1904	8	.42
48- Marine engineers.					1	2300	0		3	164	0		6	280	8	
49- Longshoremen.					1	128	0		3	4010	0		5	429	0	
50- Others.	1	46	0	0	1	359	0	0	2	640	28		3	1195	0	
51-(d) TEAMSTERS AND CHAUFFEURS.									3	474	0	0	8	536	12	2.24
<b>52-Mining, Quarrying and Refining of Ores.....</b>	14	5038	0	0					2	353	0	0	3	659	6	.91
53- Miners.	14	5038	0						2	353	0		3	659	6	
54- Quarry workers.																
55- Mill and smelter men.	7	778	5	.64	7	657	0	0	34	5370	93	1.73	148	17627	225	1.28
<b>56-Building and Construction.</b>	3	284	0		1	13	0		2	530	0		30	2859	17	
57- Bricklayers, masons and plasterers.	2	195	0		3	551	0		17	2208	5		50	7592	108	
58- Carpenters and joiners.									2	772	18		12	1232	18	
59- Electrical workers.									3	165	10		11	381	73	
60- Granite and stone-cutters.	1	149	0		1	39	0						16	1509	0	
61- Printers, decorators and paper hangers.	1	150	5		2	54	0		2	465	7		15	1200	0	
62- Plumbers and steamfitters.									2	81	3		4	119	2	
63- Tile layers, lathers and roofers.									3	456	50		6	652	0	
64- Bridge and structural iron workers.													1	304	7	
65- Steam-shovel and dredgemen.									3	693	0		3	1779	0	
66- Hod carriers and building labourers.	3	81	0	0	4	131	0	0	6	299	0	0	30	3056	1	.03
<b>67-Public Employment.</b>					2	76	0		4	262	0		11	2492	1	
68- Civic employees.	3	81	0		2	55	0		2	27	0		19	544	0	
69- Letter carriers and postal employees.													2	271	0	0
<b>70-Fishing.</b>	2	112	0	0	2	77	0	0	14	2782	50	1.81	74	6852	100	1.77
<b>71-Miscellaneous.</b>									2	737	0		1	133	0	
72- Retail clerks.									1	45	0		2	349	0	
73- Hotel and restaurant employees.									2	295	0		18	732	0	
74- Barbers.									3	725	50		24	2776	17	
75- Musicians and theatre employees.									3	262	0		16	909	20	
76- Stationary engineers and firemen.	2	112	0		2	77	0		3	698	0		13	753	63	
77- Others.																
<b>All occupations.</b>	83	10426	26	.25	60	8373	6	.07	210	51252	3584	6.99	711	78273	1475	1.88

\*Commercial and railway—organized in interprovincial divisions.

AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada										
No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed		No. reporting		Unemployed								
Unions	Members	Per cent	Members	Unions	Members	Per cent	Members	Unions	Members	Per cent	Members	Unions	Members	Per cent	Members	Unions	Members	Members	Per cent							
																			Aug. 1920	Sept. 1920	Sept. 1919	Sept. 1918	Sept. 1917	Sept. 1916		
13	1553	31	2	11	534	0	0	25	1519	8	53	29	2685	374	13	93	362	51525	4532	7.74	8.20	2.57	.96	4.05	.70	1
2	62	0	0	5	180	0	0	9	694	0	0	9	1266	326	25	75	188	16398	869	1.74	5.30	4.60	1.24	.15	.05	2
1	26	0	0	1	25	0	0	1	120	0	0	1	646	300	0	0	17	1196	7	1.17	.59	1.30	.58	0	0	4
1	26	0	0	1	151	0	0	4	491	0	0	2	475	20	0	0	10	553	5	3.66	.90	4.89	.62	.71	.13	6
1	27	0	0	1	145	0	0	4	58	0	0	2	139	6	0	0	9	300	0	.69	0	0	0	1.96	0	7
1	27	0	0	1	151	0	0	4	160	1	.63	4	180	0	0	0	59	6798	82	1.45	1.21	3.23	.37	.01	0	8
1	27	0	0	1	151	0	0	2	82	0	0	3	245	25	10	20	19	1703	7	.30	.41	8.13	.62	0	9	9
1	27	0	0	1	151	0	0	2	105	0	0	2	75	0	0	0	28	2523	51	1.49	2.02	.80	1.47	2.12	.58	10
1	27	0	0	1	151	0	0	1	66	1	0	6	496	21	7.02	4.23	39	4528	1	.08	.02	1.08	0	0	.57	16
1	300	0	0	1	203	0	0	1	203	0	0	3	245	25	10	20	20	6647	2590	22.4	38.96	.05	0	11.13	1.01	17
1	300	0	0	1	203	0	0	1	150	25	0	1	150	25	0	0	7	380	40	6.67	10.53	0	0	.22	0	18
1	300	0	0	1	203	0	0	1	95	0	0	12	6017	2550	25.45	42.38	0	6017	2550	25.45	42.38	0	0	12.61	1.09	19
1	300	0	0	1	203	0	0	1	250	0	0	1	250	0	0	0	19	5447	65	.04	1.20	.30	.75	0	0	21
7	1089	31	2.85	5	203	0	0	9	436	7	1.61	10	634	14	2.02	0	75	9071	162	1.37	1.88	1.71	.54	2.05	1.25	22
2	519	25	0	5	203	0	0	4	282	5	0	5	440	1	0	0	37	4649	95	1.72	2.04	1.95	.34	1.45	1.46	23
2	184	4	0	2	109	0	0	2	109	0	0	2	142	10	0	0	13	2045	43	1.60	2.10	2.30	.13	.77	.99	24
1	29	0	0	1	32	2	0	2	32	2	0	2	95	3	0	0	8	1633	19	.60	1.16	.64	.33	6.97	1.10	25
1	52	0	0	1	13	0	0	1	17	0	0	6	165	0	0	0	9	804	3	.54	.37	1.39	0	.47	0	26
1	305	2	0	1	10	0	0	1	10	0	0	2	375	2	0	0	6	804	3	.54	.37	1.39	0	.47	0	27
1	30	0	0	1	16	0	0	1	16	0	0	1	37	0	0	0	11	917	20	.35	2.18	1.13	.63	.89	0	29
1	45	0	0	1	16	0	0	1	16	0	0	1	125	0	0	0	21	3713	604	43.58	16.27	15	0	30.70	19.30	30
1	45	0	0	1	16	0	0	1	16	0	0	7	713	111	17.36	15.57	7	713	111	17.36	15.57	1.18	1.48	13.84	12	31
1	45	0	0	1	16	0	0	1	16	0	0	3	830	50	3.07	6.02	0	830	50	3.07	6.02	0	0	0	0	32
1	45	0	0	1	16	0	0	1	16	0	0	1	139	9	6.52	0	1	139	9	6.52	0	0	0	0	0	33
44	6652	8	12	45	3110	0	0	43	3370	0	0	52	5032	272	5.42	0	613	7881	772	2.78	.98	2.06	.38	.55	.59	34
43	6631	8	12	41	2839	0	0	40	3373	0	0	52	2862	7	2.4	0	539	57136	440	.63	.77	.99	.18	.25	.60	35
4	200	0	0	3	222	0	0	4	323	0	0	5	320	0	0	0	50	2692	15	.64	.56	.17	.12	.22	.56	36
6	406	0	0	7	329	0	0	5	384	0	0	5	158	3	0	0	80	5075	7	1.16	.14	.09	.65	.88	1.53	37
5	522	0	0	7	494	0	0	5	522	0	0	4	220	4	0	0	70	6447	11	.82	.17	1.04	.42	.58	1.58	38
2	45	0	0	7	192	0	0	8	425	0	0	6	10522	346	.77	3.29	66	10522	346	.77	3.29	1.09	.07	.02	0	39
3	644	2	0	7	872	0	0	3	513	0	0	5	530	0	0	0	59	9943	51	.68	.51	1.89	.12	.17	.34	40
1	88	0	0	7	872	0	0	3	513	0	0	1	120	0	0	0	7	933	0	0	0	0	0	0	0	41
15	2183	0	0	3	397	0	0	8	842	0	0	12	951	0	0	0	4	7418	12	.13	.16	0	0	0	0	42
1	2100	0	0	3	397	0	0	8	842	0	0	112	12567	0	0	0	112	12567	0	.09	0	.04	1.09	.01	.13	43
6	443	6	0	7	333	0	0	7	364	0	0	1	2100	0	0	0	94	6857	10	.12	.15	1.99	.04	0	0	44
6	443	6	0	7	333	0	0	7	364	0	0	22	548	2	.36	0	94	6857	10	.12	.15	1.99	.04	0	0	45
6	443	6	0	7	333	0	0	7	364	0	0	31	15858	298	18.80	2.82	31	15858	298	18.80	2.82	9.82	1.76	2.38	1.15	47
6	443	6	0	7	333	0	0	7	364	0	0	12	945	28	7.44	2.06	51	945	28	7.44	2.06	5.81	1.15	1.24	3.93	48
6	443	6	0	7	333	0	0	7	364	0	0	12	7277	217	23.30	2.98	11	7277	217	23.30	2.98	11.29	1.67	.96	0	49
6	443	6	0	7	333	0	0	7	364	0	0	7	2363	53	1.20	2.24	7	2363	53	1.20	2.24	.77	2.27	6.15	3.03	50
6	443	6	0	7	333	0	0	7	364	0	0	21	2042	18	.09	.78	21	2042	18	.09	.78	.36	.27	0	0	51
6	443	6	0	7	333	0	0	7	364	0	0	34	9628	6	.24	.06	34	9628	6	.24	.06	1.11	.35	.22	.70	52
6	443	6	0	7	333	0	0	7	364	0	0	33	9493	6	.24	.06	33	9493	6	.24	.06	.95	.44	.19	.79	53
6	443	6	0	7	333	0	0	7	364	0	0	1	135	0	0	0	1	135	0	0	0	2.01	0	.48	0	54
9	889	5	.56	14	487	2	.41	20	1723	42	2.44	13	1746	224	12.83	0	252	29277	596	2.95	2.94	2.31	1.31	2.26	6.34	56
2	412	0	0	4	130	0	0	5	216	24	0	2	75	20	0	0	49	4519	61	3.97	1.35	1.96	1.94	3.95	4.81	57
1	51	0	0	4	143	0	0	3	665	9	0	85	1276	311	3.32	2.42	85	1276	311	3.32	2.42	3.93	.84	1.74	3.86	58
1	71	0	0	2	123	0	0	5	464	3	0	1	22	0	0	0	22	2613	39	.86	1.49	3.07	.38	3.50	3.72	59
1	71	0	0	1	13	0	0	1	42	0	0	18	683	93	5.32	13.62	12	683	93	5.32	13.62	12	281	6.80	44.74	60
2	109	0	0	1	30	2	0	4	168	0	0	23	1867	0	2.15	0	23	1867	0	2.15	0	1.77	0	0	2.86	61
1	26	5	0	1	48	0	0	2	51	5	0	29	2227	19	3.28	.85	29	2227	19	3.28	.85	1.75	0	1.03	2.19	62
1	70	0	0	1	48	0	0	2	51	5	0	7	226	10	14.55	4.42	7	226	10	14.55	4.42	5.56	0	5.26	8.43	63
1	150	0	0	1	162	0	0	1	162	0	0	10	1178	50	7.87	4.24	10	1178	50	7.87	4.24	22.01	8.65	2.03	17.79	64
2	96	0	0	8	348	0	0	10	762	0	0	18	1033	0	0	0	73	5723	1	12	.02	11.54	.04	.11	.67	65
2	96	0	0	8	348	0	0	10	762	0	0	3	773	0	0	0	34	4390	1	12	.02	11.54	.04	.11	.67	66
2	96	0	0	8	348	0	0	10	762	0	0	39	1396	20	1.10	0	39	1396	20	1.10	0	.07	2.63	0	0	69
7	770	5	.66	19	377	5	1.33	10	876	12	1.37	10	1674	55	3.49	0	129	12280	227	1.49	1.88	2.07	1.40	.80	1.91	71
2	412	0	0	4	130	0	0	5	216	24	0	1	24	0	0	0	4									

engineers and firemen were scarcely as fully employed as in the preceding month and as in September, 1916. The percentage out of work, however, was considerably smaller than those recorded in September of the intervening years. The number of unemployed as regis-

tered by unclassified workers was larger than in any month here used for comparison. Some unions of musicians and theatre employees reported that their members were not working full time.

The tabular statement on pages 1526-1527 presents the returns in some detail.

### EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD SEPTEMBER 18 TO OCTOBER 23 AS REPORTED BY EMPLOYERS

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the six weeks from September 18 to October 23 inclusive, show a decline in the volume of employment afforded by these employers taking the period as a whole, increases being registered during three weeks of the period and decreases during the remaining three weeks.

The change reported for each of the weeks under review as compared with the preceding week was as follows:

Week ending September 18, an increase of 3,385 persons or .4 per cent.

Week ending September 25, an increase of 1,373 persons or .2 per cent.

Week ending October 2, a decrease of 2,936 persons or .4 per cent.

Week ending October 9, a decrease of 81 persons, or .01 per cent.

Week ending October 16, an increase of 175 persons or .02 per cent.

Week ending October 23, a decrease of 7,354 persons or 1 per cent.

During the six weeks period under review, employment conditions were substantially the same in the different parts of Canada, declines in employment occurring during three or more of the six weeks in every district, and also in every province, with the exception of Manitoba, where there were reductions during two of the weeks only. In the Maritime Provinces there were decreases during

the weeks of October 2, 9 and 23, with increases for the remaining weeks of the period. Within this district employment in Nova Scotia, as during the preceding period reviewed in the LABOUR GAZETTE, was better maintained than in the remaining provinces, showing declines in three of the weeks, with increases for September 18 and 25 and October 16. In New Brunswick firms reported additions to their payrolls during the first two of the weeks reviewed, with losses in the remaining four. In Quebec and Ontario conditions were very similar, increases being registered in both provinces during the weeks of September 18 and 25, with declines for the weeks of October 2, 16 and 23. During the week of October 9, however, there was an increase in employment in Quebec, with a decrease in Ontario. Employers in the Prairie Provinces recorded additions to their payrolls during the weeks of October 9 and 16 only, with considerably smaller reductions for the remaining periods. There were slight fluctuations in conditions within this district, Manitoba as noted above showing increases in employment during four of the weeks under review and Saskatchewan and Alberta having increased during two weeks only. In British Columbia there were increases during the weeks of September 18 and 25, with substantially larger declines for the four weeks in October.

A summary of the returns by industrial groups shows that concerns in Logging, Clay, Glass and Stone Products and Coal Mining reported increas-



es in employment during each of the six weeks under review. Building Construction, Edible Animal Products, Mineral Products, n.e.s., Metallic Ores, Telephone and Telegraph Operation, Railway and Water Transportation reported fluctuations from week to week, with net gains during the period as a whole. On the other hand, Railway Construction, Edible Plant Products, Lumber and Its Products, Leather Goods, Non-ferrous Metal Products, Pulp and Paper, Rubber Goods, Textiles, Wood Distillates, Miscellaneous Manufacturing Industries (chiefly chemicals and tobacco), Non-metallic Minerals, other than coal (quarrying), Personal Services (chiefly laundries), Retail and Wholesale Trade and Local Transportation registered declines, taking the period as a whole, with increases during one or more of the weeks under review. In Hotels and Restaurants only, were there reductions during each of the weeks.

The most pronounced increases in volume of employment afforded during this period, as during the last previous period considered, occurred in Logging, where the additions from week to week amounted to 4,373 persons, the increases being due to seasonal activity in lumber camps. These additions were reported in Ontario and Quebec, while those in Coal Mining, which were also of a seasonal nature, took place mostly in Alberta. General activity in the three subgroups included under the Clay, Glass and Stone group occasioned the gains in that industry. In Iron and Steel Products increases were registered in the car building and repairing branch of the Vehicle group, while substantial declines were reported in the automobile section of this industry. With the exception of the additions to staffs registered in Railway and Water Transportation, which were fairly large, the changes in the remaining groups showing plus tendencies were slight.

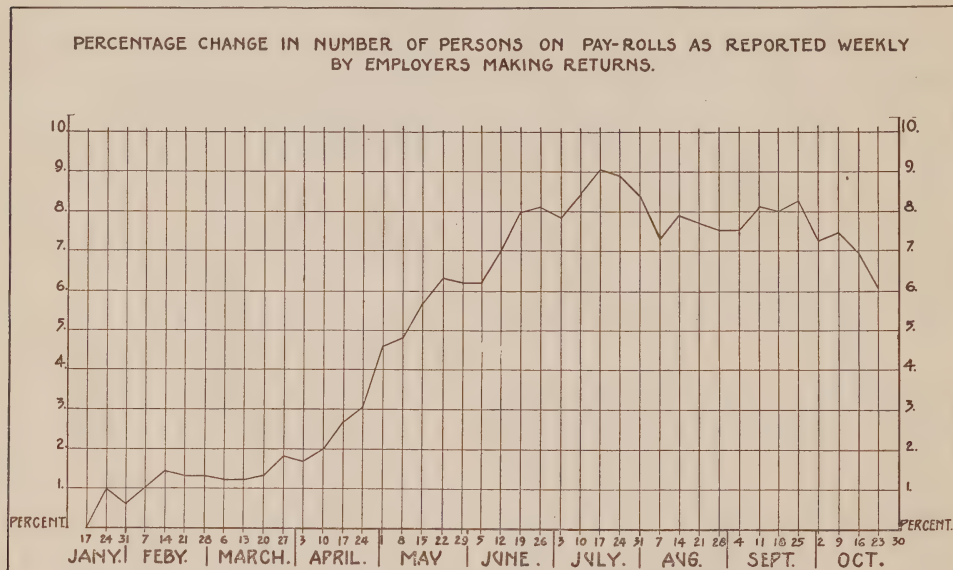
The most decided reductions reported during the six weeks under review occurred in Lumber and Its Products, where 5,975 persons were released from

employment, mostly on account of the completion of the season's operations in saw mills. In Edible Plant Products large increases were indicated during the last two weeks in September due to activity in canning plants, but the release of employees in such establishments, together with losses in cane sugar refineries occasioned the substantial declines which were recorded during October. In Rubber Goods the decreases were the result of slackness in tire factories which reflected the unsettled conditions in the automobile industry. Firms in Textiles reported additions to their staffs during the first three weeks of the period under review, with large declines during the last three weeks, most of the decreases being shown in the garment industry. Gradual reductions in the staffs of summer hotels accounted for the losses in Hotels and Restaurants. The general conditions in Retail Trade during the period were reflected in the declines which took place in this group.

The accompanying chart shows the weekly percentage of change in the number of persons on payrolls since the base week (January 17, 1920), as reported by those employers making returns, the number reporting being on an average over 5,200. While there had been considerable recovery from the declines incident to the annual inventory period by January 17, the chart shows that further increases took place in the remaining weeks of the month. From the beginning of February to the closing week of March the curve indicates little change in the volume of employment afforded. The marked rise at the end of March represents the resumption of spring time operations and the beginning of active railway, and, in a lesser degree other construction work. The upward tendency continued almost uninterruptedly until the week of July 17, when the peak of employment for the year was reached. On that date the employers reporting showed increases as compared with their returns for January 17, of 62,655 persons or 9.1 per cent. During the three succeeding weeks a

steady downward tendency was manifested, recovery taking place, however, in the first week of August, and the remaining weeks in this month showed a rather stable situation. At the beginning of September the curve showed an upward tendency which continued until the middle of the month. At this point the percentage increase over the base registered 8.1 per cent. During the re-

maining weeks of September and those of October covered by the present report, the curve indicated an almost steady downward tendency and the percentage increase over the base reported on October 23, showed for those employers making returns, a net increase of 6.1 per cent in the volume of employment afforded as compared with the number of persons on payrolls on January 17.



## REPORTS ON CIVIC EMPLOYMENT IN FIFTEEN CITIES, SEPTEMBER, 1920

**R** EPORTS from fifteen cities showing the number of workers temporarily engaged and the wages paid these employees during the month of September, showed decreases of slightly over 7 per cent in the number of workers and of 5.5 per cent in the amount of wages paid, as compared with the figures for the preceding month. In September, 1920, 10,578 persons were temporarily employed and the payrolls amounted to \$1,110,175.74 as compared with 11,386

persons and an aggregate payroll of \$1,174,620.02 in August.

In comparison with the returns for the same period in 1919, increases of slightly over 4 per cent in the number of employees and of almost 36 per cent in the amount of wages paid are indicated, there having been 10,128 employees with a total payroll of \$818,301.46 in September, 1919.

Montreal was the only city to report increases in the number of employees

as compared with the returns for both August 1920 and September, 1919. Reductions were registered by the remaining cities in the first comparison but were in most cases small. As compared with the reports for September of last year, Montreal, Toronto, London, Winnipeg and Regina recorded increases.

As to wages, Montreal, Toronto and Hamilton showed increases both as compared with the preceding month and

also September, 1919. At Edmonton there was an increase in comparison with the figures for August, with a reduction as compared with the reports for September, 1919. On the other hand, St. John, London, Winnipeg, Brandon, Regina, Moose Jaw, Vancouver and Victoria registered decreases as compared with the preceding month and increases over the statements for last year. In Ottawa, Saskatoon and Calgary there were decreases in both comparisons.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORKPEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS, SEPTEMBER 1920, COMPARED WITH AUGUST 1920, AND WITH SEPTEMBER, 1919

City.	Number of employees temporarily employed during the month of			Amount of wages paid employees temporarily employed during the month of		
	August 1920	September, 1920	September, 1919	August, 1920	September, 1920	September, 1919
St. John.....	347	301	316	\$ 26,814.40	\$ 25,030.08	\$ 19,609.32
Montreal.....	3,405	3,445	2,714	297,549.83	305,962.30	188,428.17
Ottawa.....	681	610	713	74,104.38	52,907.89	53,732.61
Toronto.....	2,696	2,432	2,182	290,047.19	292,206.53	185,581.65
Hamilton.....	684	617	760	72,883.92	74,454.60	60,071.67
London.....	461	417	416	57,269.09	49,233.53	38,389.56
Winnipeg.....	1,168	1,130	1,124	153,864.96	137,835.63	102,737.95
Brandon.....	71	56	65	6,861.96	5,831.51	5,249.29
Regina.....	198	185	149	20,892.10	20,447.18	13,318.90
Moose Jaw.....	*130	101	117	14,535.81	13,133.25	11,450.55
Saskatoon.....	153	118	144	17,275.04	13,701.38	14,115.51
Calgary.....	467	304	380	46,731.89	36,394.79	38,889.85
Edmonton.....	137	123	227	9,599.77	10,304.69	16,251.42
Vancouver.....	550	533	593	60,360.81	51,302.01	50,350.43
Victoria.....	238	206	228	25,828.87	21,430.37	20,124.58
Total.....	11,386	10,578	10,123	\$ 1,174,620.02	\$ 1,119,175.74	\$ 818,391.46

\*Revised figures.

## EMPLOYMENT IN THE BUILDING TRADES DURING SEPTEMBER, 1920, AS INDICATED BY BUILDING PERMITS

EMPLOYMENT in the building trades as indicated by the value of building permits issued in 56 cities showed a decline during September as compared with the preceding month, the

total value of building permits falling from \$9,439,807 in August, to \$8,921,374 in September, a decrease of \$518,433 or 5.5 per cent. Prince Edward Island, Nova Scotia, Quebec, Alberta and Brit-



ish Columbia registered increases in this comparison, while in New Brunswick, Ontario, Manitoba and Saskatchewan, there were reductions, that of \$639,635 in the last named being the most pronounced.

As compared with the figures for the corresponding month in 1919, there was a decrease of \$4,382,458 or almost 33 per cent in the permits issued, the value for September, 1919, having been \$13,303,832. In this comparison, Prince Edward Island, Quebec, Alberta and British Columbia recorded increases. Of the decreases registered in the remaining provinces, that of \$3,953,679 in Ontario was the largest.

Of the largest cities, Montreal and Vancouver, reported increases both as compared with the return for August, 1920, and also for September of last year. At Winnipeg there was a gain in comparison with the preceding month, but a decrease as compared with September, 1919. On the contrary, Edmonton showed a decline in comparison with the figures for August, with an increase over September of last year. In Toronto there were small declines in both cases.

Of the smaller centres, Sydney, St. John, Sherbrooke, London, Woodstock and Lethbridge registered increases in the value of building permits issued as compared with both August, 1920, and September, 1919.

The returns from 35 cities formerly used in this report (which are distinguished by asterisks, and which are also tabulated separately for statistical purposes) show that the total value of building permits issued by these cities amounted to \$7,943,163, a decrease of \$582,174 or 6.8 per cent, as compared with the returns for August. In comparison with the figures for 1919, moreover, there was a decrease of \$4,052,520 or 33.8 per cent.

ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS.

City.	August 1920	September 1920	September 1919
	\$	\$	\$
<b>Prince Edward Island...</b>	<b>3,500</b>	<b>10,000</b>	<b>3,000</b>
Charlottetown.....	3,500	10,000	3,000
<b>Nova Scotia.....</b>	<b>425,995</b>	<b>199,450</b>	<b>878,685</b>
*Halifax.....	380,370	80,080	802,690
New Glasgow.....	Nil	11,300	4,475
*Sydney.....	45,625	108,070	71,520
<b>New Brunswick.....</b>	<b>293,800</b>	<b>172,415</b>	<b>139,540</b>
Fredericton.....	15,000	12,800	25,500
*Moncton.....	256,600	50,915	113,040
*St. John.....	22,200	108,700	Nil
<b>Quebec.....</b>	<b>1,768,536</b>	<b>2,404,380</b>	<b>2,083,276</b>
*Montreal—Maisonneuve....	1,336,350	1,350,740	1,050,978
*Quebec.....	150,631	174,230	282,565
Shawinigan Falls.....	1,000	12,300	14,500
*Sherbrooke.....	123,500	688,600	246,000
*Three Rivers.....	47,800	68,750	391,525
*Westmount.....	109,255	119,200	103,710
<b>Ontario.....</b>	<b>4,535,239</b>	<b>4,305,093</b>	<b>8,258,772</b>
Belleville.....	10,300	6,500	14,800
*Brantford.....	78,305	50,275	287,665
Chatham.....	49,650	27,790	54,515
*Fort William.....	69,300	10,025	23,250
Galt.....	24,080	63,850	23,846
*Guelph.....	161,388	35,585	116,460
*Hamilton.....	414,995	328,400	1,461,035
*Kingston.....	22,331	6,970	43,745
*Kit. hener.....	47,025	71,925	392,702
*London.....	236,040	273,175	149,210
Niagara Falls.....	24,750	142,400	201,497
Oshawa.....	30,000	52,400	223,800
*Ottawa.....	284,157	312,255	488,665
Owen Sound.....	41,000	Nil	6,500
*Peterborough.....	9,875	20,685	11,805
*Port Arthur.....	38,659	21,396	1,028,500
*Stratford.....	31,040	42,705	122,808
*St. Catharines.....	156,896	58,656	253,866
*St. Thomas.....	101,095	27,735	42,715
Sarnia.....	104,454	55,180	62,566
Sault Ste Marie.....	45,900	58,925	385,550
*Toronto.....	2,216,116	2,180,000	2,390,242
Welland.....	32,705	19,600	14,250
*Windsor.....	272,125	373,530	444,965
Woodstock.....	33,053	65,131	13,795
<b>Manitoba.....</b>	<b>640,025</b>	<b>638,095</b>	<b>675,690</b>
*Brandon.....	58,700	1,100	26,615
St. Boni ace.....	85,275	41,195	24,625
*Winnipeg.....	496,050	595,800	624,450
<b>Saskatchewan.....</b>	<b>841,395</b>	<b>201,760</b>	<b>595,370</b>
*Moose Jaw.....	36,875	32,160	78,600
*Regina.....	647,220	141,100	224,875
*Saskatoon.....	157,300	28,500	292,495
<b>Alberta.....</b>	<b>160,146</b>	<b>211,425</b>	<b>139,815</b>
*Calgary.....	100,200	96,600	83,500
*Edmonton.....	68,711	41,925	29,025
Lethbridge.....	5,885	64,900	26,840
Medicine Hat.....	5,350	8,000	450
<b>British Columbia.....</b>	<b>751,171</b>	<b>778,756</b>	<b>524,084</b>
Nanaimo.....	29,594	19,265	150
*New Westminster.....	13,550	19,700	14,000
Point Grey.....	238,270	242,345	133,855
Prince Rupert.....	34,535	7,030	54,770
South Vancouver.....	100,169	56,800	18,865
*Vancouver.....	308,227	379,266	203,677
*Victoria.....	26,826	54,350	98,767
<b>Total—56 Cities.....</b>	<b>\$ 9,439,807</b>	<b>\$ 8,921,374</b>	<b>\$13,303,832</b>
<b>Total—35 Cities.....</b>	<b>\$ 8,521,337</b>	<b>\$ 7,943,163</b>	<b>\$11,995,683</b>

## RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. By verbal agreement is understood a schedule of rates and conditions agreed upon between the employees and the majority of employers, and in effect although not signed. The agreements are arranged by industrial groups.

### Metals and Machinery

AMHERST, N. S.—I. MATHESON AND COMPANY, LIMITED AND INTERNATIONAL MOULDERS' UNION, No. 253. Agreement in effect from September 25, 1920, to March 31, 1921.

Hours of labour, fifty-three and one-half per week. Overtime rate: time and one-half; Sundays and holidays, double time.

Wages: Per day—Those formerly receiving \$6 to receive \$6.25. Those formerly receiving \$6.25 to receive \$6.50; those formerly receiving \$6.50 to receive \$6.80.

MONTREAL, QUE.—CANADIAN CAR AND FOUNDRY COMPANY, LIMITED, AND THEIR EMPLOYEES OF THE FEDERATED TRADES. Agreement in effect from May 11, 1920, to April 30, 1921.

Hours of labour: forty-five hours per week, day or night. Overtime: time and one-half; Sundays and holidays, double time. A second or third shift in twenty-four hours to be paid overtime.

Pieceworkers to receive overtime rates for overtime work.

Married men to be given preference in the event of a reduction of staff.

In case of disagreement, no cessation of work to take place until highest local available representatives of both parties have failed to come to an understanding. No strikes to take place until it shall have been found impossible to adjust grievances satisfactorily. A period of thirty days to elapse before action is taken.

Union to endeavour to secure extra help when there is labour shortage.

Apprentices: one apprentice to five mechanics; to serve four years, and thereafter to receive mechanics' pay if retained; apprentices to be between ages of sixteen and twenty-one on entering apprenticeship.

Minimum rates of pay: Per hour—Axle turner, 80 cents; axle fitter, 80 cents. men assisting, classified as helpers, 60 cents; common labourers 45 cents; machinists, 80 cents; specialists, 60½ cents; template maker, 80 cents. Apprentices: Per hour..first year, 30 cents; each additional six months, 5 cents per hour increase.

FORT WILLIAM, ONT.—LOCAL FIRMS EMPLOYING SHEET METAL WORKERS AND AMALGAMATED SHEET METAL WORKERS' INTERNATIONAL ALLIANCE, No. 580. Agreement in effect from June 1, 1920 to May 31, 1921, with 30 days' notice of change.

Only union members to be employed.

Hours of labour: eight hours, and four hours on Saturday. Overtime only in emergency; rate until 10 p.m., time and one-half; thereafter and Sundays and holidays, double time. Work on Labour Day only to preserve life and property.

Grievances to be reported to the Superintendent; failing an adjustment in five days, to president of local.

Wages demands: Per hour: mechanics, 90 cents; improvers, 75 cents.

### Foods, Liquors and Tobacco

MONTREAL, QUE.—LOCAL FIRMS EMPLOYING MEAT CUTTERS, AND MEAT CUTTERS AND BUTCHER WORKMEN, No. 299. Agreement in effect from May 1, 1920, to March 1, 1921, and thereafter with 30 days' notice of termination.

Hours of labour: forty-eight per week, stopping at noon on Saturdays, except in case of shift work.

Overtime, time and one-half; Sundays and holidays, double time.

Forty hours' work per week guaranteed to employees, excepting weeks in which there is a holiday, when thirty-three and one-third shall be guaranteed.

Grievances to be taken to foreman, and then if necessary to the General Manager of the Company, by the employee and a committee of not more than two fellow employees. No employee covered by this agreement to be suspended, reduced or dismissed without just cause, reasons to be given on request in the presence of the committee, and if considered unjust, employee to be reinstated.

No discrimination against Union Members, or against employees because of creed, colour or nationality.

Employees not to be forced to join Company Sick Benefit Association.

Each honourably discharged soldier returning to work in any plant from which he enlisted to be given seniority as though after continuous employment.

A flat increase of 6 cents per hour on the regular wages paid on April 30, 1920, to be given to all persons engaged in the packing industry, not including office staff and travellers.

Where piece work is in practice in the butcher trade, gross increase to be included and operated in piece work rates.

Boys between 16 and 18 years to receive minimum of 31 cents per hour. A boy of 18 years, doing a man's work, to receive same pay as a man.

TORONTO, ONT.—EMPLOYING PACKERS, AND AMALGAMATED MEAT CUTTERS AND BUTCHER WORKMEN OF NORTH

AMERICA, No. 188. Agreement in effect from April 11, 1920, to March 1, 1921, and thereafter with thirty days' notice of change.

Agreement identical with that for Montreal given above.

LONDON, ONT.—LOCAL BREAD MANUFACTURERS AND BAKERS' UNION, No. 270. Agreement in effect from July 26, 1920, to May 1, 1921.

Only good standing Union members to be employed.

Hours of labour, fifty per week, night and day work. Overtime up to fifty-two hours, pro rata, thereafter time and one-half.

Minimum wages, in shops employing four men or over. Per week—Foreman, \$34; oven men and dough mixers, \$32. Bench hand, \$29; other help, \$27. In shops employing three men or less, foreman, \$31; other help, \$28. Head shipper, \$27; other help, \$25. Jobbers to receive Union scale. Employees after one year's service prior to June 1, in any year to be entitled to one week's holiday on full pay, between June 1 and November 1.

Disputes to be submitted to a committee of arbitration consisting of two employers, two members of Union and a fifth disinterested party.

KITCHENER, ONT.—EMPLOYERS, AND CIGAR MAKERS' UNION, No. 422. Verbal agreement in effect since May 3, 1920.

Piece rates given for various classes of work.

No team work by any Union member to be allowed.

All jobs not provided for by the bill of prices to be decided by the Executive Board.

All stock to be stripped properly, and booked and prepared in proper working condition.

Members placed on limit to be allowed to complete the limit in such time as they are able.

After lay-offs or holidays, members working up till time of lay-off or holiday not to be discharged for at least one week thereafter.



Apprentices: One apprentice for up to five men steadily employed; two for ten; three for fifteen; four for twenty-five; five for forty; five to be the limit. Packers' Apprentices; One apprentice to a journeyman packer, to be included in the general limit.

### Clothing

TORONTO, ONT.—LARGE LOCAL FIRMS AND TORONTO FUR WORKERS' UNION NOS. 35, 65 AND 40. Verbal agreement in effect from January 1, 1920, to December 31, 1920, and thereafter, with 30 days' notice of change.

Hours of labour: eight per day; four hours on Saturdays.

Overtime to be required during not more than twenty weeks, between September 1, and March 1, except in emergency.

Holidays to be paid if thirty-four hours are worked in week in which holiday occurs. Work on holidays, time and one-half, plus the day's pay, but work to be optional.

In emergency, workers to be permitted to take work home, but from their own factories only.

In case of friction, employees to send a representative to present matter to employer.

Disputes to be settled by arbitration.

Minimum wages: Per week—learners at operating or finishing, \$7, increased according to ability; after 6 months, \$10, increased according to ability.

No discrimination between union or non-union help whether on part of employees or firm.

HAMILTON, ONT.—ONE LOCAL FIRM, AND UNITED GARMENT WORKERS OF AMERICA, No. 278. Agreement in effect from August 12, 1920, to March 1, 1921.

Main clauses identical with general agreement under which Winnipeg Local works—(See LABOUR GAZETTE for October, 1920, page 1379.)

Supplementary clauses: employees to be good standing union members, not

affiliated with any dual or outlaw society. No discrimination against union members.

Overtime, time and one-half. Holidays, double time.

LONDON, ONT.—MERCHANT TAILORS, AND JOURNEYMEN TAILORS' UNION, No. 30. Agreement in effect from October 1, 1920.

Wages: Per week—tailors, \$30; bushelers, \$29; helpers, \$20.

One helper to every two skilled workmen. All employees, including foreman, to be good standing union members, or become members within ten days of employment.

Hours of labour, forty-eight per week. Overtime, time and one-half; Sundays and holidays, double time.

No person to be discharged through scarcity of work during slack season.

GALT, ONT.—GETTY AND SCOTT, LIMITED, AND BOOT AND SHOE WORKERS' UNION, No. 330. Agreement in effect from April 15, 1920, to September 30, 1920.

Hours of labour; forty-nine and one-half per week.

Overtime rates: Sundays and holidays, double time; other, time and one-half: Overtime not to apply in case of breakdown of machinery, or individual absence from work.

Minimum rates: Per day—beginners, first three months, \$1.40; second three months, \$1.60; third three months, \$1.80; thereafter according to efficiency.

Prices for any operation changed from day work to piece-work to be arranged in same manner as this agreement. Piece workers placed on time work to receive a wage equal to their average earning capacity under normal conditions.

This agreement contains a schedule of piece-work and weekly rates. Weekly rates range from \$20 for reinforcing insoles and lip turning, to \$30 for pulling over welts and heel trimming.

### Pulp and Paper

DRYDEN, ONT.—DRYDEN PULP AND PAPER COMPANY, LIMITED, AND INTERNATIONAL BROTHERHOOD OF PULP, SULPHITE AND PAPER MILL WORKERS, AND INTERNATIONAL BROTHERHOOD OF PAPER MAKERS. Agreement in effect from May 1, 1920, to May 1, 1921.

Company when hiring men to give preference to Union members. Permanent operating employees to be Union members. New employees after thirty days to be instructed to join the Union within fifteen days—this not to apply to outside labour or to men on new construction work. Only those foremen who have received sanction of management of Company to become members of either Union.

Operation of paper mill, six days per week; pulp mill, six and one-half days, and longer if necessary.

Sunday work, paper mill, time and one-half; pulp mill, double time.

Hours of labour: day workers, eight per day. Overtime from 6 p.m. to 7 a.m., time and one-half; this not to apply to outside men and transient labour. Holidays, time and one-half.

No strikes or lockouts to occur during life of agreement.

Grievances to be reported in writing to management and if adjustment is unsatisfactory, to Vice-President and General Manager and to the Union President; and on failure to agree, arbitration shall be resorted to.

Apprentice system to be put into effect in the mechanical trade through the mill, under which youths and young men may learn their trade beginning at a minimum of 23 cents per hour.

Employees eligible for, or members of Paper Makers' Union may or may not join the Pulp, Sulphite and Papermill Workers' Union.

Wage schedule: Per hour—Recovering room, foreman, 58 cents; liquor runners, firemen, 55 cents; evaporators, causticiser, 58 cents; oiler, causticiser helper, 52 cents. Digester room: cook, 63 cents; cook helper, screen man, 55

cents; diffuser man, 58 cents; washer-out, 52 cents. Beater room, beater engineer, 60 cents; helpers, 52 cents; wet machine, 46 cents. Machine room, No. 1 machine: machine tenders, 75 cents; back tenders, 58 cents; rewinders, cleaner, 52 cents; pulp weighers, 55 cents. No. 2 machine: machine tenders, 90 cents; back tenders, 70 cents; 3rd hands, 52 cents (unless otherwise arranged); broke hustlers, 52 cents, oiler, 55 cents. A minimum of 6 hours' pay will be allowed for changing a wire to off-tour workers during the week and on Sunday. If longer than 6 hours is required, straight time after 6 hours to be paid. Finishing room: cutterman, 58 cents; helper, 46 and 52 cents; rewinderman, 58 cents; helper, 52 cents; roll packer, 52 cents; paper wrappers, 58 cents; baling press, 58 cents; general help: boys and young men, 23 to 46 cents, spare men, 46 to 52 cents; female help: beginners, 23 cents; experienced, 29 cents; foreman's helper, 63 cents. Boiler room: head fireman, 63 cents; firemen, 58 cents; boiler repair man, salary; helper, 55 cents. Wood room: foreman, 69 cents; chipperman, 55 cents; conveyors inside and out, 52 cents. Electrical Department: electrician, salary; repair man, 63 cents; apprentice, 23 to 46 cents; power house operators, salary; floor men, 46 cents. Yard: working foreman, 60 cents; yard help, 46 to 48 cents; barn boss, \$103.50 monthly; teamster (regular) 52 cents; teamster helpers, 48 cents. Repair Department: boss pipe fitter, 75 cents; pipe fitter, 69 cents; 1st helper, 58 cents; 2nd helper, 52 cents (when not an apprentice); machinists, 1st grade, 81 cents; 2nd grade, 75 cents; pump repair man and engine fitter, 75 cents; millwrights, 1st grade, 81 cents; millwrights, 2nd grade, 69 cents; millwrights' helpers, 52 cents; carpenter, 69 cents; blacksmith, 65 cents; blacksmith helper, 52 cents; bricklayer, 72 cents; bricklayer helper (regular) 52 cents; mortar mixer, 52 cents; painting and glazing and odd job man, 58 cents. Minimum wage: Per hour—all mechanics, 63 cents; all helpers, regularly employed, 52 cents. In

addition to above, 5 per cent on wages earned to be paid to employees (on straight time) who have remained continuously in the employ of the company for a period of 4 months, the first period to date from May 1, 1920, the second from September 1, 1920, the third from January 1, 1921.

Apprentices: Minimum wage: Per hour—23 cents; where working on operating of machines where definite rate is stipulated, to receive regular pay. Following rates amended June 16, 1920: Per hour—machine tenders 86 cents changed to 90 cents; back tenders, 63 cents changed to 70 cents.

Printing and Publishing

OTTAWA, MASTER PRINTERS' ASSOCIATION AND INTERNATIONAL BROTHERHOOD OF BOOKBINDERS, No. 173. Agreement in effect from June 1, 1919, to June 1, 1921.

Wages: Per week—first year, \$30; second year, \$31. (Employees of Government Printing Bureau and some commercial shops now receive 10 per cent above scale.)

Overtime during first four hours after quitting time: three hours, time and one-half; fourth hour, double time. Forty-eight hours to be worked before overtime commences, except to case of lay-offs, personal sickness or holidays.

Hours of labour: forty-eight per week. Sundays and holidays, double time.

Night staffs: 15 per cent over day rates.

Apprentices to be indentured; to serve four years; one boy to first four men; one for each additional four or major fraction thereof. Wages: Per week—from \$6, 1st 6 months, to \$20 last 6 months of 4th year, increasing \$2 every half year.

No piece work to be permitted, but a bonus may be permitted over the standard rates.

Women:—Apprenticeship term, three years. Wages: per week—1st year, 1st 6 months, \$4.50; 2nd 6 months, \$5.50; 2nd year, 1st 6 months, \$6.50; 2nd 6

months, \$7.50; 3rd year, 1st 6 months, \$8.50; 2nd 6 months, \$9.50. After three years, \$13.50.

No piece work to be permitted; bonus may be permitted over standard rates.

Overtime regulations similar to men; no one to work more than three hours overtime on one day.

Hours of labour: forty-eight per week. Sundays and holidays, double time.

SYDNEY, N.S.—EMPLOYING FIRMS AND SYDNEY TYPOGRAPHICAL UNION, No. 460. Wage scale from July 1, 1920, to December 31, 1920.

Agreement printed in April, 1920 issue of the LABOUR GAZETTE.

New Minimum scale: Per week—hand men, operators, day shift, \$32; hand men, operators, night shift, \$35.

QUEBEC, QUE.—LOCAL EMPLOYING PRINTERS, AND QUEBEC TYPOGRAPHICAL UNION, No. 302. Agreement in effect February 14, 1919, to February 14, 1922.

Hours of labour: forty-eight per week in printers', jobbers' and evening newspaper shops; forty-five per week on morning papers. A night's work, seven and one-half hours. Time over forty-eight hours, overtime, irrespective of time lost:

	Per week.		
	Feb. 14, 1919-20.	Feb. 14, 1920-21.	Feb. 14, 1921-22.
Daytime:—			
Hand composition.....	\$21.00	\$23.00	\$24.00
Machine composition.....	23.00	24.00	25.00
Casterman or machinists....	25.00	26.00	27.00
Night time:—			
Hand compositor.....	23.25	25.25	26.25
Machine compositor.....	25.00	26.00	27.00
Casterman or machinist.....	27.00	28.00	29.00

Overtime: time and one half.

Foremen in a shop to receive at least \$3.00 per week over hand compositors.



Apprentices to try examination, and if qualified, to serve one year at \$3 per week; to undergo second examination and if competent, to continue. Wages: per week, second year, \$5; third year, \$7; fourth year, \$9; fifth year, \$11.

Apprentices to be given opportunity to learn all branches of the trade.

One apprentice for every five journeymen, or fraction thereof, in each department. At least one Union member to be employed in composing room before office is entitled to an apprentice.

Only Union members to be employed in the composing room. No Union members to work in Non-union shops without permit from the president.

Double overtime price for work on Sundays, New Year's Day, Christmas and Labour Day—with exception for morning papers.

The foreman to have charge of employment.

STRATFORD, ONT.—LOCAL EMPLOYING PRINTERS, AND TYPOGRAPHICAL UNION, No. 139. Agreement in effect from August 1, 1920 to August 1, 1921.

Union members bind themselves not to support fellow members who prove dilatory or unfaithful in the discharge of their duties.

Wages: Per week—foremen, \$35; machinist operators, \$35; linotype operators, \$32; hand compositors, stone hands, etc., \$30.

Only Union men to be employed in composing room, if available.

No employee to be discharged (except for cause) without one full week's notice, nor to leave without giving same.

A joint conference committee to be established to settle disputes.

Forty-four hour week to be inaugurated May 1, 1921.

Hours of labour: forty-eight per week, day; forty-five per week, night. Overtime, first four hours, time and one-half; thereafter, double time.

Union not to discipline a foreman for carrying out the written or verbal orders of the proprietors.

Work on Sundays and holidays, double time.

Apprentices: one apprentice to three journeymen or fraction thereof. No office to be entitled to an apprentice unless at least one journeyman outside of the proprietor be regularly employed in the composing room.

Foreman to determine if applicants are mentally and physically fitted for the trade. Apprentices to be not less than fifteen years of age and to serve five years. During last six months to receive two-thirds of regular scale.

SASKATOON, SASK. — EMPLOYING PRINTERS AND INTERNATIONAL PRINTING PRESSMEN AND ASSISTANTS' UNION, No. 206. Agreement in effect from October 1, 1920, to September 30, 1921.

Job Press Rooms, first seven months, forty-eight hour week; next five months on forty-four hour basis. Webb Press Rooms, day forty-eight hours; night, forty-two hours.

Union to furnish capable men where possible.

Webb Press Rooms: Minimum wages: Per week—foreman of pressroom, \$60; pressman in charge, \$50; journeyman, \$46; assistant, first year, 33⅓ per cent of journeyman's scale; second year, 42 per cent; third year, 53 per cent; fourth year, 78 per cent; fifth year, 80 per cent.

Minimum crew on presses, single or double presses: pressman in charge, two journeymen, one assistant; and for each unit or portion thereof, one extra journeyman.

Hours of labour: eight per day; seven per night.

Minimum wages on Presses: Per week—Pressman in charge, no scale; journeyman (platen), \$42; journeyman (cylinder) \$45; assistant first year, 40 per cent of journeyman's scale; second year, 50 per cent; third year, 75 per cent; fourth year, 80 per cent; feeder, first year, no scale; second year, 33⅓ per cent of journeyman's scale.

Term for apprentice or assistant, four years; such apprentice to be a feeder of

at least two years, and to apply for full membership in Union on completion of fourth year of apprenticeship.

One apprentice to every four journeymen.

Night shift \$2 over day scale.

Work in excess of eight hours may be performed without payment of overtime if for making up for Saturday half-holiday, not more than nine hours to be worked in one day.

Overtime, time and one-half.

Foreman to have charge of pressroom, to employ and discharge help, and to act under instructions of employer in accordance with this agreement.

GUELPH, ONT.—EMPLOYING PRINTERS AND INTERNATIONAL TYPOGRAPHICAL UNION, No. 391. Agreement in effect from October 1, 1920 to April 30, 1921.

Disputed points in connection with agreement or wage scale to be referred to a joint committee, and if not settled, to a Board of Arbitration.

Foremen to have right to employ help and to discharge, with approval of the management, for incompetency, neglect, violation of office rules or in order to decrease staff.

Employees unable to work efficiently through disability or old age to be placed on a superannuation list.

Apprentices: one to four journeymen or fraction thereof; not more than three to a department. Foreman to determine whether applicants are suited for the trade. Apprentices to be at least fifteen years of age, to be registered in Union and to serve five years; to try examination at end of first year, and to continue apprenticeship if qualified.

Rates: Per hour—third year apprentices, one-third of journeyman's scale; fourth year, one-half; fifth year, two-thirds.

Hours of labour, forty-eight per week (day), forty-two per week (night).

Overtime, first three hours, time and one-half; thereafter, and Sundays and holidays, double time.

Minimum wages: Per hour—hand compositors and machine operators, \$32. Foremen, at least \$2 above scale.

NELSON, B.C.—LOCAL EMPLOYING PRINTERS, AND NELSON TYPOGRAPHICAL UNION, No. 340. Agreement in effect from May 1, 1919.

Newspaper offices: All employees in composing rooms except apprentices, to be Union members.

Hours of labour, seven and one-half per day.

Wages: Per day—floormen, machinists, operators, \$5.75; machinist operators, \$6.25; foremen, \$6.25. Per night—floormen, machinists and operators, \$6.32½; machinist operators, \$6.82½; foremen, \$6.82½. An operator asked to take care of his own machine to be paid 25 cents per shift above rates.

Overtime, time and one-half for first five hours; thereafter, double time.

Work on morning newspapers for holidays, six hours to constitute a full night's work, with full pay.

Only members and apprentice members to be allowed to practice on machines in the jurisdiction of the Union. Learners' period to be thirteen weeks.

Wages for beginners on machines: Per day—first three weeks, \$2; second three weeks, \$2.50; third three weeks, \$3; last four weeks, \$4.50.

Apprentices: one to every six journeymen, or major fraction thereof. Beginning with an apprentice's fifth year a second apprentice may be employed, provided that first apprentice has been continuously employed in the composing room. No apprentice to work overtime while journeymen are available, but one apprentice may be employed on overtime in his particular shift for up to six hours in a week. Term of apprenticeship to be five years.

Wages: Per week—1st six months, \$5; 2nd six months, \$6; second year, 1st six months, \$7; 2nd six months, \$8; third year, 1st six months, \$11; 2nd six months, \$14; fourth year, 1st six months, \$16; 2nd six months, \$19; fifth year, 1st six months, \$22; 2nd six months, \$25.

If given straight apprenticeship on machine last 13 weeks, beginners' wages; if during last six months half time on machine and half time on floor, two-third rate to apply.

Apprentices to be given opportunity to become proficient in the trade.

Book and Job offices:

Hours of labour, eight per day.

Wages; per day, foremen, \$6.25; job compositors, \$5.75.

Overtime and holidays, time and one-half.

Newspaper scale for machines to govern in book and job offices.

#### Transportation—Electric Railways

WINNIPEG, MAN.—WINNIPEG ELECTRIC RAILWAY COMPANY, LIMITED, AND CERTAIN EMPLOYEES, MEMBERS OF THE INTERNATIONAL ASSOCIATION OF MACHINISTS IN THE GAS DISTRIBUTION DEPARTMENT. Agreement in effect from May 1, 1920 to April 30, 1921.

Hours of labour: forty-four per week, ceasing at noon Saturday. Saturday afternoons not to count as overtime.

Grievances: to be adjusted by foreman if possible; if this cannot be done, matter to be taken up by Company direct, with committee representing men having grievances; if understanding still cannot be reached, a committee of representatives from the different crafts employed by the company affected by this agreement to meet company and try to bring about an adjustment. No lock-out or strike to take place in the meantime.

No discrimination for being or not being Union members.

Holidays, time and one-half, except in case of shift work.

Minimum Wage: Per hour—Gas fitter, complaint man, meter setter, main and service foreman, caulker, 72 cents.

SAULT STE. MARIE, ONT.—THE INTERNATIONAL TRANSIT COMPANY, AND AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES,

No. 850. Agreement in effect from October 1, 1920, and from year to year thereafter, with thirty days' notice of change.

Company agree to recognize Union; no employee's standing to be affected by reason of his membership.

Company to meet and treat through officers upon questions and differences arising during life of agreement.

Employees to have right of appeal to General Manager or Vice-President with a committee of the Union.

Hours of labour: nine per day.

Wages: Per hour—conductors, motor-men, barn employees, 1st six months, 45 cents; 2nd six months, 48 cents; 3rd six months, 50 cents. Interlocker signal men, per month, \$112.50. Employees 3 months and up to 6 months in service to receive \$10 per year bonus; 6 months and over, \$20 per year bonus.

#### Transportation—Water

HALIFAX, N.S.—CERTAIN STEAMSHIP COMPANIES, AND LONGSHOREMEN'S ASSOCIATION. Agreement in effect from January 1, 1920 to December 31, 1920.

Minimum wages: Per hour—day work, 65 cents; night work, 75 cents. Full cargoes of cement and handling bulk grain, day, 75 cents; night, 85 cents. Work on ships with cargo on fire (hatches affected by fire, steam, smoke or gas) day, \$1.30; night, \$1.50. Sundays and three holidays, double rates, except in case of ships with cargo on fire, minimum rate then to be: day, \$1.95; night, \$2.25. Work during meal hours, double time, double rate to continue until relief is brought. Winter period, October 1 to April 30, work to start at 8 a.m., except in case of mail or passenger boats.

Waiting time: 7 a.m., to midnight, full rate for first hour; half rate each succeeding hour; after midnight, full rate.

Work not carried on after midnight to be concluded at 11 p.m. all over water front. This not to apply when a ship is nearing completion or in case of a shunt or perishable cargo.



Non-union men employed on account of shortage of Union labour not to be replaced by Union men during remainder of day on which they are hired.

In case of minor disputes, business Manager of Longshoremen's Association to confer with employer, and decision to be binding.

Association to use efforts to prevent irregularity of attendance.

**AMHERSTBURG, ONT.—EMPLOYING ENGINEERING AND DREDGING COMPANIES, AND INTERNATIONAL SURFACE ROCK AND DRILL BOAT WORKERS' ASSOCIATION.** Agreement, with amended wage scale in force from March 1, 1920 to March 1, 1921.

Union men to be furnished if available. No discrimination against members of either party. Complaints and grievances to be submitted to arbitration—the Board of Arbitration to consist of one representative of the employer, one of the employees, and a third disinterested man; employees to continue to work pending a settlement.

No beer or intoxicant to be brought on the premises.

Foreman of drill-boat to hire his own crew, and not to employ a son, brother or brother-in-law.

No work to be done on Labour Day unless mutually agreed, nor on Sundays or holidays except by order from Superintendent, or man in charge of drill-boat.

Hours of labour: eight per day.

Wages: Per hour—foreman, \$1; blasters, 85 cents; runners, 75 cents; helpers, 65 cents; blacksmiths, 85 cents; blacksmiths' helpers, 65 cents; firemen, 75 cents.

Overtime, time and one-half; Sundays and holidays, double time.

#### Coal Mining

**BRULE MINES, ALBERTA.—THE BLUE DIAMOND COAL COMPANY, LIMITED AND DISTRICT NO. 18 OF THE UNITED MINE WORKERS OF AMERICA.** Agreement in effect from August 19, 1920.

This agreement is similar to that entered into by District 18 of the United Mine Workers of America and the Western Canada Coal Operators' Association, as in the LABOUR GAZETTE for August, 1920, both agreements having been approved by and put in effect by order of the Director of Coal Operations.

The rates of pay for men on day wages working for the Blue Diamond Coal Company were the same as those of the agreement in the August issue of the LABOUR GAZETTE. These were later revised (in October) by an amendment put into effect by order of the Director, increasing the rates by approximately \$1.15 per day. The new rates are given in the article on pages 1547-1548.

#### Building and Construction

**WINNIPEG, MAN.—GENERAL CONTRACTORS' SECTION, BUILDERS' EXCHANGE, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA,** Nos. 343 AND 2655. Agreement in effect from July 1, 1919 to May 1, 1921.

Hours of labour, eight per day, four hours on Saturdays.

Minimum wage: Per hour—until May 1, 1920, 75 cents; from May 1, 1920 to May 1, 1921, 80 cents.

"In the event of the cost of living increasing during the latter term of this agreement above the year 1919 as evidenced by the Dominion Government report and published in the LABOUR GAZETTE, the wages herein agreed to be paid shall be raised, the amount of such raise to be determined in the manner provided" i.e., by a committee consisting of three members of each of the parties to this agreement, who shall investigate into and try to settle same, any settlement to be binding on both parties.

The wage rate was finally fixed at \$1 per hour from May 1, 1920.

Union men to have preference of employment.

Overtime up to twelve hours, time and one-half. Thereafter, Saturday afternoon, Sundays and holidays, double time. No work on Labour Day.

SASKATOON, SASK.—BUILDERS' EXCHANGE, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS, No. 1390. Agreement in effect from September 27, 1920 to May 1, 1921.

Wages: Per hour, 85 cents.

Overtime until 10 p.m., time and one-half; thereafter, and Sundays, double time.

Hours of labour: fifty per week.

No work on Labour Day except to save life.

HAMILTON, ONT.—HAMILTON SOCIETY OF DOMESTIC SANITARY AND HEATING ENGINEERS AND UNITED ASSOCIATION OF PLUMBERS AND STEAM FITTERS OF THE UNITED STATES AND CANADA, No. 67. Agreement in effect from May 1, 1920, to April 30, 1921.

Hours of labour, eight per day, four hours on Saturday.

Minimum wages: Per hour—from May 1, 1920 to Sept. 30, 1920, 85 cents; from October 1, 1920 to April 30, 1921, 90 cents. Apprentices who have passed examination, first year, 70 per cent of journeymen's wage; second year, 80 per cent.

Overtime, until midnight, time and one-half. Thereafter, and Sundays and holidays, double time.

Only Union men to be employed.

Employees to work only for established sanitary and heating engineers.

Grievances to be settled by a Joint Conference Board of three employers and three journeymen, to meet not less than once a month. If a dispute cannot be satisfactorily adjusted, matter to be referred to the General office of the Association. No strike or lockout to take place before a decision shall have been rendered.

ST. CATHARINES, ONT. — MASTER PLUMBERS, AND UNITED ASSOCIATION OF PLUMBERS AND STEAMFITTERS OF THE UNITED STATES AND CANADA, No. 244. Agreement in effect from September 1, 1920, with three months' notice of change.

Hours of labour: eight per day; four hours on Saturday.

Minimum wage: Per hour, journeymen, September 1, 1920 to September 1, 1921, 90 cents.

Overtime: until midnight, time and one-half; thereafter and Sundays and holidays, double time.

Only Union men or prospective members to be employed. One apprentice to every three journeymen, but present number to be retained. Each employer to be entitled to employ a man to do general helping; each steamfitter to be allowed one helper, who may be an apprentice or a labourer, any additional help to be labourers. Apprentices to serve five years, three as a helper and two as a junior.

Grievances to be referred to a committee or equal number of Masters and Journeymen.

MONTREAL, QUE.—EMPLOYERS IN THE MARBLE INDUSTRY AND MARBLE MASONS, CUTTERS, SETTERS AND CARBORUNDUM INTERNATIONAL UNION, No. 2. Verbal agreement in effect from July, 1920.

Minimum wage: Per hour—journeymen, 75 cents; foremen at least 10 cents per hour above.

Hours of labour: nine per day; five on Saturday.

Overtime to be worked persistently only in emergency, and not if there is any unemployment in the trade. Overtime rates, until midnight, time and one-half; thereafter, Saturday afternoons, Sundays and holidays, double time.

Members not to be discriminated against. No sub-contracting to be done.

WINNIPEG, MAN.—MASTER PAINTERS' ASSOCIATION, AND BROTHERHOOD OF PAINTERS, DECORATORS, PAPERHANGERS, GLAZIERS AND GLASSWORKERS OF AMERICA, No. 739. Amendment in effect from May 25, 1920 to May 1, 1921.

Agreement printed in LABOUR GAZETTE for November 1919, page 1333.

No member to work for anyone except recognized Master Painters who are paying business tax and workmen's com-

pensation and are parties to this agreement, so long as said Master Painters can give employment.

Minimum wage: Per hour, from May 17, 1920 to May 1, 1921, 87½ cents.

Men working on swing stage at height of three storeys and over to receive 5 cents per hour above minimum.

If regular payday falls on regular holiday, wages to be paid on last working day preceding such holiday, the employee to go for his pay in his own time.

OTTAWA, ONT.—OTTAWA BRANCH OF ASSOCIATION OF CANADIAN BUILDING AND CONSTRUCTION INDUSTRIES AND UNITED SLATE, TILE AND COMPOSITION ROOFERS, DAMP AND WATERPROOF WORKERS' ASSOCIATION No. 64. Agreement in effect from May 15, 1920, to April 30, 1921.

For Clauses 1-13 of this agreement see LABOUR GAZETTE for August 1920, page 1059.

Hours of labour, forty-four per week, the pot man to be allowed to start one hour earlier in the morning; straight time for the extra hour.

Wages: Per hour—roofers, 70 cents; roofers' labourers, 55 cents; employers to be the judge between labourers and roofers.

Driver not to be required to join Union; duties to consist in driving the horse and assisting the roofers except in laying felt or using the mop.

LACHINE, QUE.—DOMINION BRIDGE COMPANY, LIMITED, AND ITS EMPLOYEES IN THE FOLLOWING DEPARTMENTS: MACHINISTS, ELECTRICAL, STRUCTURAL, PLUMBING, PIPE AND STEAM FITTING, TINSMITHING AND SHEET METAL WORKING AND BLACKSMITHS. Agreement in effect from May 15, 1920 to April 1, 1921.

Hours of labour: for iron workers, blacksmiths and boiler department, fifty hours per week, being ten hours per day for first five days; for employees in electrical and steamfitting departments on maintenance work, fifty hours, nine

hours per day for five days, and five hours on Saturdays; for machinists, apprentices, specialists and machinists' helpers, forty-four hours per week, eight hours per day for five days and four hours on Saturdays. Night shift, fifty hours per week, ten hours per night excepting Saturday and Sunday nights. If Saturday night is worked, overtime will be paid.

Overtime, time and one-half. Sundays and holidays, double time. A second shift in twenty-four hours will count overtime.

Grievances: Company to meet a committee of employees and if possible adjust grievances. Work not to cease and company to take no action until chairman of the federated crafts and the highest local available representative have failed to adjust matters.

Employees engaged in work outside plant to receive 5 cents per hour extra.

Seniority and efficiency to govern in a reduction of working force.

Apprentices to be between the ages of 16 and 18 years; to serve four years; one for the shop, and one for every five journeymen; apprentices to be given opportunity to become proficient in all branches of the trade.

Minimum wages: Per hour—machinists, 80 cents; specialists, first year, 57 cents; second year, 65 cents; third year, 70 cents; helpers, 57 cents; apprentices, first year, 30 cents; second year, 35 cents; third year, 40 cents; fourth year, 45 cents.

TORONTO, ONT. — CERTAIN LOCAL MANUFACTURERS, AND GRANITE CUTTERS' INTERNATIONAL ASSOCIATION. Agreement in effect from April 1, 1919 to April 1, 1922.

In this agreement, as given in the LABOUR GAZETTE for January, 1920, the wage rate was changed on April 1, 1920 to \$1.00 per hour.

BROWNSBURG, QUE.—PROPRIETOR OF GRANITE QUARRIES IN CHATHAM TOWNSHIP, AND PAVING CUTTERS' UNION, BRANCH No. 39. Agreement in effect



from January 1, 1920 to January 1, 1921.

Blocks,  $3\frac{1}{2}$  ins. to  $4\frac{1}{2}$  ins. wide,  $4\frac{3}{4}$  ins. to  $5\frac{1}{4}$  ins. deep, 8 ins. to 12 ins. long: cut on track, \$35 per M; cut in motions, \$39 per M.

Blocks 4 ins. x 4 ins. x 4 ins: cut on track, \$20 per M; cut in motions, \$24 per M.

Daywork, 75 cents per hour, eight hours per day.

None but Union men to be employed, or those eligible to become so. Proprietor desiring more men must notify the Union Secretary of the number. Proprietor not to employ more paving cutters than can be kept at steady work.

Proprietor to have a supply of good drinking water at convenient places on each track.

OTTAWA, ONT.—FOUR LOCAL FIRMS, AND INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL AND ORNAMENTAL IRON WORKERS, No. 26. Agreement in effect from May 1, 1920 to April 30, 1921.

Wage rate: Per hour—journeymen, 80 cents; apprentices, 60 cents.

Overtime: until midnight, time and one-half; thereafter and holidays, double time. No work on Saturday after 12 noon.

#### Public Utilities

SASKATOON, SASK.—CITY OF SASKATOON AND ELECTRICAL WORKERS: Civic Bylaw in effect for year 1920.

Section A—Outside electrical workers: Hours of labour: eight and one-half per day; four and one-half on Saturdays. Overtime, until 10 p.m., and Saturday afternoons, time and one-half; thereafter and Saturday after 5.30 p.m., double time.

One apprentice to every two journeymen.

Workers on poles with high tension wires to wear rubber gloves and protectors supplied by the city.

Electrical engineer or line foreman may dismiss any worker without notice if work is completed or is unsatisfactory.

Minimum scale: per month—meter readers and collectors, \$142.50; meter repairer and tester, \$161; electrical wiring inspector, \$170. Per hour—sub-line foreman,  $96\frac{1}{2}$  cents; linemen, 91 cents; wiremen,  $80\frac{1}{2}$  cents; arc patrolmen,  $74\frac{3}{4}$  cents; meter installers, 75 cents; arc trimmers, 70 cents; tungsten patrolmen,  $63\frac{1}{4}$  cents; apprentice linemen, 1st three months, 60 cents; thereafter  $2\frac{1}{2}$  cents raise every six months until  $72\frac{1}{2}$  cents is reached; last nine months of three years period  $72\frac{1}{2}$  cents.

Section B—Power house workers: Hours of labour, nine per day, four and one-half on Saturday.

Overtime until 10 p.m., time and one-half; thereafter and holidays, double time. Workers on monthly basis not to work over eight hours, except in event of a breakdown in plant.

Minimum wages: Per month—chief engineer, \$209.90; engineers in charge on shift, \$163.90; spare engineers, 1st twelve months, \$152.50; thereafter, \$169.90; boiler room attendants operating automatic stokers, \$142.50. Per hour—skilled mechanics,  $74\frac{1}{2}$  cents; blacksmith,  $69\frac{1}{2}$  cents; mechanics' helpers,  $59\frac{1}{2}$  cents; foreman boiler cleaner,  $69\frac{1}{2}$  cents; boiler cleaners, ash and coal handlers,  $59\frac{1}{2}$  cents. Per month—chief electrician, \$181.10; draftsman, \$163.90; coal controller, \$158.10; storekeeper, \$130. Switchboard operators, per month, \$122.50 to \$152.50, difference being made up by three increases, granted on recommendation of the electrical engineer.

Section C—Pumping Station workers: Monthly workers not to work over eight hours a day except in event of a breakdown in the plant. Workers working Sunday to have one day off in seven. Hourly workers to work nine hours per day.

Minimum wages: Per month—chief engineer, \$204.10; assistant chief, \$175.-

35; shift engineers, \$158.10; spare engineers, first twelve months, \$147.50; thereafter \$158.10; firemen, \$137.50; oilers and cleaners, \$122.50.

Section D: Workers on monthly basis with exception of chief engineers, wiring inspector, meter readers and draughtsmen, after one year's service to be entitled to fourteen days' holidays with pay each year, the above named to be entitled to twenty-one days. Hourly workers in service for a period of one year to be entitled to one week's holidays with pay, and after two years, to two weeks, each year.

ALBERTA—GOVERNMENT TELEPHONES—REGULATIONS AND WAGE SCHEDULE, in force from February 1, 1920 to December 31, 1920 and thereafter from year to year unless terminated by notice in writing.

Hours of labour, eight per day. Overtime, Sundays and holidays, time and one-half, 10 p.m. to 8 a.m. double time.

Overtime to be authorized by foreman; not to be allowed employees on monthly basis, except in case of storms, fires or floods.

Wage schedule; Per month—foremen, wire chiefs, plant inspectors, \$160-\$190; Per hour, sub-foremen, chief installer, 90 cents; groundmen, 50 cents. Journeymen, 80-92 cents. Floating gang, per day \$3-\$5.50.

Apprentices: Per month, plant inspectors, combination men, \$75 to \$135. Per day—line men, \$2.00 to \$5.35; per hour—others, 40 to 75 cents.

**Domestic and Personal Services (including amusements)**

GUELPH, ONT.—MASTER BARBERS, AND JOURNEYMEN BARBERS. Agreement in effect from April 1, 1920 to April 1, 1921.

Wages: Per week—journeyman barbers, \$20, and one-half over \$28.

MONTREAL, QUE.—MASTER BARBERS, AND JOURNEYMEN BARBERS' INTERNATIONAL UNION, No. 659. Agreement in effect from July 2, 1920 to July 2, 1921.

Union shops to be open only between 8 a.m. and 8 p.m., with exception of Saturdays and days before holidays. Shops to be closed on certain holidays. Journeymen to have one-half day off each week.

Wages: Per week—\$25 guarantee and one-half over \$33. Wages for Saturday man, \$8 guarantee and one-half over \$10.

Employer to discharge any of his help at any time on request of the Union.

Any journeyman found incompetent may be discharged and cannot collect more than 35 cents per hour, or than 50 cents Saturday for the time he has worked.

WINNIPEG, MAN.—PROPRIETORS OF LOCAL UNION BARBER SHOPS AND BARBERS' LOCAL UNIT, ONE BIG UNION. Agreement in effect from May 1, 1920 to April 30, 1921.

All employees to be members of the Barbers' Unit.

Minimum wage: Per week—journeymen, \$25, with 50 per cent over \$35, and 60 per cent over \$40. Saturdayman, \$6 guarantee and 60 per cent over \$8. Any man employed for less than a week apart from Saturday, to receive \$4, and 60 per cent over \$6.

Shops to be open from 8.30 a.m. to 6.30 p.m., 9.30 p.m. on Saturdays and days before holidays.

CALGARY, ALTA.—UNION BARBER SHOPS AND JOURNEYMEN BARBERS' INTERNATIONAL UNION, No. 230. Verbal agreement in effect from August 30, 1920.

No barbers to be employed except Union members, or men with permit cards from Secretary-Treasurer.

Minimum wage: Per week—\$25, and 60 per cent over \$40. Saturday, 60 per cent of total receipts, with \$7.50 guarantee; any other day, 60 per cent of total receipts, with \$5 guarantee.

Shops to remain open until 9 p.m. before holidays, and close on holidays.

PRINCE ALBERT, SASK. — LOCAL THEATRE PROPRIETORS AND MUSICIANS' PROTECTIVE UNION, No. 221, AMERICAN FEDERATION OF MUSICIANS. Agreement in effect from September 1, 1920, to August 31, 1921.

Only Union men to be employed.

Grievances to be arbitrated by three local disinterested parties, this clause to be in effect if terms of agreement are carried out by employer, and not in event of a call by the Union officials.

Rates: Empress theatre, casual rate, leader (afternoon or evening) \$5; sidemen (afternoon or evening), \$3; 15 minutes intermission each session. Strand and Orpheum theatres, per week of six days, leader, all day, \$40; sidemen, all day, \$30; sidemen, evenings only, \$18. Casual rate: afternoon or evening, leader, \$4, sidemen, \$3; afternoon and evening, leader, \$7; sidemen, \$5. When required to play on stage in uniform or in sight of audience, \$1 per man per performance.

One week's notice of dark week or lay-off. If theatre orchestra is displaced by travelling orchestra, local members to receive full salary.

OTTAWA, ONT. — LOCAL THEATRE MANAGERS AND INTERNATIONAL ALLIANCE OF THEATRICAL STAGE EMPLOYEES, No. 55. Agreement in effect from September 1, 1920 to August 31, 1921.

Only Union men to be employed.

Wages: Per week—\$36 to \$40. Per performance, \$2.60. Midnight show, not less than \$10 per man. Rehearsals, \$1 per hour—and not less than four hours. Taking in or putting out show, 75 cents per hour or less. Sunday work, \$1.50 per hour or less. Holidays, double time.

Disputes to be adjusted by an arbitration board of three members.

KINGSTON, ONT. — TRANS-CANADA THEATRES, LIMITED, AND INTERNATIONAL ALLIANCE OF THEATRICAL STAGE EMPLOYEES AND MOVING PICTURE MACHINE OPERATORS, No. 528. Agreement in

effect from April 1, 1920 to May 31, 1921.

Only Union members to be employed.

Minimum scale: Per week—carpenter, \$30; moving picture machine operator, \$27.50; property man, electrician, assistant moving picture machine operator, \$25; head flyman, \$23. Per performance, flyman, \$2; grips, \$1.50; others, \$1.50.

Union agrees to furnish competent men.

KINGSTON, ONT. — THREE LOCAL THEATRES AND AMERICAN FEDERATION OF MUSICIANS, No. 93. Agreement in effect from September 1, 1920 to August 1, 1921.

Orchestra prices: Dance halls—per evening, man, \$4 to \$7, leader, \$5 to \$8. Concerts, dinners, etc., man, \$3; leader, \$4. Picture Houses, per performance, man, \$2 to \$2.50; leader \$3. Per week, man, \$30; leader, \$35; formal dress, \$5 extra; organist, \$40.

Band prices: Concerts, exhibitions, etc., per man, \$2 to \$3; leader, \$4 to \$5.

Leader only to engage or discharge musicians.

VANCOUVER, B.C.—AMERICAN FEDERATION OF MUSICIANS, No. 145. Prices and working conditions, effective September 6, 1920.

Matters not dealt with in this scale to be reported to President or Secretary and adjusted by same pending a meeting by Board of Directors.

Rates for out of town engagements—varying according to time of leaving and returning. Two members not to alternate on a weekly engagement. Members blacking up, \$5 extra; playing on stage in view of audience, \$1 extra per performance; playing behind scenes, \$5 extra per week; talking or whistling to assist comedian, \$5 extra per week (paid by act). Overtime, \$1 per half hour.

No member to play more than one instrument on any engagement without permission from Board of Directors.



Grand Opera, Ballet and Classic dancing, single performances, \$9; six evening performances, \$50.

Combination houses: one evening performance, \$7; one matinee, \$6; week of 10 performances, \$60. Dramatic stock houses: one evening performance, \$6; one matinee, \$5; six evenings and one matinee, \$39. Burlesque and Musical comedy stock, one evening, \$7; one matinee, \$6; six evenings with one matinee, \$41. Vaudeville (2 a day): twelve performances, \$51; leader extra, per week, \$12. Unclassified vaudeville (3 a day or more): six days, \$51; leader extra, per week, \$12.

Picture theatres, varying according to price of admission and length of show, \$35 to \$52 per week; leader 25 per cent above scale; overtime per half-hour, \$1; relief players, \$12 to \$38.

Rates are also given in detail for

dancing engagements, dancing schools, excursions and picnics, cafes, restaurants, cabarets, hotels, parades, funerals, fairs, park concerts, race meets, skating rinks, and symphony orchestra concerts.

#### Civic Agreements

MOOSE JAW, SASK.—CITY OF MOOSE JAW AND CITY FIRE FIGHTERS' UNION, No. 151. Agreement in effect from February 1, 1920 to February 28, 1921.

Wages: Per month—firemen, 1st three months, \$110; next six months, \$115; next twelve months, \$120; thereafter, \$125; Lieutenants, \$135; Captains, first year, \$135; further period, \$140; Captain in charge, \$150; electricians, same as Captain; motor mechanic, first year, \$160; second year, \$165; thereafter, \$170.

No employee representing his fellow workmen to be discriminated against.

### SUPPLEMENT TO AGREEMENT BETWEEN COAL MINERS AND OPERATORS IN DISTRICT 18 OF THE UNITED MINE WORKERS OF AMERICA

ON July 20, 1920, an agreement was entered into between the Western Canada Coal Operators' Association and the United Mine Workers of America of District 18, which covers the Eastern British Columbia-Alberta coal field, to cover the period between April 1, 1920 and March 21, 1922. Working conditions, rates of pay for men on day wages in the whole field, and rates for men working on contract, that is, by the ton, yard, etc., were specified for each mine and part of a mine. In the LABOUR GAZETTE for August, 1920, beginning at page 1047, the details as to the agreement were given. The rates of pay agreed upon on July 20 were based upon increases given to coal miners in the United States as had been agreed to in December, 1919. Further increases in wages to miners in the United States having been recently awarded to men on day wages, the rates of pay in Dis-

trict 18 for men on day wages were accordingly further advanced, the increases averaging \$1.15 per day. The agreement entered into on July 20th and approved by the Director of Coal Operations was accordingly amended on October 25 and a supplement issued giving the new scale of pay for men and boys on day wages, effective from October 25, as follows:—

#### OUTSIDE WAGES.

Occupation.	Per day.	Hours
Bottom man.....	\$ 7.08	8
Slate pickers (boys).....	4.03	8
Slate pickers (men).....	6.58	8
Car oilers (men).....	6.58	8
Car oilers (boys).....	4.40	8
Tally boys.....	4.03	8
Teamsters.....	7.08	8
Blacksmiths.....	8.14	8
Blacksmiths' helpers.....	7.09	8
Carpenters.....	8.14	8
Carpenters' helpers.....	7.09	8

Occupation.	Per day.	Hours.	Occupation.	Per day.	Hours.
Power house engineers.....	6.61-8.32	8	Locomotive switchman.....	6.89	8
Hoisting engineers.....	7.39-8.05	8	Drivers.....	7.21	8
Fan men.....	6.58	8	Drivers (Spike team).....	7.73	8
Incline engineers.....	7.61	8	Couplers (men).....	6.89	8
Tail rope engineers.....	7.88	8	Couplers (boys).....	4.40	8
Endless rope engineers.....	7.50	8	Switch boys.....	4.03-4.40	
Box car loaders engineers.....	7.61	8	Door boys.....	3.69	8
Tipple engineer.....	7.61	8	Fan boys.....	3.69-4.40	8
Screen engine tender.....	6.76	8	Rope riders.....	7.21	8
Locomotive engineer.....	7.61	8	Main and tail rope riders.....	7.50	8
Locomotive switchman.....	7.20	8	Pushers.....	6.89	8
Fireman.....	7.08	8	Buckers.....	6.89	8
Fireman's helper.....	6.76	8	Loaders.....	6.89	8
Water tender.....	6.71	8	Miners.....	7.50	8
Railway car handler.....	6.70	8	Rock miners.....	8.02	8
Tipple dumper (man).....	7.08	8	Timber handlers.....	7.21	8
Tipple dumpers' helpers.....	6.75	8	Cagers, slope and incline.....	6.89	8
Tipple dumper (boy).....	4.40	8	Cagers, shaft.....	7.50	8
Top cagers.....	6.75	8	Machineman (air).....	8.02	8
Car repairer.....	7.61	8	Machineman (electric).....	9.42	8
Car repairer's helper.....	7.09	8	Machinemen's helper (air).....	7.50	8
Breaker engineer.....	7.61	8	Machinemen's helper (electric).....	7.62	8
Lampman.....	6.58-7.08	8	Pumpmen.....	6.89	8
Machinists.....	7.61-8.14	8	Pumpmen (Galt mines).....	7.39	8
Machinist's helper.....	7.09	8	Hoistmen.....	7.21 to 7.50	8
Ashman.....	6.58	8	Drivers (boys).....	4.40 to 5.74	8
Wiper (man).....	6.58	8	Grippers.....	6.89	8
Coupler (man).....	6.58	8	Grippers (boys).....	4.40 to 5.74	8
Coupler (boy).....	4.40	8	Pipe fitters' helpers.....	6.89	8
Breaker oiler.....	6.71	8	Pick carriers.....	4.03 to 5.74	8
Washer or tipple oiler.....	6.71	8	Clutchmen.....	7.50	8
Breaker picker boss.....	7.08	8	Rollermen.....	6.89	8
Timber framer.....	7.61	8	All other labour not classified.....	6.89	8
Timber sawyer.....	6.75	8			
Box car shoveller.....	7.08	8			
Breaker platform boss.....	7.08	8			
Breaker platform men.....	6.70	8			
Breaker screen men.....	6.58	8			
Rock bank men.....	6.58	8			
Dirt bank men.....	6.58	8			
Fan fireman.....	6.85	8			
Stableman.....	6.58	8			
Finisher after box car loader.....	6.58	8			
Motor truck driver.....	7.61	8			
All other labor not classified..	6.58	8			

## BEE HIVE COKE OVENS.

Steam locomotive engineers.\$	7.61	8
Motorman.....	7.35	8
Larryman.....	6.58	8
Plasterers.....	6.58	8
Carters and cleaners.....	6.58	8
All other labour.....	6.58	8

## BELGIAN COKE OVENS.

Ram engine men.....\$	7.61	8
Chargers.....	7.08	8
Clayers.....	7.08	8
Drawers.....	7.08	8
Loaders.....	6.70	8

## BRIQUETTING PLANT.

Engineer.....	\$ 7.61	8
Briquetter.....	7.74	8
Tar melter.....	6.89	8
Labourers.....	6.58	8
Oiler.....	7.08	8

## INSIDE WAGES.

Shot lighter.....\$	7.50	8
Bratticeman.....	7.50	8
Bratticeman's helper.....	6.89	8
Timberman.....	7.50	8
Timberman's helper.....	6.89	8
Tracklayers.....	7.50	8
Tracklayer's helper.....	6.89	8
Motorman.....	7.21	8
Motorman's helper.....	6.89	8
Locomotive engineer.....	7.21	8

## FAIR WAGE CONTRACTS, OCTOBER, 1920

**D**URING October the Department of Labour received for insertion in the **LABOUR GAZETTE** the following information relative to twenty-five fair wage contracts, of which twenty were awarded by the Department of Public Works, and five by the Department of Railways and Canals. All the contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

## DEPARTMENT OF PUBLIC WORKS.

Restoration of a portion of Fairmont Barracks, Vancouver, B.C. Name of contractor, J. W. Bye, Vancouver, B.C. Date of contract, September 9, 1920. Amount of contract, \$18,000.

Repairs to wharf, Campbell River, B.C. Name of contractor, William Greenlees, Vancouver, B.C. Date of contract, September 23, 1920. Amount of contract, schedule of prices.

Construction of wharf, Lyall Harbour, B.C. Name of contractors, Vancouver Pile Driving and Contracting Company, Vancouver, B.C. Date of contract, September 23, 1920. Amount of contract, schedule of prices.

Renewal of wharf, Moresby Island, B.C. Name of contractors, Vancouver Pile Driving and Contracting Company, Vancouver B.C. Date of contract, September 23, 1920. Amount of contract, schedule of prices.

Alterations and additions to heating system in Customs Building, Winnipeg, Man. Name of contractors, Green &

Lister, Ltd., Winnipeg, Man. Date of contract, September 25, 1920. Amount of contract, \$5,289.

Reconstruction of wharf, Owen Sound, Ont. Name of contractor, Ed. Conroy, Peterborough, Ont. Date of contract, September 27, 1920. Amount of contract, schedule of prices.

Alterations and additions to Court House for conversion into Post Office, Red Deer, Alta. Name of contractor, W. H. Cawston, Calgary, Alta. Date of contract, September 20, 1920. Amount of contract, \$11,750.

Reconstruction of Public Building, Annapolis, N.S. Name of contractors, Denton & Condon, Digby, N.S. Date of contract, September 16, 1920. Amount of contract, \$26,300.

Water system for Air Station, Jericho Beach, Vancouver, B.C. Name of contractors, Weeks & Co., Vancouver, B.C. Date of contract, September 7, 1920. Amount of contract, \$2,669.52.

Alterations and additions to Public Building, Yarmouth, N.S. Name of contractors, H. A. Russell and D. K. McAulay, Halifax, N.S. Date of contract, September 30, 1920. Amount of contract, \$25,947.

Construction of Ice-Breaker, St. Joseph de Sorel, Que. Name of contractors, A. Lacroix & H. Gravel, Montreal, Que. Date of contract, October 1, 1920. Amount of contract, \$2,800.

Construction of floating wharf, Princess Creek, B.C. Name of contractors, F. Cogle and H. Perry Leake, Proctor, B.C. Date of contract, September 27, 1920. Amount of contract, \$7,980.

Restoration of Ore Dressing Plant, Ottawa, Ont. Name of contractors, Taylor & Lackey, Ottawa, Ont. Date of contract, October 12, 1920. Amount of contract, \$6,233, and unit prices for additions or deductions which may be made in connection with this contract.

Alterations to heating plant in Public Building, Dauphin, Man. Name of con-



tractor, H. H. Moore, Dauphin, Man. Date of contract, October 6, 1920. Amount of contract, \$3,478.

Construction of Assistant Medical Officers' Quarters and Tile Conduit from Ward "H" to Nurses' Home and for the execution of additional work above mentioned at the Westminster Psychopathic Hospital, London, Ont. Name of contractor, W. H. Harvey, Kingston, Ont. Date of contract, October, 14, 1920. Amount of contract, \$158,780.

Reconstruction of 466 feet of the superstructure of East Pier, Eastern Channel to Toronto Harbour, Toronto, Ont. Name of contractors, The C. S. Boone Dredging & Construction Co., Ltd., Toronto, Ont. Date of contract, October 12, 1920. Amount of contract, schedule of prices.

Reconstruction of portion of superstructure of wharf, Thessalon, Ont. Name of contractor, Geo. P. Sandie, Thessalon, Ont. Date of contract, October 16, 1920. Amount of contract, schedule of prices.

Alterations and additions to Heating Apparatus in Immigration Building, St. John, N.B. Name of contractor, R. E. Fitzgerald, St. John, N.B. Date of contract, October 15, 1920. Amount of contract, \$8,500.

Construction of wharf, Lord's Cove, Deer Island, N.B. Name of contractors, F. L. Boone & G. S. Macdonald, South Devon, N.B. Date of contract, October 20, 1920. Amount of contract, schedule of prices.

Construction of Floating Wharf, Proctor, B.C. Name of contractors, F. Cogle and H. P. Leake, Proctor, B.C. Date of contract, October 22, 1920. Amount of contract, \$7,940.

#### DEPARTMENT OF RAILWAYS AND CANALS.

Grading for Locomotive Terminal Yard at Fairview, N.S., Canadian National Railways. Name of contractors, Dominion Construction Co., Ltd., and Wheaton, Moncton, N.B. Date of contract, October 4, 1920. Amount of contract, schedule of prices.

Grading for Railway Yard in the parish of Moncton, N.B., Canadian National Railways. Name of contractors, Dominion Construction Co., Ltd., and Wheaton, Moncton, N.B. Date of contract, October 4, 1920. Amount of contract, schedule of prices.

Construction of Mechanical Coaling Plants at Truro, Point Tupper, Pirate Harbour, N.S., and Newcastle, N.B., Canadian National Railways. Name of contractors, Williams & Wilson, Ltd. Date of contract, October 4, 1920. Amount of contract, schedule of prices.

Sandblasting and painting certain steel bridges on the Lachine Canal. Name of contractors, Canadian Sand Blast Co., Ltd., Montreal, Que. Date of contract, October 4, 1920. Amount of contract, schedule of prices.

Placing of stone protection along certain portions of the summit level of the Welland Canal between Thorold and Port Colborne, principally between Thorold and Welland. Name of contractor, Joseph Battle, Thorold, Ont. Date of contract, October 11, 1920. Amount of contract, cost plus basis.

#### POST OFFICE DEPARTMENT.

The following is a statement of payments made in October for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of orders.	Amount of orders
Making metal dating stamps and type and other hand stamps and brass crown seals.....	\$ 739.90
Making and repairing rubber stamps, daters, etc.....	171.56
Supplying stamping material, pads and ink.....	465.26
Supplying mail bag fittings.....	6,249.00
Supplying mail bagging.....	70,977.75
Making up and supplying letter carriers' uniforms, etc.....	23,026.40
Scales, new and repaired.....	325.70
Repairing letter boxes.....	45.85
Making and repairing miscellaneous articles.....	2.20

## PRICES RETAIL AND WHOLESALE IN CANADA, OCTOBER, 1920

THE movement of prices was again downward, the chief decreases appearing in grain, cattle, hogs, sheep, fish for export, butter, cheese, fresh and canned vegetables, bran, shorts, flour, rolled oats, sugar, molasses, cotton, hides, leather, boots, some metals and lumber, linseed oil, turpentine, several lines of chemicals, raw rubber, and starch. There were slight increases in hay, eggs, iron, pulp and paper.

In retail prices the average cost of a weekly budget of twenty-nine staple foods in sixty cities was \$15.83 at the middle of October as compared with \$15.95 at the middle of September, \$14.21 in October, 1919, and \$7.93 in October, 1914. The chief decreases were in sugar and potatoes but there were also slight decreases in beef, bread, flour, and rolled oats with advances in pork, bacon, lard, eggs and milk. Anthracite and bituminous coal were higher in many of the cities. Rent advanced in several localities.

In wholesale prices the index number was again lower at 317.6 for October, as compared with 326.6 for September, 299.6 for October, 1919, and 138.7 for October, 1914. The chief decreases appeared in the groups Grains and Fodder, Animals and Meats, Miscellaneous Foods, Building Materials, and Chemicals. The group index numbers were lower than a year ago in Grains and Fodder, Fruits and Vegetables, Woollens, Cottons, Silks, Jutes, Hides, Leather, Boots, Paints and Oils, and Raw Furs, but were higher for the other groups.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained

by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen. All prices are for delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workingmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central, without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For instance the only fruits are evaporated apples and prunes, and the only fresh

vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods therefore tends to be maintained\*. In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and aver-

aged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous month and for corresponding months back to 1913.

### Retail Prices

In meats, beef prices again averaged slightly lower owing to slight decreases in a number of the cities. Lamb and mutton were lower in some of the cities. Pork and bacon averaged higher, there being increases in several cities. Prices of fish showed little change. Whitefish advanced in the cities between Brockville and Sorel. Canned salmon advanced in a number of the cities in the East. Lard advanced in several cities. There was a general advance in eggs, the prices being 10 cents per dozen higher in several localities and 5 cents in some of the others. Milk was higher in Montreal, Hull, Ottawa, Orillia, Guelph, Woodstock, Stratford, Owen Sound, Regina, Prince Albert, Saskatoon and Vancouver, but was lower at Brockville. Butter was slightly higher in several of the cities, but there were decreases in some. Oleomargarine was lower in some localities. Cheese was steady. Bread declined slightly in nine cities, but advanced in three. Flour and rolled oats were lower in most of the cities. Canned tomatoes were easier in some localities. Onions were substantially lower in nearly all of the cities. Potatoes declined in forty-one of the cities and advanced in five, the decreases being general throughout the country. Fresh apples were lower in most of the cities. Prunes and evaporated apples showed little change. Raisins, currants, jam and canned fruit were steady. Marmalade and corn syrup were steady. Honey was higher in some of the cities, but lower in others. In sugar there was a general decline, the price being three cents lower at the middle of October than at the middle of September.

Anthracite coal advanced in twenty-

\*At times when the price of an article heavily weighted for this purpose rises (or falls) abnormally the increase (or decrease) in food prices so indicated is exaggerated and this should be taken into account in using the budget as an indicator of changes in the cost of living.



## COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT IN TERMS OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA.

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	Oct. 1914	Oct. 1915	Oct. 1916	Oct. 1917	Oct. 1918	Oct. 1919	Sept. 1920	Oct. 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	50.2	47.6	52.4	62.8	76.2	72.2	81.2	80.2
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	35.0	32.8	34.4	43.6	54.2	49.4	51.2	50.4
Veal, roast, forequarters....	1 "	10.0	11.3	12.8	14.0	14.4	15.7	18.1	17.5	19.7	24.0	28.6	26.4	28.7	29.0
Mutton, roast, hindq'r.....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	21.4	20.8	24.2	29.4	36.4	34.3	35.6	36.3
Pork, fresh, roast ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.4	19.6	23.5	32.7	38.0	39.7	41.5	42.3
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	38.0	35.8	40.2	59.4	70.0	72.6	74.0	74.4
Bacon, break'ast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	26.9	26.0	30.5	43.2	51.1	55.9	58.8	60.1
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	37.4	35.8	42.2	63.8	74.2	82.4	73.8	74.4
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	35.3	36.2	43.6	54.7	60.7	69.1	70.6	75.0
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	23.1	31.5	31.6	38.3	48.5	55.0	60.4	64.3	68.3
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	54.0	51.0	54.6	64.8	75.6	85.8	90.6	92.4
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.0	58.4	58.0	59.0	60.8	74.2	92.6	101.2	114.6	124.0	125.8
Butter, creamery, prints....	1 "	25.5	27.7	31.9	31.5	31.7	33.9	34.7	35.1	42.4	50.6	55.7	64.1	68.4	69.1
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	22.0	24.0	27.8	33.5	33.3	39.6	40.8	41.2
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	20.3	21.1	26.1	30.3	31.4	36.9	38.8	38.6
Bread, plain, white.....	15 "	55.5	53.5	66.0	64.5	60.0	61.5	67.5	66.0	84.0	109.5	118.5	118.5	145.5	144.0
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	38.0	35.0	48.0	66.0	69.0	67.0	83.0	80.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	25.0	24.0	25.0	32.5	40.5	39.0	44.0	42.5
Rice, good, medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	13.2	12.1	13.6	18.4	24.6	28.2	33.4	33.2
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	13.6	14.8	20.8	33.6	33.2	22.8	23.6	23.4
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	13.7	12.1	13.4	16.5	23.1	25.6	29.5	29.2
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	13.2	12.9	13.2	16.1	18.8	23.4	27.2	27.4
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	31.2	30.0	36.8	42.4	48.8	50.8	92.4	86.4
Sugar, yellow.....	2 "	10.0	9.8	10.3	11.0	12.0	11.0	14.0	13.8	16.8	19.6	22.4	23.6	43.8	40.8
Tea, black, medium.....	$\frac{1}{4}$ "	8.2	8.3	8.7	8.9	8.8	8.9	9.9	9.7	9.9	12.4	15.5	15.6	15.5	16.4
Tea, green, medium.....	$\frac{1}{4}$ "	8.7	8.7	9.1	9.4	9.5	9.3	9.8	9.9	10.2	11.9	14.8	16.1	17.1	17.0
Coffee, medium.....	$\frac{1}{4}$ "	8.6	8.8	8.9	9.2	9.3	9.4	9.9	9.8	9.9	10.1	11.5	14.0	15.6	15.1
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	35.3	35.0	53.0	56.7	71.3	71.7	81.2	69.4
Vinegar, white wine.....	$\frac{1}{8}$ pt.	.7	.7	.7	.7	.8	.8	.8	.7	.8	.9	.9	1.0	1.0	1.0
<b>All Foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.95</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.99</b>	<b>\$7.82</b>	<b>\$9.30</b>	<b>\$11.81</b>	<b>\$13.54</b>	<b>\$14.21</b>	<b>\$15.95</b>	<b>\$15.83</b>
Starch, laundry.....	$\frac{1}{8}$ lb.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
		2.9	3.0	3.1	3.1	3.2	3.2	3.2	3.2	3.5	4.4	4.8	4.8	4.9	4.9
Coal, anthracite.....	$\frac{1}{16}$ ton.	39.5	45.2	48.1	48.8	51.9	55.0	53.9	51.2	57.9	69.4	78.8	84.3	118.3	125.3
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	37.8	36.9	39.9	54.6	62.6	62.5	85.6	90.7
Wood, hard.....	" cd.	32.5	35.3	38.8	41.4	41.3	42.5	42.6	41.5	43.9	57.3	76.9	81.1	83.1	83.7
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	31.5	30.2	31.6	43.2	58.8	56.5	66.2	66.1
Coal, oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	24.1	23.0	23.0	25.8	27.4	29.3	39.2	39.8
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.90</b>	<b>\$1.83</b>	<b>\$1.96</b>	<b>\$2.50</b>	<b>\$3.05</b>	<b>\$3.14</b>	<b>\$3.92</b>	<b>\$4.06</b>
<b>Rent.....</b>	$\frac{1}{4}$ mo'th	<b>\$2.37</b>	<b>\$2.89</b>	<b>\$4.05</b>	<b>\$4.05</b>	<b>\$4.60</b>	<b>\$4.75</b>	<b>\$4.55</b>	<b>\$3.98</b>	<b>\$4.08</b>	<b>\$4.47</b>	<b>\$4.85</b>	<b>\$5.55</b>	<b>\$6.45</b>	<b>\$6.52</b>
<b>Grand Totals.....</b>		<b>\$9.37</b>	<b>10.50</b>	<b>12.79</b>	<b>13.00</b>	<b>13.79</b>	<b>\$14.02</b>	<b>\$14.47</b>	<b>\$13.66</b>	<b>\$15.38</b>	<b>\$18.82</b>	<b>\$21.48</b>	<b>\$22.23</b>	<b>\$26.38</b>	<b>\$26.46</b>

## AVERAGE COST OF STAPLE FOODS BY PROVINCES.

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.70	7.91	\$8.77	\$11.92	\$13.78	\$14.45	\$16.37	\$16.21
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.72	6.66	7.80	10.31	11.90	12.31	14.13	14.05
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.65	7.50	8.87	11.74	13.26	14.13	15.58	15.51
Quebec.....	5.15	5.64	5.33	6.46	6.97	6.87	7.40	7.46	8.95	11.57	13.19	13.54	15.03	14.96
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.77	7.73	9.41	11.84	13.58	14.17	15.91	15.75
Manitoba.....	5.35	6.19	7.46	7.41	7.88	7.87	8.27	8.03	8.87	11.13	12.84	13.98	16.65	16.34
Saskatchewan.....	6.86	6.92	7.86	8.08	8.16	8.25	8.64	8.01	9.11	11.66	13.51	14.10	16.05	16.09
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	8.46	7.91	9.31	11.87	13.27	14.18	15.60	15.70
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	9.51	8.04	9.79	12.42	14.39	15.32	17.07	16.83

\*December only.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON		
	Sirloin steak, per lb.	Round Steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Stewing per lb				Fresh, leg roast, per lb.	Fresh chops, loin, per lb.	Salt mess, short cut, per lb.	Breakfast, not sliced, per lb.	Break'ast, sliced, per lb.	Ham, boiled, sliced, per lb.
Dominion Average . . .	cents 40.1	cents 35.0	cents 31.2	cents 25.2	cents 21.3	cents 29.0	cents 36.3	cents 39.2	cents 42.3	cents 46.3	cents 37.2	cents 60.1	cents 63.5	cents 78.9
Nova Scotia (Average) . . . . .	41.9	35.8	34.6	27.8	24.1	25.0	32.5	38.0	36.6	39.6	36.5	54.6	59.6	72.0
1-Sydney . . . . .	45	40	58	28-32	28-30	28	28-32	40	40	40	40	60	65	85
2-New-Glasgow (a) . . . . .	40	35	33	25	22-25	28	28	30	35	38	35-40	53	58	65
3-Amherst . . . . .	34	32	22	20	18	20	32	32	35	35	35	55	60	75
4-Hali ax. . . . .	50	35	45	32	25	25	35	50	40	50	35	60	65	75
5-Truro . . . . .	40	37	35	32	25	22	22	33	33	35	35	45	50	60
6-P.E.I.—Charlottetown . . . . .	30-32	30-32	28-30	20-25	15-18	27-30	35	35	35	35	35	54	56	63
New Brunswick (Average) . . . . .	40.0	34.4	28.9	23.0	19.5	20.7	31.3	35.0	35.6	35.6	35.3	56.3	61.3	76.0
7-Moncton . . . . .	40.45	35-40	28-32	24-28	18-20	22	35	40	35-40	35-40	35	58	60	75
8-St. John . . . . .	50	40	35	25	22	24	35	35	40	40	35	50	55	75
9-Fredericton . . . . .	35	30	28	23	20	18	30	35	35	35	36	52	65	75
10-Bathurst (b) . . . . .	30-35	30	20-25	18	17	20	25	30	30	30	35	65	65	75
Quebec (Average) . . . . .	32.7	32.3	27.6	22.1	20.3	25.9	30.4	34.5	36.3	37.6	34.6	58.5	62.1	79.
11-Quebec . . . . .	29-30	28-30	23-24	16-19	14	22-27	25-28	25-28	30-32	28-30	30-32	48	48	70
12-Th e Rivers . . . . .	40	38	30	25	25	25	30	35	35	35	35	60	70	75
13-Sherbrooke . . . . .	25	25	25	20	18	20	30	35	40	40	35	60	65	90
14-Sorel . . . . .	38	38	30	25	22	30	35	35	35	35	35	65	65	75
15-St. Hyacinthe . . . . .	22	22	16	16	20	20	20	30	28	30	35	70	70	90
16-St. John s. . . . .	38	38	38	25	25	35	35	40	35	40	35	50	50	75
17-Th et ord Mines . . . . .	35	35	35	25	20-25	25	35	35	40	40	40	60-62	62-65	78-80
18-Montreal . . . . .	28.5-35	28.5-3	24-28	15-25	15-18	15-28	35-37	39-40	40-45	45-49	35-38	54	65	75
19-Hull . . . . .	35	35	25	25	18-20	25	30	35	40	40	40	65	65	75
Ontario (Average) . . . . .	42.3	37.4	32.5	27.6	22.2	31.4	37.1	40.9	44.5	48.5	36.9	56.8	61.2	78.0
20-Ottawa . . . . .	38	38	28	25	18-20	25-28	35-38	40	38	42	40	60	60	75
21-Brockville . . . . .	40	35	30-35	25-30	20	22-25	25-30	30-35	40	40	38	65	70	80
22-Kingston . . . . .	40-45	30-35	30-35	20-24	17-20	22	30	35	40-45	40-45	32	55	55	65-70
23-Bellefleur . . . . .	42	38	35	25	18-20	25	35	45	40	40	40	58	60	75
24-Peterborough . . . . .	45	40	30	28	22-26	35	40	45	50	50	30	68	70	75
25-Orillia . . . . .	40-45	30-35	30	23-25	15-23	33	35	40	40-45	40-45	30	63	65	75
26-Toronto . . . . .	30-40	25-30	25-35	15-20	12.5-15	20-30	25-30	35-40	35-45	40-50	35-40	50-55	55-60	65-75
27-Niagara Falls . . . . .	50	45	30	25	20	25	45	45	42	48	38	55	60	80
28-St. Catharines . . . . .	35	32	30	25-28	18-22	27-32	35-37	38	38-40	44	35	45	50	70
29-Hamilton . . . . .	42-45	38-42	30	20-28	20-28	25-30	35-40	55-40	40-45	48	38-40	55	58	75
30-Brant ord. . . . .	45	40	35	32	25	35	45	50	55	55	40	60	65	80
31-Galt . . . . .	48	40	40	35	30	35	45	45	45	55	40	50	55	75
32-Guelph . . . . .	45	38	35	28-30	25-30	30-35	40	45	40	50	35	55	57	80
33-Kitchener . . . . .	40	38	28	28	25	40	45	50	45	50	45	55	60	80
34-Woodstock . . . . .	45-48	35-38	35	28	25	35-40	30	35	48-50	50	50	57	60	80
35-Strat ord. . . . .	38	36	34	32	28	28	40	38	48	45	30	60	60	80
36-London . . . . .	45	40	30	32	22	40	48	48	45	55	38	60	65	80
37-St. Thomas . . . . .	43	40	32	30	23	37	38	43	50	55	35	60	65	80
38-Chatham . . . . .	45	40	32	28	25	35	35	40	40	55	35	55	60	75-80
39-Windsor . . . . .	38	35	28-36	28	24-28	35	42	40	38-45	55	50	60	66	85
40-Owen Sound . . . . .	35	35	30	25-28	20-25	28-30	35	35	40	40	32-35	50	55	75
41-Cobalt . . . . .	48	40-45	40	22-30	15-30	35	45	45	40	40	40	50-58	60	80
42-Sault Ste. Marie . . . . .	45	40	35	28-30	15-20	40	28	28	50	50	40	55	60	80
43-Port Arthur . . . . .	40	35	32	25-38	18	25	45	45	50	60	45	60	65	85
44-Port William . . . . .	40-45	35-40	30-35	24-30	17-25	30	40	45	55	50-60	40	70	90	90
Manitoba (Average) . . . . .	40.0	32.5	30.0	22.5	19.0	28.8	37.5	40.0	43.5	45.0	39.0	70.0	78.0	80.0
45-Winnipeg . . . . .	40	30	30	20	16	25	35	40	42	45	45	80	80	90
46-Brandon . . . . .	40	35	30	25	22	30-35	40	40	45	45	45	60	70	70
Saskatchewan (Average) . . . . .	41.3	32.5	28.5	23.8	20.1	26.1	38.3	39.5	45.0	48.8	39.0	66.3	73.8	81.3
47-Regina . . . . .	45	35	32	25	20	25-30	40	40	50	55	40	65	75	80
48-Prince Albert . . . . .	35	30	30	25	25	30	38	38	50	50	40	70	75	80
49-Saskatoon . . . . .	45	30	25	20	12.5	20	40	45	40	50	45	70	80	85
50-Moose Jaw . . . . .	40	35	27	25	23	27	35	35	40	40	32	60	65	80
Alberta (Average) . . . . .	36.5	30.5	27.5	20.8	15.8	25.8	35.5	38.3	47.5	57.5	39.5	62.5	67.5	82.5
51-Medicine Hat . . . . .	40	30	25	22	15	25	40	40	40	40	38	60	65	70
52-Edmonton . . . . .	30	25	25	18	15	18	30	30	50	65	40	60	65	85
53-Calgary . . . . .	38	35	35	18	15	30	40	45	55	65	40	65	70	90
54-Lethbridge . . . . .	38	32	25	25	18	30	32	38	45	60	40	65	70	85
British Columbia (Average) . . . . .	42.6	35.4	33.8	24.9	23.4	31.9	41.7	43.8	46.0	52.5	40.0	63.9	68.6	85.8
55-Fernie . . . . .	42	38	35	28	30	25	40	40	55	60	35	62	64	90
56-Nelson . . . . .	40-45	38	35	18-25	18-26	33-38	38-43	40-45	40-45	50	38	65	70	90
57-Trail . . . . .	45	40	35	23-28	20-25	25-28	45	40	40-45	50-55	40	70	75	90
58-New Westminster . . . . .	40	30	25	20	18-22	30	45	45	40	45	40	60	70	80
59-Vancouver . . . . .	38	32	40	22	20	30	35	42	48	45-60	45	60	70	80
60-Victoria . . . . .	38	30	27	20	18	38	38	38	40	55	42	50	55	85
61-Nanaimo . . . . .	50	40	38	35	30	40	45	50	50	50	35	70	75	90
62-Prince Rupert . . . . .	45	35	35	27	25	30	45	45	50	55	45	70	70	80

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Price calculated from price quoted for 10 lb. pail. \* Winnipeg prices for October 1.

AND RENTALS IN CANADA AT MIDDLE OF OCTOBER, 1920

FISH

Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, fresh, per doz.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	Other fish, fresh, per lb.	Other fish, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod, boneless, per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. tin	Canned salmon, med. per lb.	Canned salmon, pinkie, per lb.	Lard, pure leaf, best, per lb.
cts. 17.9	cts. 16.9	cts. 14.9	cts. 20.4	cts. 32.2	cts. 27.2	cts. 14.0	cts. 12.6	cts. 56.3	cts. 50.8	cts. 20.5	cts. 15.5	cts. 23.9	cts. 24.9	cts. 14.0	cts. 34.2	cts. 24.6	cts. 21.5	cts. 51.2	cts. 41.3	cts. 28.4	cts. 37.2
16.0		13.3		30.6											57.0	26.0	18.0	42.5	37.7		39.9
10				25-30											60	30					45
15		15		30											50-60	25					42-45
12				30								20			70	25		40	38		33
15				30-40	30	7	7	50	50						80	25	18	45	35		40
18		15													40	25	18	40	40		38
															60	15-18	20		45		38
12		12																			6
13.3		13.7		36.3											61.3	24.8	18.0		37.5	31.0	37.0
12		12		35-40											70	24	20	40	35	35	7
15		15													60	25	18		35	30	8
18		14		35		12									70	25	16		40	35	9
8															45	25	18		40	28	10
16.3		13.6	11.5	37.1		13.5				23.5				11.6	72.5	22.8	24.5	49.8	39.1	32.3	35.8
10		10	10		30					15					75	12	30	50	40	30	11
	15		13						75							30	20	55	45	40	12
		18		40						25				12.5				45	35	35	13
		13								24									35	35	14
				30						30				10	60				40	40	15
				40						28				15					40	40	16
18-20		9.5-12	30-38			15		70-100		10-25				8	70-90	23-25	18-22	38-50	30-33	25-28	35
20		12.5	38-45			12				25		17		12.5		25	20-25	55	40	30	17
																					18
19.0	15.7	14.2	11.7	34.1	27.9	16.2	13.3	50.6		20.9	17.3	21.8	24.9	14.8	65.6	24.3	21.1	52.7	41.1	30.1	36.7
20		12.5		38-45		12				25	17	17	20	12.5		25	20-25	50	35	25	20
12.5	15	10	10	40	25	10	10	50		22	15-1	8	20-45		50	17-25	18	50	40-45	28-35	38
		16		30		10				15						25	50	50	25	35	21
15				30		12				25					75	25	20	50	45	30	22
										15		20			75	25	50	60	45	30	23
20		14		33	25-30	15				26		33-35	18-22		70	22	18	50	40	25	24
										15		15						50	45	35	25
22				30		15				30-35				15	25	25	25	65	40-45	30-40	33-35
20		15		35-45			1.00			25				15	75	25-35	18-25	50	40	25-35	32-34
				30-35	15-20					28-30		28-35		13		30	20	55	50	40	29
18		15		33		15				17		25	25				20	50		36	30
				35						20		30					20	55	40	35	31
						22				17							20	55	40	35	32
						17				17							20	55	40	35	33
				25		12.5				18				10		22	23	50	40	35	34
		10	10	40		17				17		18			60	18-23	18	55	40	29	35
18		15		30	30	15	15			18	18			10	50	25	18	50	30	25	36
25				35		12-15				25					27	20-23	55	42	30	38	37
				40		30				18-25		20		20-25		20	30	55	45	35	38
										20		20				20	45	40	30	40	39
										25		22			70	25	20	60	50	40	40
16-18	16-18	17		30	25-30			25		15-17		15-20		15-25		25	20	50-55	40-45	25	40-45
20	20	15	15	35	25-30			25-30	25-30	17		17			75	25	18-20	50	40-45	25	40-45
				32.5						18.0								55.0	45.0		44.0
				35	25					18	15							60	50		43
				30														60	40	25	45
18.8	17.5			30.0	26.0					17.0							22.5	50.0	45.0	30.0	41.3
20	20	30		30						18							25	50	40	25	47
				30						18							25	55	55		48
							18.5			18							20	50	45	40	49
17.5	15			30	23	12.5				15				15	75	20	20	45	40	25	50
22.0				27.5		14.4				16.9		35.0		17.5		27.0	22.3	62.5	42.5	30.0	36.3
25				30		15				20		40		20		30	25	55	50	30	51
20	17.5			25	23	15	12.5			12.5	12.5	30	25	15		25	20	50	40		52
25				25		15				20				15		28	22	60	40	25	53
18				30		12.5				15				20		25	22	45	40	35	54
20.5	18.8	20.0		27.9	27.5	12.1						27.5		12.5		27.0	22.9	49.9	41.6	30.9	35.5
	20			30	30	18				18				15		30	22	55	50	25	55
22				32		12.5				18				15			25	45	38	27	56
25		20		30		10				18						25	50	50	40	25	58
18				25		10				10		30	25			28	22	50	40	30	59
25				28		6				12		25				25	16	44	25	25	60
18				28						12		25					25	50	40	35	61
18				25						12		25					25	55	50	45	62
17.5	17.5	20	20	25	25	10	10							10			25				



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Eggs					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
	Fresh, specials per doz	Fresh, extras, per doz.	Fresh, No. 1's, per doz.	Fresh, No. 2's, per doz.	Storage, per dozen.		Dairy, solids per lb	Creamery, prints, per lb.		Old, per lb.	New, per lb.
<b>Dominion Average.....</b>	cents. 75.0	cents. 68.8	cents. 66.1	cents. 65.8	cents. 68.3	cents. 15.4	cents. 62.9	cents. 69.1	cents. 43.6	cents. 41.2	cents. 38.6
<b>Nova Scotia (Average).....</b>	73.7	75.0				16.0	65.0	73.6	45.8	40.0	39.0
1-Sydney.....		80				20		75	48	40	
2-New-Glasgow (a).....	70					16	65	70		40	
3-Amherst.....	75	70	70			15		70	45		38
4-Halifax.....	80	75				15	65	78	45	40	
5-Truro.....	70					14	65	75	45		40
<b>6-P.E.I.—Charlottetown.....</b>	60	53	51			12-13	58	65		35	35
<b>New Brunswick (Average).....</b>	68.3	73.3				14.6	63.1	71.0	43.3	40.0	37.0
7-Moncton.....	70	70				14-15	65-68	68-70	45		35
8-St. John.....		80	70			17	65-67	70	43		35
9-Fredericton.....	75	70			60	15	65	75	42	40	38
10-Bathurst (b).....	60					12	55	70		40	40
<b>Quebec (Average).....</b>	75.7	74.7	69.3		65.0	14.7	60.6	65.6	38.6	41.0	38.1
11-Quebec.....	75	70			65	16	56-59	62-64	38	38-40	34-36
12-Three Rivers.....	75				65	16	61	65	35	45	40
13-Sherbrooke.....	85	75				cl4.3		74	40		
14-Sorel.....	70	65				14		65	40	35	35
15-St. Hyacinthe.....		85				14		59			30
16-St. John's.....	75	75	70	65	65	13	64	66	40	45	35
17-Thet'ord Mines.....	75						60	68	40		
18-Montreal.....		78	70			16	59.5-62	64-64.5	40	40-42	40
19-Hull.....	75		68			14	60	65	30-42		38
<b>Ontario (Average).....</b>	72.7	68.8	62.3	66.5	66.5	15.2	63.6	67.6	42.7	41.6	39.3
20-Ottawa.....	73-85					14	60	65-68	37-43	40-45	40
21-Brockville.....		65				cl12	58-65	70	40-42	40	40
22-Kingston.....			55			12	55-60	65-70	37-40	37	35
23-Belleville.....	65	62			58	cl13	75		45		40
24-Peterborough.....	70	65				12.5c	63	65	45	44	40
25-Orillia.....	60					15-cl15.5	60	65	42	45	40
26-Toronto.....	80			65		cl16.7		68	42		40
27-Niagara Falls.....	75					16	65-60	67	42-45	40	37
28-St. Catharines.....	75					16	64	65	40		40
29-Hamilton.....	70-75	68-72				15	60	68	40	40	38-40
30-Brantford.....	75				70	14-15	60	68	43		37
31-Galt.....	70	67				cl12.5	65	63	40-42	35	40
32-Guelph.....	70	70			70	14	62	65	45	45	30
33-Kitchener.....			70			cl14.3	65	66	40	42	40
34-Woodstock.....	70					14	60	65	45	45	40
35-Stratford.....			62			14	61	63	40-42	40	42
36-London.....	75	72				14	65	68	40-42	45	40
37-St. Thomas.....	70	70				cl13.5	65	68	43	45	40
38-Chatham.....	70	70			68	16	70	75	42	40	38
39-Windsor.....		72		68		17-20	75	75	48	48	45
40-Owen Sound.....		65				15	60	62	40	40	38
41-Cobalt.....	75	70				20		70	42	40	40
42-Sault Ste. Marie.....	85	75				16	65	70	45		40
43-Port Arthur.....	75	70				20		70	45	40	
44-Fort William.....	75					20		70	45	40	40
<b>Manitoba (Average).....</b>	67.5		55.0			14.6	64.0	72.0	46.5	42.5	
45-Winnipeg.....	75		70			16	68	74	48	45	
46-Brandon.....	60		40			13	60	70	45	40	
<b>Saskatchewan (Average).....</b>	65.0	65.0				16.8	61.3	70.8	46.3	41.7	40.0
47-Regina.....	65					16	60	68	45	40	40
48-Prince Albert.....	70	65				16	60	70	45		40
49-Saskatoon.....		65				17	65	75	50	40	
50-Moose Jaw.....	60					18	60	70	45	45	
<b>Alberta (Average).....</b>	76.3	70.0				15.5	62.5	70.6	45.0	41.3	40.0
51-Medicine Hat.....	75					17	65	75	45		
52-Edmonton.....	75	70	70			cl13.3		70	45	40	40
53-Calgary.....	75			65		15		65-70	45	42.5	40
54-Lethbridge.....	80	70				cl16.7	60	70	45		40
<b>British Columbia (Average).....</b>	89.8	82.5	75.0		74.5	17.1	63.6	72.5	47.8	41.4	39.6
55-Fernie.....	80		75			cl16.7	60	75	50		40
56-Nelson.....	85	75				cl10	60	70	50	45	
57-Trail.....	90				75	15	60	70	50		
58-New Westminster.....	90					16.5	72	75	45	40	
59-Vancouver.....	95					16	68	65	45	38	40
60-Victoria.....	88		70		65	78	65	80	42	42	38
61-Nanaimo.....	90					cl15.4	65	80	42	45	45
62-Prince Rupert.....	10.0	90	80		80	20	60	70	50	40	

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district.

\*Winnipeg prices for October 1

## AND RENTALS IN CANADA AT THE MIDDLE OF OCTOBER, 1920—(Continued)

Bread, plain white, per lb.	Soda Biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLES		
		Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.				Rangoon per lb.	Patna, per lb.	Japan, per lb.	Siam, per lb.		Tomatoes, 2½'s, per can.	Peas standard, 2's, per can.	Corn, 2's, per can.
cents. 9.6	cents. 22.1	cents. 8.3	cents. 8.0	cents. 8.5	cents. 9.1	cents. 11.4	cents. 16.6	cents. 28.9	cents. 20.1	cents. 17.7	cents. 21.2	cents. 21.2	cents. 21.2	cents. 21.2
9.9	21.5	8.7	8.9	8.3	9.1	9.4	17.7	18.0			19.8	24.0	22.8	23.4
10		10		9	9	9	20				18-20	25	25	25
10	20		9.2	8-9	8-9	8		13			25	25	25	25
10	20	8.8	8.3	7	9	10	18				18	22	22	22
9.3	22	7.2	8.8	8	10	10					22	23	22	23
10	24	8.8	9.4	9	9	10	15	18			22	25	20	22
9.3	22	8.3	7.9	8	8	8	15		13		20	18-20	18-20	18-20
10.6	21.0	8.4	7.8	8.6	8.4	9.3	18.0	24.5	16.5	18.5	20.0	20.5	20.0	20.0
10-10.7	22	8.8	8.3	8-9	9	9				20	20	20-22	18-20	20-22
10.7	22	8.3	7.9	9	5-8	10	18	19		18	20	20	20	20
10.7	20	8.3	8.1	9	8	10	18	30	18	18	22	18-20	20-22	18-20
10.7	20	8.1	6.9	8	10	8	18		15	18	18	22	20	20
8.7	22.0	8.4	8.1	9.0	10.5	11.8	15.9	19.6	19.8	17.0	20.2	19.8	20.6	19.9
9.5	20	8	8	7				14	16		14	20	18	20
8.7	22	9	9	8	12.5	12	15	20			20	20-25	19-20	23-25
9.3		8.3		10	10	12.5	18	20	25		23	20	20	20
8.3	22		7.9	10	10	12	15	18			25	17	23	20
8			7.7				17	22			18	20	20	20
8	22	8.3	8.3	10	10	13	15	20			25	20-22	20	20-22
8.7	25	8.3	7.3	10	8	8	15				20	20	23-25	17-16
9.7-10	22-24	8.5-8.8	7.9-8.5	8-9	10	12-13	15-18	22-23	18	18	18-20	20	18-20	18-20
8	20	8.3		8.3		12.5		20		16	17.5	17.5	18-25	17.5
9.3	22.0	8.3	7.9	8.2	9.0	11.6	17.2	20.4	22.2	19.2	28.3	19.8	20.2	20.0
9.8	22	8.3-9	7.9	8.3-10	8.3-10	10-12		25		20	15-20	20	20-25	20
9.3	25	8.8	8.8	8	8	10	15				20	20	18-20	18
9.3	22	7.9	7.5	8	6	10	13	20			15	18	17	17
7.7	20	8.3	9	10	9	12.5		18		25	20	18-20	18-20	18-20
9.3	22	9	7.9	8	10	10	15		25		18	19-20	17-20	20-22
9.3	25	6.5	8.8	7	7	15	15	25	25	15	20	20	20	25
8.7	22	8.5	7.7	7.5		12	15	20	22		15	18	18	26
8.7	24		8.3	8	10	10	22	25	22	22	18	20	20	27
9.3	18	9.2	7.1	7.1	8.3	10	18	20			20	18-20	18-25	18-25
8.7	20	7.9	6.7	6.3	6.3	10		18-20	17	17	15	17	17	29
9.3	23	8.3	7.7	7	10	13		18	23		14	17-18	18	30
9.4	20	7.1	7.3	7.1	8.3	10	13	20	20	15	14	20	20	32
9.3	22	8.3	7.9	8.3	8.3	15	20	20	25	25	18	20	23	33
9.3	24	7.7	7.4	10	15			15	25		18	20	20	34
8.7	22		6.7	8.3	8.3	12.5	20	25		20	25	15	20	35
9.3	22		7.3	8	8	8	20	25			15	21	21	36
8.7	22	8.8	8.3	8.8	8.8	15	15	20	22		18	20	15-22	20
9.3	22	8.3	8.3	7	10						18	23	22-25	20
9.3	25	7.5	7.5	8.3	8	10	20	24		24	18-20	23-25	20-22	20-22
9.3	22	10	9.4	9	15	15	15	20	18		15	18-20	18-20	20
8.7	25	7.9	6	8	8	10	15	20	18		20	24-25	24-25	24-25
12	20	8.8	8.8	10	10	10	20	28	25		20	20-23	20-23	18-20
10	20	8.3		9	8	12.5	25	15	20		20	16.7-20	19-20	24-25
11.1	22		8.1	10	8	12.5	12.5	15	20		20	16.7-20	19-20	24
11.1	18-20	7.9	7.9	7.5-8	8	12	15	15	12.5	15	20			44
9.2		8.1		7.7	10.0	10	13	13.0			16.5	24.0	22.0	24.0
8.8	22	8.8		8.3	10	11	13	13		22	15	25	25	25
9.6		7.3		7	10	10	13	13	15		18	23	18-20	23
9.3	26.0	7.9	7.8	9.4	9.9	12.5	15.0			17.8	19.4	24.2	24.0	24.5
8.9		7.3	7.3	8	8	12.5				18	15	23	23	23
8.3		7.5	7.3	8.8	7.5	10	15			20	20	25	25	25
10	22		8.8	8.8	9.2	12.5	15			18	17.5	22.5-25	23	25
10	30	8.8	7.9	12	15	15	15		15	15	25	25	25	50
9.5	21.8	7.6		7.8	7.4	10.8			18.4	17.0	15.0	24.0	23.9	22.6
8.7	20	7.9		6	7.5	8.3			17.5	17.3	17.5	20.5-25	21-25	21-25
10	20	7.3		7	7	10			20	16	12.5	22.5	22.5	22.5
9.6	25	7.5		8.1	8	12.5			18	17	15	23	25	53
9.6	20		7.5	10	7	12.5			18	17.5	15	25	25	54
11.3	22.9	8.3	8.2	9.3	9.4	13.1			18.2	14.0	13.2	22.4	22.1	21.8
10	22	8.8	8.8	9.5	10	15			22.5		17.5	25	22.5	22.5
12.5	22	9		10.6	10	15		20	20		15	25	25	56
11.5	19	7.9		8.3	8	12.5			17.5		15	22-23	22-23	23
10.7	20			9	9	12.5			20	15	12.5	22.5	20	57
9.8	22	7.9	7.7	8	9	12.5			14	12	8.3	20	20	58
10.7	30	8.1	8.1	9	9	12.5	15		15	15	12.5	20	20	59
10.7		8.1		10	10	12.5			20		10	20	20	60
14.3	25	8.3		10	10	12.5			16.7		15	22.5-25	22.5-25	22.5-25

(c) Price per single quart is higher. (d) Dairy prints.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow, red, etc per lb.	POTATOES		APPLES			Prunes, medium size, per lb.	Raisins, seeded, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (90 lb.)	Per peck, (15 lbs)	Fresh, best or eating, per gal.	Fresh cooking, per gallon.	Evaporated, bright, per lb.			
<b>Dominion Average.....</b>	cents. 11.7	cents. 7.4	\$ 2.083	cents 40.4	cents 35.0	cents. 22.7	cents. 29.2	cents. 27.4	cents. 29.6	cents. 21.1
<b>Nova Scotia (Average).....</b>	12.6	9.3	2.330	42.5			27.5	30.2	30.6	31.7
1-Sydney.....	13	6	3.60	60		33	25	25-30	30-35	40
2-New-Glasgow (a).....	12	9-10	c2.25						30	
3-Amherst.....	12	4	1.40	30			25		30	30
4-Hali ax.....	14	5	2.60	45			30	30	35	35
5-Truro.....	12	7	2.10	35			30	33	25	
<b>6-P.E.I.—Charlottetown.....</b>	11	8	1.20	20		12	25	24	25	25
<b>New Brunswick (Average).....</b>	11.5	6.3	2.375	43.8	32.5	21.7	28.8	25.8	28.0	33.3
7-Moncton.....	13	6	2.25	40	d35	d25	30	22	22	35
8-St. John.....	11	5	3.00	50	30	20	25	30	30	30
9-Fredericton.....	12	6	2.50	45			27	26	30	35
10-Bathurst (b).....	10	8	1.75	40		20	25	25	30	33
<b>Quebec (Average).....</b>	10.9	9.8	1.840	37.2	42.2	40.1	29.3	27.8	25.8	31.3
11-Quebec.....	8	8	1.25	40			20	30	20	
12-Three Rivers.....	12.5	15	c2.25	35	50	35	30	30	30	35
13-Sherbrooke.....	12.5	5	2.25	40	63	58		35	25	35
14-Sorel.....	13	20	1.50	35	40		30	25	30	30
15-St. Hyacinthe.....	10		1.50		15			18		
16-St. John's.....	10	15	c1.96	35	d25	d20	35	30	25	25
17-Thet ord Mines.....	11	5	2.10	35			30	30	35	35
18-Montreal.....	11-12	5	2.00	35-40	50-75	35-60	30-32	25-30	30-32	35
19-Hull.....	10	5	1.75	40				25	30	24
<b>Ontario (Average).....</b>	12.6	8.1	1.889	37.7	28.5	21.9	28.7	27.3	30.0	29.8
20-Ottawa.....	12-5	6-7.5	1.75-2.00	35-50	50	35-40	30	20-30	30	30-35
21-Brockville.....	10	8	1.80	35	20	15-20	30	25	27-30	30-35
22-Kingston.....	12.5	5	1.50	35	25	18		23	25-30	25
23-Belleville.....	12.5	10	1.25-1.40	25				35	30	30
24-Peterborough.....	12.5	12.5	1.60	30		d15	30	28	28	25
25-Orillia.....		5	1.25	25	20		20	30	30	30
26-Toronto.....	13	5	2.00	40		d25		25	35	30
27-Niagara Falls.....	13	10	2.40	40	d20	d17.5		25	28	30
28-St. Catharines.....	12.5	15	c2.63	60				25	28	30
29-Hamilton.....	10	8.5	2.00	35	25			25	28	27
30-Brant ord.....	12		2.00	40				35	33	30
31-Galt.....	12		1.25				28	25-30	33	25
32-Guelph.....	12.5	8.3	1.60	40	30	25		30	30	30
33-Kitchener.....	12.5	6.3	2.00	35				35	30	30
34-Woodstock.....	10	4	1.75	35		15	30	25	30	30
35-Strat ord.....	10	15	1.25	25	d12.5	d10		20	35	33
36-London.....	12.5	5	2.00	35	25	15		30	32	30
37-St. Thomas.....	12.5	10	2.41	40				30	35	30
38-Chatham.....	12.5	8	2.25	40	30-40		30	25-30	30	28
39-Windsor.....	20	12.5	2.00		25	15	30	32	25	32
40-Owen Sound.....	12.4	5	1.35	30	25	30		25	30	25
41-Cobalt.....	15	12.5	2.25	37	50		25	35	35	10
42-Sault Ste. Marie.....	15	6	2.00	50	38	35	25	28	35	35
43-Port Arthur.....	12.5	4.3	1.75	40			25	20	25-30	30
44-Port William.....	10-15	4.3	2.50	50		d40	30-35	20	20	35
<b>Manitoba (Average).....</b>	14.0	5.0	2.625					27.5		30.0
45-Winnipeg.....	15	6	c3.75					25		30
46-Brandon.....	13	4	1.50	30			35	30	18	30
<b>Saskatchewan (Average).....</b>	11.9	8.2	2.408	41.7			31.7	26.3	28.8	35.0
47-Regina.....	12.5	6	3.00	50				25	35	30
48-Prince Albert.....	12.5	8.3	1.50	25			35	30	25	35
49-Saskatoon.....	12.5	8.3	c2.13				35	25	30	35
50-Moose Jaw.....	10	10	3.00	50			25	25	25	40
<b>Alberta (Average).....</b>	9.3	5.0	2.128	37.5			31.3	26.3	29.5	32.5
51-Medicine Hat.....	7	6.3	2.80				35	25	30	30
52-Edmonton.....	10	3-6	1.40	30			30	25	25	30
53-Calgary.....	10	4.2	c2.21	45			30	30	38	35
54-Lethbridge.....	10	5	c2.46				30	25	25	35
<b>British Columbia (Average).....</b>	10.1	5.3	2.483	44.8			29.4	28.3	31.8	31.9
55-Fornie.....	10	12.5	c2.70		75	70	25	30	30	35
56-Nelson.....	12.5	4.1	3.15	55			35	35	30	35
57-Trail.....	10	3.5	2.25	40			30	27	28	35
58-New Westminster.....	10	4	2.00				25	25	30	30
59-Vancouver.....	8	3	1.70	29			30	26	35	25
60-Victoria.....	10	4	2.65	40			34	33	33	30
61-Nanaimo.....	10	6		60				25	35	35
62-Prince Rupert.....	10	5	c2.93				30	25	30	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per bushel from price quoted. (d) Calculated price per gallon from price quoted. \*Winnipeg prices for October 1



## AND RENTALS IN CANADA AT MIDDLE OF OCTOBER, 1920—(Continued)

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Corn syrup, per 5-lb. tin.	Honey, clover, strain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry pure, per 4-lb. tin.	Peaches, 2's. per can.	Pears, 2's per can.	Plums 2's. per can				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packets), per lb.	Green, medium (in bulk), per lb.	Green, medium (packets), per lb.
\$ 1.565	\$ 1.534	cents. 43.2	cents. 41.9	cents. 31.9	1.206	74.8	1.852	cents. 21.6	cents. 20.4	cents. 63.9	cents. 65.9	cents. 67.9	cents. 68.3
1.450	1.450	40.0	.....	.....	1.125	72.5	.....	22.5	20.8	63.4	68.5	.....	.....
1.20	1.20	.....	.....	.....	.....	.....	.....	24	23	60-75	70	.....	.....
1.50	1.50	40	40	30	1.25	80	1.25	22.2	20	65-70	60-65	.....	.....
1.85	1.85	.....	.....	.....	1.00	65	.....	22	20	60-70	65	.....	.....
1.25	1.25	40	.....	.....	.....	.....	.....	22.2	20	52	65	.....	.....
1.50	1.50	35	40	25	1.25	60	1.75	20	20	60	65	.....	.....
1.550	1.500	40.8	41.2	38.3	1.133	61.7	.....	21.3	20.3	60.0	65.0	70.00	.....
1.45	1.35	40	40	40	1.00	65	.....	21	20	65	65	.....	.....
1.35	1.35	40	40	35	1.00	50	.....	21	20	60	65	70	65
1.85	1.80	40-45	40-47	40	1.40	70	.....	21.1	20	55	65	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	22	21	65	65	.....	.....
1.568	1.568	43.6	44.3	32.1	1.154	71.8	1.880	21.2	19.9	65.8	63.6	67.1	62.9
1.50	1.40	40	40	30	1.25	60	2.50	19	18	70	65	70	65
1.50	1.45	50	50	35	1.25	85	1.50	24	23	60	50	70	50
1.50	1.50	45	45	25	.....	70	2.25	22	25	.....	.....	70	.....
.....	.....	.....	.....	.....	.....	.....	.....	21	20	70	.....	.....	.....
1.50	1.50	.....	.....	.....	.....	.....	.....	20	18.2	.....	.....	.....	.....
1.50	1.50	45	45	35	1.50	70	1.50	22.2	20	70	60	70	60
1.80	1.90	40	40	40	90	65	.....	22	21	70	70	.....	.....
1.50-1.65	1.45-1.50	40	45	30	95-1.10	70-85	1.50-1.80	21	20	55-60	70	45-60	70-75
1.60	1.75	45	45	30	1.00	75	.....	20	18	70	70	70	70
1.534	1.500	40.2	39.5	30.3	1.220	72.2	1.745	21.2	20.5	64.3	66.8	65.3	66.6
1.35-1.75	1.35-1.75	40-50	40-50	30	1.35	60	1.75-1.85	20-21	20	60	60	60-65	60
1.50	1.50	40	40	35	1.20	65	1.75	21.1	21.1	70	70	70	70
1.50	1.40	40	45	25	1.25	70	.....	21.1	20	45	50-55	60	50-55
1.60	1.45	35	50	25	1.25	75	1.75	23.3	22.2	70	60	70	60
1.35	1.25	40	40	35	1.25	70	1.50	20	20	70	70	75	70
1.50	1.50	40	40	30	1.10	70	1.50	20	20	50-60	70	50	70
1.35	1.35	40	40	20	1.25	.....	1.75	20	19	60	70	60	70
1.85	1.75	40	40	1.40	75	.....	1.75	21.1	20	60	70	70	70
1.50	1.40	35-40	45	35-45	1.00	75-85	1.75	20	20	60-70	70	55-65	70
1.50	1.45	32	35	23	1.10	70	1.75	18-21	19-20	60	70	60	70
1.50	1.60	.....	.....	.....	1.15	70	1.75	21.1	20	70	70	80	65
1.65	1.50	30	30	25	1.25	68	1.65	20	19	69	.....	75	.....
1.50	1.40	40-50	40-50	30-40	1.25	80	1.75	21	21	60	65	60	65
1.95	1.95	40	35	35	1.50	70	1.90	21	21	65	70	65	70
1.50	1.50	45	40	35	1.25	75	1.85	22.2	20	70	70	70	70
1.50	1.50	25	25	.....	1.00	80	1.50	21	20	60	65	60	65
1.65	1.65	.....	.....	.....	1.25	75	1.90	20	20	68	70	68	70
1.40	1.40	35	30	25	1.25	65	1.50	22.2	22.2	60-80	70-80	60-80	70
1.75	1.75	50	45-50	30	1.40	80	1.85	22.2	22.2	60-80	70-80	60-80	70
1.50	1.50	40	48	40	1.40	90	1.75	20	18.5	50-80	50-80	50-80	50-80
1.50	1.50	.....	.....	.....	90	60	1.75	22.2	20	65	60	60	70
1.50	1.45	35	35	30	1.25	85	2.00	24	24	65	70	70	70
1.60	1.60	60	60	35	1.00	75	1.90	22.2	20	80	70	70	70
1.40	1.35	40-60	35	25-30	1.00	65	1.75	25	25	60-70	65	60-70	60
1.25	1.25	30-50	35-40	25	1.00	60	1.80	20	20	60-70	55	55-60	55
15.50	15.50	42.5	40.0	32.5	105.0	87.5	1.900	24.5	24.0	75.0	72.5	72.5	.....
1.65	1.65	40	35	30	1.10	90	1.90	24	23	80	75	75	.....
1.45	1.45	45	45	35	1.00	85	1.90	25	25	70	70	70	70
1.488	1.438	42.5	40.0	29.5	1.43	82.5	2.033	22.3	20.1	70.0	62.5	70.0	73.3
1.50	1.35	45	35	28	1.00	75	.....	21	21	65-75	70	65-75	75
1.70	1.70	40	40	30	1.10	90	2.00	23.1	23.1	75	.....	80	48
1.40	1.35	45	45	30	1.10	.....	2.10	23	22	65	.....	65	49
1.35	1.35	40	40	30	1.25	.....	2.00	22.2	14.3	65-75	65	65-75	55
1.800	1.713	47.5	47.5	31.3	1.288	85.0	2.113	22.4	20.5	57.5	68.8	71.7	72.5
1.80	1.80	40	40	35	1.50	90	1.85	23	22	55	70	75	65
1.60	1.50	50	50	30	1.25	75	2.15	22	18	50	70	70	70
2.00	2.00	50	50	30	1.15	90	2.20	22.3	21.8	60	60	.....	80
1.80	1.55	50	50	30	1.25	85	2.25	22.2	20	65	75	70	75
1.856	1.625	46.9	45.6	36.4	1.291	82.4	2.092	21.5	19.5	60.0	69.4	75.4	75.4
1.50	1.50	45	45	45	1.50	85	2.25	21	20	60	70	85	.....
1.75	1.75	65	40	30	1.50	90	.....	22	21	65-70	85	70	75-80
1.60	1.65	40	40	.....	1.20	75	2.00	21.3	20	55-60	65	60	65
1.60	1.50	50	60	50	1.20	85	1.85	22	21	70	60	80	.....
1.70	1.70	40	40	30	1.10	80	1.85	20	18.2	50	70	70	80
1.65	1.65	50	50	20	1.18	74	2.10	20	16.7	60	65	75	80
1.60	1.50	40	45	40	1.25	85	.....	22	16.7	65	70	75	75
1.85	1.75	45	45	40	1.40	85	2.50	23.5	22.2	50	70	70	75

(c) Calculated priced per bag from price quoted. (d) Calculated price per gallon from price quoted.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½ lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ¼ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans roasted, Rio, etc., per lb.								Laundry standard, per bar.	Toilet, castile, per lb.
<b>Dominion Average.....</b>	<b>62.2</b>	<b>58.0</b>	<b>33.1</b>	<b>16.1</b>	<b>11.0</b>	<b>15.0</b>	<b>1.157</b>	<b>9.5</b>	<b>14.7</b>	<b>10.7</b>	<b>34.6</b>
<b>Nova Scotia (Average).....</b>	<b>53.0</b>	<b>67.5</b>	<b>34.5</b>	<b>12.2</b>	<b>9.8</b>	<b>14.4</b>	<b>.96</b>	<b>8.6</b>	<b>15.5</b>	<b>12.0</b>	<b>35.0</b>
1-Sydney.....	60	.....	33	.....	8	14	1.00	10	17	12	30
2-New Glasgow (a).....	70	.....	35	.....	10-12	12-14	1.00	6-10	15-16	12	.....
3-Amherst.....	60	70	35	15	.....	15	.90	7	15	12	25
4-Hali'ax.....	60	70	35	15	.....	15	.90	8	15	12	50
5-Truro.....	65	65	.....	13	8	15	1.00	10	15	12	.....
<b>6-P.E.I.—Charlottetown.....</b>	<b>65-70</b>	<b>60</b>	<b>25</b>	<b>22</b>	<b>12</b>	<b>18</b>	<b>1.00</b>	<b>6</b>	<b>15</b>	<b>11</b>	<b>25</b>
<b>New Brunswick (Average).....</b>	<b>67.5</b>	<b>62.5</b>	<b>30.0</b>	<b>12.5</b>	<b>8.3</b>	<b>14.3</b>	<b>.90</b>	<b>6.5</b>	<b>14.5</b>	<b>11.5</b>	<b>30.0</b>
7-Moncton.....	65	60	30	12	6	15	.90	6	15	12	25
8-St. John.....	65	65	30	13	12	12	.80	6	12	11	.....
9-Fredericton.....	65	.....	30	10	8	15	.90	7	16	12	30
10-Bathurst (b).....	75	.....	30	15	7	15	1.00	7	15	11	35
<b>Quebec (Average).....</b>	<b>61.6</b>	<b>60.4</b>	<b>31.1</b>	<b>15.2</b>	<b>11.8</b>	<b>16.5</b>	<b>1.271</b>	<b>8.2</b>	<b>14.9</b>	<b>10.2</b>	<b>33.3</b>
11-Quebec.....	55-60	55	25	18-22	8	10-12.5	.....	20	12-14	8-10	.....
12-Three Rivers.....	60	50	30	15	10	10	1.20	.....	15	19	.....
13-Sherbrooke.....	65	.....	35	15	15	15	1.20	6	15	12	25
14-Sorel.....	50	70	30	15	15	15	2.00	10	15	10	50
15-St. Hyacinthe.....	.....	60	.....	13	.....	.....	.....	.....	15	.....	.....
16-St. John's.....	70	70	25	16	16	20	.80	.....	18	12	.....
17-Thetford Mines.....	70	.....	35	18	10	25	.90	5	15	9-10	.....
18-Montreal.....	50-70	50-65	32-35	15	7-8	12-18	1.00-1.20	10	15	8.3-10	.....
19-Hull.....	60	60	35	15	.....	15	1.00	10	13	10	25
<b>Ontario (Average).....</b>	<b>62.5</b>	<b>58.3</b>	<b>32.7</b>	<b>13.4</b>	<b>10.4</b>	<b>14.9</b>	<b>1.195</b>	<b>9.7</b>	<b>14.1</b>	<b>11.4</b>	<b>35.5</b>
20-Ottawa.....	60-70	60	30-35	15	8-10	9-15	1.20-1.40	10	12.5-15	10-11	25
21-Brockville.....	65-70	.....	30	15	10	20	1.00	8	15	11-12	40
22-Kingston.....	65	60	30	12.5	10	15	1.00	8	14	11	25
23-Belleville.....	65	65	35	12.5	10	15	.80	10	15	9-10	39
24-Peterborough.....	65	60	40	15	12	15	1.20	8	14	11	.....
25-Orillia.....	50	60	30	15	10	10	1.00	10	15	12	24
26-Toronto.....	60	60	35	15	.....	20	.....	10	15	11	30
27-Niagara Falls.....	65	.....	35	14	10	15	.....	6	15	11-12	.....
28-St. Catharines.....	60-70	.....	30	13	10	15	1.35	10	15-17	12	40
29-Hamilton.....	50	40	30	10	7-10	15	.....	5	14	10	27
30-Brantford.....	65	65	35	13	10	15	1.20	10	16	11	40
31-Galt.....	65	65	35	12	.....	13	.80	7	14	10	32
32-Guelph.....	65	60	30	15	14	15	1.00	10	13	12	40
33-Kitchener.....	50	40	35	12	10	17	1.00	10	15	10-12	.....
34-Woodstock.....	65	50	35	13	7	15	1.40	10	15	10-13	.....
35-Stratford.....	60	60	25	15	14	10	1.60	10	12.5	12	30
36-London.....	70	70	35	12.5	.....	15	.....	.....	15	12	40
37-St. Thomas.....	60	50	35	12.5	10	15	1.00	10	15	12.5-15	35
38-Chatham.....	65-70	65	25	13	10	15	1.25	8	15	11-12	35
39-Windsor.....	50-65	50-65	50	12	10	18	1.50	20	12	12-12.5	39
40-Owen Sound.....	75	65	30	12.5	5	15	1.10	7	12.5	11-12.5	45
41-Cobalt.....	65	55	35	15	15	15	1.25	10	15	12.5	35
42-Sault Ste. Marie.....	65	55	35	15	15	15	1.25	15	15	11.7-12	35
43-Port Arthur.....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Port William.....	70	.....	25	10	10	12.5	1.70	10	10	10-12.5	50
<b>Manitoba (Average).....</b>	<b>60.0</b>	.....	<b>32.5</b>	<b>15.0</b>	.....	.....	.....	<b>11.0</b>	<b>16.5</b>	<b>6.5</b>	<b>30.0</b>
45-Winnipeg.....	65	.....	40	15	.....	15	1.20	12	18	5	30
46-Brandon.....	55	.....	25	15	8	.....	.....	10	15	8	30
<b>Saskatchewan (Average).....</b>	<b>58.8</b>	<b>57.5</b>	<b>38.8</b>	<b>22.5</b>	<b>16.7</b>	<b>13.8</b>	<b>1.400</b>	<b>11.3</b>	<b>15.3</b>	<b>11.2</b>	<b>34.0</b>
47-Regina.....	65	.....	40	15	15	15	1.20	10	18	12	28
48-Prince Albert.....	60	.....	45	25	15	15	.....	10	.....	12.5	.....
49-Saskatoon.....	50	50	40	30	.....	15	.....	10	18	8-10	.....
50-Moose Jaw.....	60	65	40	20	20	10	1.60	15	10	.....	40
<b>Alberta (Average).....</b>	<b>60.0</b>	<b>50.0</b>	<b>36.3</b>	<b>18.8</b>	<b>13.3</b>	<b>13.8</b>	<b>1.175</b>	<b>10.0</b>	<b>15.6</b>	<b>10.0</b>	<b>33.3</b>
51-Medicine Hat.....	65	50	35	25	15	15	1.35	10	17.5	8-10	25
52-Edmonton.....	60	50	35	15	.....	10	1.10	10	15	10	35
53-Calgary.....	50	50	40	15	15	15	1.10	10	15	11	.....
54-Lethbridge.....	65	50	35	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average).....</b>	<b>61.3</b>	<b>55.6</b>	<b>33.6</b>	<b>25.0</b>	<b>11.4</b>	<b>15.4</b>	<b>1.244</b>	<b>11.1</b>	<b>15.0</b>	<b>8.6</b>	<b>38.3</b>
55-Fernie.....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	85	55-75	40	25	15	15	1.60	10	20	9-10	50
57-Trail.....	55	50	30	A25	10	15	1.20	10	16	8-10	35
58-New Westminster.....	65	60	40	20	10	15	1.20	10	15	7	40
59-Vancouver.....	45	40	30	30	10	14	1.15	10	10	7	.....
60-Victoria.....	60	60	34	B30	9	14	1.10	12	17	6.8-8	35
61-Nanaimo.....	60	60	35	25	10	15	1.30	10	12	10	40
62-Prince Rupert.....	55	45	35	30	15	20	1.00	15	15	.....	.....

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per cord from price quoted

\* Winnipeg prices for October 1

AND RENTALS IN CANADA AT MIDDLE OF OCTOBER, 1920—(Concluded)

COAL		WOOD					Coal oil, per gallon.	Match, parlor (500) per box.	RENT	
Anthracite, per ton.	Bituminous, per ton.	Hard (long), per cord.	Hard (stove length), per cord.	Soft, best (long), per cord.	Soft (stove length), per cord.	Millwood cuttings, etc., per cord.			Six-roomed house with modern conveniences per month.	Six-roomed house with incomplete modern conveniences or none, per month.
\$	\$	\$	\$	\$	\$	\$	cents.	cents.	\$	\$
20.065	14.513	13.396	15.559	10.680	12.414	10.260	39.8	14.9	26.090	18.696
	10.925	9.594	11.300	6.825	7.250	8.333	39.0	15.6	22.800	16.500
	7.20	6.00	7.00	5.00	6.00		40	15	16.00-25.00	10.00-14.00
		7.75-8.00	8.00	8.00	8.00	8.00	40	15	16.00-25.00	12.00-18.00
	11.50		14.00-15.00			8.00	40	15	15.00-18.00	12.00
24.00	14.00	14.50	15.00	9.30	9.00	10.00	40	18	30.00-45.00	25.00-35.00
	11.00	10.00	12.000	5.00	6.00		35	15	18.00-20.00	12.00-15.00
22.50	12.50	10.00	12.00	8.00	10.00	c9.75	36-38	15	16.00-18.00	12.00-13.00
22.500	12.875	13.250	15.500	8.375	9.750	7.327	33.5	15.0	24.500	18.000
	10.75-14.25	10.00	12.00	7.00	8.00		36-38	15	25.00-45.00	18.00-24.00
23.00	12.00-15.00	15.00	16.00	8.00	9.00	c7.58	29-35	15	18.00	15.00
25.00	13.00	18.00	20.00	10.00	12.00	c6.40	28-32	15	25.00	18.00
19.50	12.50	10.00	14.00	8.50	10.00	c8.00	35	15	20.00	18.00
18.438	16.175	14.214	16.709	10.763	12.607	10.209	37.1	15.0	19.111	13.563
18.50	15.00	c16.00	16.00	c13.33	c13.33	c9.75	35	15	20.00-25.00	
20.00	18.00	12.00	15.00	9.00	12.00	c8.00	38-45		20.00	12.00
18.00	18.50	13.00	15.00				40	15	20.00	18.00
19.00	18.50	14.00	15.00	13.00-14.00	14.00-15.00	c8.00	35-45	15	14.00	7.00
20.00			c18.67		c14.67		38-40		15.00	10.00
17.00	10.00	14.00	17.00	9.00	c10.00	c12.00	30-35	15	15.00-20.00	10.00-15.00
	17.90						15	20.00	18.00	17.00
13.00	12.00-17.00	15.00-18.00	17.00-19.00	10.50-12.00	12.50-13.00	c15.00	30-38	15	18.00-25.00	13.00-18.00
17.00	17.00	14.00	16.00	8.50	11.00	8.50	35	15	19.00-24.00	13.00-18.00
19.500	16.857	14.500	16.832	11.765	13.896	11.626	36.2	14.7	27.600	19.400
17.00	17.00	14.00	16.00	8.50	11.00	8.50	35-40	15	25.00-33.00	18.00-24.00
16.00			c21.15		c18.62	c16.04	38-40	15	20.00	14.00
16.50	13.00	15.00	16.00	11.00	12.00	c14.00	33-35	15	18.00-25.00	15.00-20.00
17.00	16.00	14.00	15.00	11.00	12.00	10.00	25-30	15	25.00-30.00	20.00-25.00
20.00	18.00	16.00	17.00	10.00	11.00	8.00	28-30	15	20.00-30.00	18.00-20.00
20.00	18.00	12.00	15.00	8.00		c8.40	40	15	15.00-20.00	13.00-15.00
		19.00	20.00	16.00	17.00	13.00	40-43	15	25.00	25.00
d	d	d	d	d	d	d	34	15	20.00-28.00	18.00-23.00
17.00-18.00							33	15	30.00-35.00	20.00-25.00
17.00-20.00	15.00-18.00	15.00-16.00	15.00-16.00	13.00	13.00	12.00	37	12-14	25.00-35.00	20.00-25.00
19.00	16.50			16.00	16.00	6.00	40	15	20.00-25.00	17.00
20.50	20.50		16.00		12.00	c12.00	32	13	15.00	14.00
22.00	18.00	17.00	18.00	13.50	14.50	c14.50	40	15	22.00	18.00
21.00	16.00	14.00	16.00	11.00	12.50	c12.50	32	15	40.00-26.00	14.00-18.00
18.00	13.00	12.50	15.00	11.00	14.00	c13.33	38	15	20.00	25.00
20.00	20.00	16.00		13.00			35-40		30.00-35.00	15.00-20.00
19.00-22.00	18.00		20.00	18.00	14.00	14.00	40	14	25.00-40.00	16.00-25.00
20.00	18.00	12.00-13.00	17.00			c16.00	35	15	20.00-30.00	15.00-20.00
22.00	16.00					c9.00-15.00	34	15	20.00-25.00	18.00-20.00
23.00	14.50						22-28	15	35.00-40.00	25.00-35.00
20.00	14.00	12.00	14.00	10.00	10.00	5.00-9.00	38	15	15.00-18.00	12.00-15.00
22.50	19.50	15.00	c16.50	12.00	c15.00		40	15	22.00	14.00
19.00	14.00	13.00	18.00	10.00	15.00	c12.00	40-42	15	35.00	20.00-25.00
19.00	15.50			13.00	14.50		40	13.3	25.00-40.00	15.00-30.00
19.50	17.00			13.00	14.00		40	15	25.00-40.00	15.00-30.00
23.750	13.625	14.000	15.250	12.500	13.500		37.5	15.0	31.250	27.625
23.50	13.25	15.00	16.50	13.50	15.00	10.00	35	15	30.00-40.00	22.50-30.00
24.00	14.00	13.00	14.00	11.50	12.00		40	15	25.00-30.00	18.00-20.00
24.500	13.813	11.250	13.000	11.625	11.667	12.500	43.0	15.0	36.000	23.125
25.00	13.00	c13.00	c15.00	11.00	12.00	12.00	40-48	15	35.00-50.00	30.00
	15.00	c9.50	c11.00	8.59	10.00		40	15	25.00-30.00	20.00-25.00
24.00	12.50-17.00			15.00	13.00	13.00	40	15	30.00-40.00	20.00
	12.50			12.00			45	15	35.00	20.00
d	8.583				14.500		43.8	16.3	32.500	21.000
	7.75				c13.00		35	15	25.00	15.00
	18.75-10.75				c16.50	c13.00	45	15	40.00	25.00
	8.25						50	15	40.00	30.00
							45	20	25.00	14.00
18.125	12.050			9.875	12.440	6.832	54.8	14.0	24.875	19.925
	6.90-7.15				12.00		50		20.00	18.00
	10.45-13.20			11.50	14.25		60	15	30.00	16.00
	10.20-12.70			12.00	15.00	8.50	70	15	30.00	20.00
f17.50	15.00			8.00	10.00	c7.50	40	15	18.00-20.00	12.00-14.00
18.75	13.50-14.50			8.00	c10.95	c5.33	56		22.00-22.00	
	9.30					c95.33	50		22.00-30.00	18.00-22.00
	14.00-17.50						60	15	30.00-40.00	25.00-30.00

(d) Natural gas used. (e) Jackpine, poplar, etc. (f) Hard. (g) Including delivery. (h) In bottles. (i) Lignite.



two out of the forty cities where it was quoted. Bituminous coal advanced in twenty-four cities. Wood and coal oil were comparatively steady.

Rent was higher in several of the cities.

### Wholesale Prices

**GRAINS AND FODDER.**—Wheat No. 1 Manitoba Northern, was down to \$2.24 per bushel at the beginning of the month, recovered to \$2.39, but fell in the last week to \$2.27. Ontario winter wheat fell from \$2.30-\$2.40 to \$2.20-\$2.30 at the beginning of the month, to \$2.05-\$2.15 the next week, and to \$2.05-\$2.10 the last week. Barley No. 3 Western had fallen to \$1.06 at the beginning of the month but was up to \$1.22 later. Ontario barley fell to \$1.10-\$1.15 but advanced 2c. later. Oats, No. 2 Western, fell to 70c. the next week. Ontario oats fell to 68c, but rose to 71c. American corn was down to \$1.55 at the beginning of the month and still lower at \$1.17 in the last week. Flaxseed fell to \$3.10 at the beginning of the month and to \$2.76 in the last week. Ontario rye was down to \$1.65. Hay advanced \$2.00 per ton, reaching \$33.00 at Montreal and Toronto. Bran fell from \$52.00 per ton to \$40.00 and shorts from \$61.00 to \$45.

**ANIMALS AND MEATS.**—Western cattle were down from \$12.50 per hundred pounds to \$10.50 at the beginning of the month, and after a recovery to \$11.00, fell to \$10.00 in the last week. Butcher cattle at Toronto fell from \$14.75 per hundred pounds to \$13.00. Beef, dressed hindquarters, fell from 27c. per pound to 25c. and forequarters from 16c. to 15c. Hogs had risen to \$20.25 per hundred pounds at the end of September but fell to \$19.25 in the second week in October and to \$18.25 in the last week. Bacon eased off toward the end of September but advanced 2c., reaching 54-55c. toward the end of October. Ham fell from 42c. per pound to 40c. at the beginning of October and eased off to 39-40c. toward the end. Lard advanced from 28½c. per pound to 30c. Sheep were lower at \$6.00-\$7.00 per hundred

pounds. Dressed lamb eased off from 26-28c. per pound to 24-26c.

**DAIRY PRODUCTS.**—Creamery butter rose to 60c. per pound at Montreal the second week in the month but fell 10c. owing to lack of export demand. At Toronto, creamery butter fell off from 63c. per pound to 61c. Cheese was slightly lower at 25c. per pound. Eggs reached 75-76c. per dozen at Montreal in the last week of September, advanced 1c. at the middle of October, but fell off to 75-77c. in the last week. At Toronto fresh eggs reached 67-69c. at the beginning of the month and advanced 1c. in the last week. Milk advanced from 31c. per gallon to 37c. at Montreal. At Toronto the price had reached \$3.25 for an eight gallon can in September but was reduced at the end of October owing to the fall in the prices of mill feed and the smaller demand for milk products.

**FISH.**—The export market for dried cod was reported very poor owing to unfavourable commercial conditions in the West Indies and to large stocks of fish on hand in those islands, in Nova Scotia, and in Newfoundland. Catches of cod for the year were large. Prices were reported to be down about 25 per cent. The catch of mackerel, alewives, and herrings was reported to have been less than expected, but the demand was good. The export market for canned lobster was reported to be quiet owing to a falling off in the demand in Europe and to unfavourable exchange conditions. Sales in the United States were reported to be curtailed owing to the general expectation of lower prices for all food-stuffs.

**FRUITS AND VEGETABLES.**—Peaches advanced to 50c.-\$1.25 per basket but fell to 40-70c. Plums were up to 35-50c. for a six quart basket. Pears rose to 50c.-\$1.25 per basket, but fell to 40c.-\$1.00. Grapes rose from 40-50c. per basket to 50-65c. Bananas were easier at 11c. per pound. Lemons and oranges were lower at \$4.50 and \$8.00-\$9.50 per box respectively. Evaporated apples were lower at 15-16c. per pound. Potatoes were 10c. per bag lower at Toronto at \$1.65-\$1.75 in small lots. At Mont-

# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR OCTOBER, 1920, SEPTEMBER, 1920, AND OCTOBER, 1919, 1918, 1917, 1916, 1915, 1914, AND 1913

(Average price 1890-1899=100.)

(Average price 1890-1899-1900.)										
INDEX NUMBERS.										
	number of commodities	*Oct. 1920	*Sept. 1920	*Oct. 1919	*Oct. 1918	Oct. 1917	Oct. 1916	Oct. 1915	Oct. 1914	Oct. 1913
<b>I.—GRAINS AND FODDER—</b>										
Grains, Ontario.....	6	325.2	362.9	330.6	371.3	334.7	252.7	165.9	167.4	138.1
Grains, Western.....	4	294.3	326.6	344.2	300.9	292.3	236.8	149.4	157.0	115.5
Fodder.....	5	315.3	347.6	283.8	247.5	195.9	169.5	166.6	175.1	155.8
All.....	15	313.9	348.1	318.6	311.3	281.1	220.7	161.1	167.1	138.0
<b>II.—ANIMALS AND MEATS—</b>										
Cattle and beef.....	6	328.2	357.4	342.8	354.8	290.6	204.8	203.0	223.7	198.3
Hogs and hog products.....	6	377.8	387.4	359.5	365.7	334.2	221.6	177.6	171.9	181.4
Sheep and mutton.....	3	229.2	239.0	214.2	300.7	251.0	194.5	154.0	148.3	132.8
Poultry.....	2	496.0	496.0	327.7	399.9	298.6	227.4	218.5	185.0	186.5
All.....	17	348.4	363.4	324.2	354.4	299.9	211.5	187.3	187.6	179.4
<b>III.—DAIRY PRODUCTS</b>										
	9	318.7	311.1	314.7	275.9	245.0	211.4	172.1	162.6	164.8
<b>IV.—FISH—</b>										
Prepared fish.....	6	227.1	217.7	211.1	253.3	234.4	165.9	150.3	155.4	141.6
Fresh fish.....	3	288.3	288.3	242.7	260.3	230.3	173.3	154.9	168.1	160.7
All.....	9	249.5	249.5	221.6	264.0	233.0	168.2	151.9	159.7	148.0
<b>V.—OTHER FOODS—</b>										
<b>(a) Fruits and Vegetables—</b>										
Fresh fruits, native.....	5	143.1	142.6	158.4	165.2	135.8	95.1	79.0	82.1	87.7
Fresh fruits, foreign.....	3	250.3	261.4	210.6	233.1	105.0	103.6	88.1	81.1	96.6
Dried fruits.....	4	243.5	259.7	266.1	275.8	219.7	168.4	143.0	126.9	115.1
Fresh vegetables.....	6	239.3	265.8	229.4	289.0	280.3	246.2	182.8	141.8	114.2
Canned vegetables.....	3	186.6	216.3	204.9	228.7	243.3	152.7	99.3	101.2	101.0
All.....	21	211.2	227.6	213.3	238.0	204.0	165.8	122.2	111.6	112.2
<b>(b) Miscellaneous groceries—</b>										
Breadstuffs.....	10	293.1	309.9	274.0	266.5	250.3	190.8	133.5	147.9	123.1
Tea, coffee, etc.....	4	209.5	213.9	218.9	191.9	148.1	132.3	121.9	121.8	109.7
Sugar, etc.....	6	376.7	402.0	294.0	300.1	234.4	170.8	143.9	120.1	110.4
Condiments.....	5	230.7	230.7	229.9	253.2	188.5	149.5	132.5	130.4	102.5
All.....	25	287.3	267.4	261.2	259.9	217.8	168.4	133.9	133.5	113.8
<b>VI.—TEXTILES—</b>										
Woolens.....	5	353.2	353.2	389.2	429.4	359.5	228.4	199.9	147.3	136.6
Cottons.....	4	340.4	374.8	344.5	359.9	250.6	180.9	137.0	129.7	150.4
Silks.....	3	180.1	179.3	204.6	149.5	121.9	114.3	86.3	90.0	100.2
Jutes.....	2	489.3	471.0	631.5	609.5	514.3	323.9	255.7	235.4	247.5
Flax products.....	4	597.3	597.3	458.0	443.3	321.1	227.7	165.6	119.8	141.6
Oilcloths.....	2	306.7	306.7	272.5	230.8	168.7	139.8	116.4	104.6	104.7
All.....	20	382.4	387.4	378.8	374.4	290.8	202.3	160.6	134.2	137.4
<b>VII.—HIDES, LEATHER, BOOTS &amp; SHOES</b>										
Hides and tallow.....	4	191.0	205.9	562.0	373.3	295.3	293.2	207.4	201.4	187.1
Leather.....	4	285.9	286.7	318.5	265.0	265.1	211.9	174.3	155.7	151.4
Boots and shoes.....	3	301.9	312.6	339.7	224.6	232.9	198.6	162.4	158.3	155.7
All.....	11	255.8	264.4	412.8	293.3	267.3	237.8	183.1	173.0	165.6
<b>VIII.—METALS AND IMPLEMENTS—</b>										
Iron and steel.....	11	286.1	282.9	204.4	281.0	301.4	157.9	109.7	100.4	101.7
Other metals.....	12	202.0	212.4	197.0	279.2	240.4	240.9	198.4	126.5	130.2
Implement.....	10	273.2	273.4	237.9	236.6	198.6	141.2	114.2	106.6	105.6
All.....	33	251.6	254.4	211.9	266.9	248.1	177.1	143.3	112.2	113.8
<b>IX.—FUEL AND LIGHTING—</b>										
Fuel.....	6	402.2	402.2	231.6	253.0	226.1	165.0	123.1	119.7	134.6
Lighting.....	4	269.5	271.4	245.3	236.8	114.2	88.2	90.0	92.6	92.2
All.....	10	349.2	349.9	237.0	246.5	181.4	134.3	109.8	108.9	117.6
<b>X.—BUILDING MATERIALS—</b>										
Lumber.....	14	480.5	494.5	340.9	277.6	226.7	185.5	174.5	180.8	184.5
Miscellaneous materials.....	20	273.8	273.3	223.1	238.1	213.3	165.3	118.9	109.9	113.5
Paints, oils and glass.....	14	415.3	437.3	420.8	334.5	267.6	203.7	161.7	142.4	144.3
All.....	48	375.3	385.6	315.1	277.7	233.1	179.1	147.6	140.1	143.3
<b>XI.—HOUSE FURNISHINGS—</b>										
Furniture.....	6	451.3	451.3	447.8	311.0	205.9	171.5	145.9	146.6	147.2
Crockery and glassware.....	4	512.0	512.0	404.9	367.7	280.0	198.1	170.3	144.8	130.9
Table cutlery.....	2	164.1	164.1	163.4	155.1	150.7	132.2	80.3	78.4	72.4
Kitchen furnishings.....	4	286.5	286.7	252.9	772.3	206.1	143.0	125.5	123.4	124.6
All.....	16	390.2	387.6	352.8	296.3	217.6	166.1	138.7	131.9	128.1
<b>XII.—DRUGS AND CHEMICALS.....</b>										
	16	238.6	245.4	224.7	276.8	267.2	243.9	224.8	136.4	112.3
<b>XIII.—MISCELLANEOUS—</b>										
Raw urs.....	4	868.2	868.2	1190.0	721.7	424.7	292.3	153.1	172.5	247.9
Liquors and tobaccos.....	6	303.7	307.8	292.2	218.3	200.1	143.6	135.1	138.6	136.2
Sundries.....	7	215.7	214.4	210.7	223.7	199.0	144.6	120.9	107.8	111.8
All.....	17	400.3	401.2	469.9	339.0	252.5	179.8	133.5	133.9	152.4
All commodities.....	267†	317.6	326.6	299.6	289.6	244.7	188.2	152.4	138.7	134.6

\*Preliminary figures. †Four commodities off the market, fruits, vegetables, etc. One line o. spelter was dropped in 1915.

real potatoes were down to \$1.40 per bag in car lots. Tomatoes were down to 20-30c. per basket at the beginning of the month but reached 50c.-\$1.00 later. Onions were lower at \$2.00 per bag. Turnips were down to 65-75c. per bag. Canned corn declined to \$1.65 per dozen. Canned peas were lower at \$1.80-\$1.90 per dozen. Canned tomatoes were down to \$1.80-\$1.90 per dozen. Oatmeal was lower at \$5.00 per bag. Flour was down from \$14.00 per barrel to \$13.00. Rice, Rangoon, was lower at 12½c. per pound. Sugar fell from \$21.26 per hundred pounds at the middle of September to \$19.76 at the middle of October but toward the end of the month was falling rapidly owing to large stocks on hand and demoralization of commercial and financial conditions in Cuba. Glucose was \$1.50 per hundred lower. Molasses fell from \$1.53 per gallon to \$1.43. Honey was firmer at 26c. per pound.

**TEXTILES.**—Raw cotton fell from 31c. per pound to 22c. Coloured cottons averaged lower. The market for raw silk was firmer after the substantial decline since February. Jute had fallen from 17c. per pound in February to 13c. in July, rising slightly each month to 13.48c. in October. Hessians similarly were firmer after a decline.

**HIDES, LEATHERS, BOOTS, AND SHOES.**—Beefhides and calf-skins were down to 10c. per pound. Harness leather was again lower at 86-88c. per lb. Several lines of boots declined, the decreases varying from \$1.00 for the lighter

grades to 15c. for the medium heavy grades.

**METALS AND IMPLEMENTS.**—Pig iron advanced to \$61.80 per ton owing to the increase in freight rates. Wrought iron scrap also advanced, reaching \$25.00 per ton. Antimony was down to 8c. per pound. Copper fell to 22c. Lead was down to 9c. Spelter was down to 9¾c. Solder was lower at 31½c. Tin fell to 48-50c. Coil chain fell to \$13.50 per hundred.

**FUEL AND LIGHTING.**—Coal and coke remained at the high prices reached in September but bituminous coal was reported to be easier in the United States, the weather being favourable for transportation and for the accumulation of supplies. Calcium carbide eased off.

**BUILDING MATERIALS.**—In lumber, oak and British Columbia fir continued to decline. British Columbia shingles were also easier. Coal tar, sash cord, and copper wire were lower. Linseed oil fell 10c. per gallon. Turpentine fell from \$2.40 to \$2.05 per gallon. Resin and shellac were lower.

**HOUSE FURNISHINGS.**—Wooden pails and tubs averaged higher.

**DRUGS AND CHEMICALS.**—Alcohol, alum, bleaching powder, caustic soda, copperas were lower.

**MISCELLANEOUS.**—Malt, raw rubber, and laundry starch were lower. Newsprint paper was higher. Pulp continued scarce and difficult to obtain but the situation was reported easier in some instances.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

**T**HE accompanying tables and the following notes give the latest statistics as to the prices in the United Kingdom and in other countries.

### United Kingdom

The Ministry of Labour reported the average cost of the principal articles of

food at the first of October to be 170 per cent higher than in July, 1914, as compared with an increase of 167 per cent by the first of September. The chief increases for the month were seasonal advances in milk and eggs, but there were also increases in bacon, mutton, and margarine. Potatoes and tea were lower. Rent was reported to be 39



per cent higher, clothing 330 per cent, fuel and light 145-150 per cent, other items 140 per cent. The average increase in all items was, therefore, estimated at 164 per cent.

The *Economists'* index number of wholesale prices in Britain declined 470 points or 6.2 per cent during the month of October. But for a sharp rise in the cereal and meat group, the decline in this period would have been still more pronounced. The drop was greater than in any preceding month since the downward movement began in April. In spite of the decreases in other lines, the strength of foodstuffs, especially cereals and meats, has been persistent. Wholesale grain and meat quotations are 21 per cent higher than in November, 1918.

#### United States

In the United States *Bradstreet's* index number of wholesale prices showed a sharp decline in October. "In fact, no single month in the country's history shows a larger volume or proportion of decline, nor was the retreating tendency ever more general and at the same time varied, as regards the commodities involved". A decrease of 7.3 per cent during the month is largely accounted for by declines in hides, leather and textiles with smaller decreases in metals, foods and oils.

The National Bank of Commerce of New York comments on the price situation as follows: "Wholesale commodity prices continued to decline during the month from September 16th to October 15th. A striking feature of the last thirty days has been the further drop in the price of commodities which were among the first to show a downward tendency. Hides are practically at their pre-war level, and the prices of most grades of wool have further decreased. Spectacular declines have occurred in corn and cotton. The iron and steel market is reflecting the general tendency. The few increases in prices during the

month serve only to accentuate the uncertainties of the market and the continued waiting attitude of buyers."

#### France

The General Statistical Department of France reported that its index number of retail prices of food in the cities, except Paris, for the third quarter of 1920 showed an increase of 2.5 per cent compared with the second quarter and an increase of 288 per cent over the third quarter of 1914.

#### Italy

The Municipal Labour Office at Rome reported the general level of food prices in August, 1920, to be 1.3 per cent higher than in July, and 227 per cent higher than in 1914. The general level of prices for necessities was found to be 216 per cent higher than in 1914. The Municipal Labour Office at Milan reported the cost of maintaining a family in September, 1920, to be 370 per cent higher than in 1914, food having increased 368 per cent, clothing 578 per cent, heat and light 587 per cent, rent 8.3 per cent. The cost of food in September was 3.1 per cent higher than in August.

#### Sweden

The general level of retail prices in Sweden showed a slight decline in September as compared with August, though prices increased in Stockholm at the same rate as they declined elsewhere in Sweden. It is estimated that the cost for food, fuel and lighting is 207 per cent above a similar expenditure in July, 1914.

#### New Zealand

In New Zealand, increases are still being reported in the retail prices of food, the cost in September being estimated at .8 per cent higher than in the preceding month and 72.8 per cent above the level of July, 1914.

THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES.

Date	Canada 29 foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New- Zealand 59 foods 25 towns	South Africa foods 9 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Nor- way Foods	Sweden 51 articles 44 towns	United States 22 foods 45 cities
1900	\$ 5.48	83.5a		906b										
1905	5.95	91.0a		990b										
1910	6.95	96.3a		991b	1000			98.4c	1000					
1911	7.14	96.3a	1.000	983b	1093			101.7a						93
1912	7.33	101.3a	1.140	1,017b	1138			101.3c		100				98
1913	7.33	101.6a	1.106	1,037b	1147			102.0c	1020					100
1914	7.73	103.4a	1.155	1,093b	1131					100.0				102
1915	7.86	131.5a	1.428	1,201b	1214					117.2				101
1916	8.79	106.0	1.506	1,268b	1312					120.9				114
1917	11.42	199.0	1.481	1,360b	1446					150.4				146
1918	13.02	214.7	1.523	1,487b	1511					180.6				168
1919	13.87		1.555b	1,555b	1647					201.0				186
1914														
January	7.73		1.099											104
April	7.50		1.161											97
July	7.42	100	1.164	1,070			100*	107.1d	1004e	92		100	100	102
October	7.99	112	1.156	1,096			103*	106.9c						105
1915														
January	7.97	118	1.240	1,190			107*		1105e	98				103
April	7.79	124	1.318	1,212			114*	107.7d						99
July	7.80	132.5	1.522	1,200		116.3	119*		1235e	102				100
October	7.82	140	1.531	1,202		120.0	120.3*	118.8c						103
1916														
January	8.23	145	1.504	1,236			126.0*		1136e	118		143		107
April	8.34	149	1.520	1,258			129.4*	117.6d	1379e			155		109
July	8.46	161	1.516	1,276		135.9	139.5*		1420e	126		176		111
October	9.30	168	1.454	1,289			143.8*	120.3c	1466e			182		121
1917														
January	10.27	187	1.453	1,359			147.9*		1547e	142			160	123
April	10.77	194	1.473	1,357			157.9*	123.6d	1717e	160		212	175	145
July	11.62	204	1.470	1,357		154.7	178.8*		1845e	183		261	177	146
October	11.81	202	1.506	1,392			192.0*	136.1c	2008e	198		273	192	157
1918														
January	12.42	206	1.505	1,427			197.4*		2120e	211	179.6		221	160
February	12.54	208	1.510	1,430		166.1				215	191.2		227	161
March	12.66	207	1.519	1,434			203.7	145.4d		225	174.9		235	154
April	12.57	206	1.528	1,464					2331e	233	176.1	239	247	154
May	12.66	207	1.539	1,485						256	175.9		258	158
June	12.79	208	1.541	1,485			229.7			258	175.7		261	162
July	13.00	210	1.523	1,491		181.8			2446e	270	175.6	279	268	167
August	13.41	218	1.491	1,507						272	171.3		284	171
September	13.21	216	1.489	1,509						278	197.8	270	310	178
October	13.54	229	1.521	1,515			251.0	161.8c		280	201.6		320	181
November	13.65	233	1.547	1,535					2608e	278	203.1		330	183
December	13.65	229	1.565	1,603			252.0			289	203.1	275	330	187
1919														
January	13.78	230		1,553	1535	189.9			2780e	290	194.9	279	369	185
February	13.41	230	1.645	1,522	1552					291	212.4	278	334	172
March	13.05	220	1.661	1,505	1555		257.4	167.7d		291	205.1	278	331	175
April	13.35	213	1.686	1,516	1571				2942e		195.8	276	336	162
May	13.53	207	1.696	1,524	1571						185.9	271	328	185
June	13.72	204	1.706	1,528	1590		261.4				204.3	290	319	184
July	13.77	209	1.714	1,539	15.4	211.1			2893e	374	210.4	289	310	190
August	14.45	217	1.723	1,565	1636					283	206.7	291	313	192
September	14.31	216	1.718	1,585	1639			138.6c		304	203.2	298	309	188
October	14.21	222	1.814	1,605	1738				3019e	358	203.7	300	307	188
November	14.23	233	1.839	1,635	1893					371	202.4	297	309	192
December	14.70	234	1.834	1,662	1918		244.6				199.0	299	307	197
1920														
January	15.20	236	1.892	1,688	2000	241.9			3210e		203.3	295	298	201
February	15.70	235	1.903	1,708	2115						205.1	294	290	200
March	15.98	233		1,730	2074		244.4				204.9	298	291	200
April	15.99	235	2054		2074				3799e		205.6	305	297	211
May	16.65	246	2175	1,746	2131						208.5	311	294	215
June	16.92	255		1,742	2197						210.3	311	294	219
July	16.84	258		1,791							216.5	319	297	219
August	16.42	262		1,834							218.6	333	308	207
September	15.95	267		1,849									307	203
October	15.83													

a Calculated from annual index number prior to war and price level Aug.-Dec. 1914. b Four chief centres only. c 6 months.  
 ending September. d 6 months ending March. e Quarter beginning in specified month. \* Previous month.

## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States				France	Italy	Sweden	Australia	New Zealand	South Africa	Japan
	Department of Labour	Board of Trade Index No.	Economist	Statist	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bachi Index No.	Official	Bureau of Census and Statistics	Government Statistician	Census and Statistics Office	Bank of Japan
No. of commodities.	272*	47	44	45	346	25†	96	200	22†	45	44		92		188	50
Date.	1890—1899 = 100	1900 = 100	1901—1905 = 100	1867—1877 = 100	1913 = 100	1890—1899 = 100				1901—1910 = 100	1901—1905 = 100	1913—1914 = 100	1911 = 1000	1909—1913 = 1000	Jan. 1914 = 1000	
1890.....	110.3	103.3	102.2	72	83.5	109.25	890.876	43.4					1.053			
1895.....	95.6	90.7	87.6	62	69.2	9.604	6.4346	81.251	42.0				760			
1900.....	108.2	100.0	110.5	75	81.7	9.358	7.8839	93.355	44.2				894			
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3			910			
1906.....	120.0	100.8	109.5	77	90.6	114.364	8.4176	104.842	49.8	103.8			948			
1907.....	126.2	106.0	118.0	80	95.8	11.940	8.9045	110.462	50.9	109.0			1021			
1908.....	120.8	103.0	109.0	73	90.0	12.756	8.0694	110.728	54.2	100.9			1115			
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4			993	949		
1910.....	124.2	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1			1003	984		
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2			1000	994		
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8			1170	1041		
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	126.0	100	1088	1051	132.2	
1914.....	136.1	117.2	123.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	119.8	116	1149	1077	126.3	
1915.....	148.0	143.9	159.6	108	100.0	143.050	9.8330	124.563	64.0	161.6	167.2	145	1604	1269	127.8	
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.908	74.9	217.6	251.6	185	1504	1380	154.9	
1917.....	237.0	243.0	250.0	175	175.0	261.706	15.6385	204.121	110.8	302.4	385.9	244	1662	1555	196.4	
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	239.230	122.8	392.1	515.5	339	1934	1809	259.0	
1919.....	293.2	296.3	287.9	205.6	214.0	295.607	18.6642	230.846	121.4	412.0	460.9	330	2055	1834		
1914																
January.....	136.5		119.0	83.5	100.0	142.452	8.8857	124.528	58.2	115.4	128.6		a 1.085	a 1.045	1.600	
April.....	136.7		117.5	82.3	98.0	141.190	8.7562	119.791	57.7	115.7	116.5		a 1.113	a 1.067		
July.....	134.6		116.6	82.4	100.0	144.879	8.6566	119.708	58.9		115.6		a 1.185	a 1.073		
October.....	138.7		124.2	89.8	99.0	150.245	9.2416	123.531	62.9		123.3		a 1.225	a 1.123		
1915																
January.....	138.9		136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	132.7		a 1.387	a 1.323	1.109	
April.....	146.4		151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	152.3		a 1.660	a 1.344		
July.....	150.2		149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	164.4		a 1.822	a 1.403		
October.....	152.4		153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	186.4		a 1.544	a 1.449		
1916																
January.....	172.1		174.5	123.6	110.0	153.17	10.1936	137.666	65.6		232.3		a 1.502	a 1.450	1.229	
April.....	181.0		190.5	134.2	117.0	165.73	11.7598	145.690	71.3		252.7		a 1.493	a 1.510		
July.....	180.9		191.1	130.5	120.0	170.11	11.5254	145.142	71.9	210.6	242.8		a 1.505	a 1.593		
October.....	188.2		208.7	141.5	124.0	190.13	12.0399	152.355	82.2	223.0	260.2		a 1.514	a 1.665		
1917																
January.....	212.7		225.1	159.3	151.0	208.88	13.7277	169.362	87.4	249.2	290.0		a 1.525	a 1.684	1.470	
April.....	231.1		244.5	173.0	173.0	262.50	14.5769	190.012	109.2	236.7	333.7		a 1.587	a 1.759		
July.....	248.7		254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	383.3		a 1.715	a 1.849		
October.....	244.7		259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	441.8		a 1.804	a 1.944		
1918																
January.....	258.1		262.9	186.2	185.0	278.696	17.9266	222.175	118.9	361.6	457.6		a 1.887	1.677	1.663	
April.....	269.4		270.0	189.8	190.0	291.404	18.4656	230.313	130.5	385.4	505.6		a 1.940	1.741		
July.....	284.0		278.5	193.1	190.0	285.744	19.1849	232.575	123.3	399.9	540.6		a 1.954	1.808		
October.....	289.6	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	556.4	370	a 1.965	1.917	285.5	
November.....	290.9	286.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7	550.7	367		1.995	283.4	
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375		407.9	467.9	372		1.981	282.6	
1919																
January.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	410.1	379	369	1.959	1.888	1.799
February.....	289.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	403.9	358	1.914	1.848		283.2
March.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.1	410.1	354	1.925	1.789		272.7
April.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.073	129.8	384.0	417.9	339	1.952	1.770	1.758	
May.....	284.1	274.6	272.2	194.6	207.0	313.041	17.2376	222.193	128.0	375.8	426.3	330	1.956	1.760		301.6
June.....	284.1	277.8	281.3	199.4	207.0	301.485	18.0960	227.973	122.9	381.5	451.0	324	1.972	1.762		326.8
July.....	294.0	281.6	293.2	206.4	219.0	313.647	18.8964	233.707	127.9	403.0	456.6	320	2.008	1.768	1.831	332.2
August.....	301.1	299.8	295.9	212.7	226.0	309.820	20.0017	241.650	126.7	401.7	465.5	321	2.070	1.828		340.5
September.....	301.5	308.2	299.4	214.8	221.0	280.279	19.4729	238.342	116.0	416.2	468.3	319	2.111	1.868		352.1
October.....	299.6	323.8	308.9	224.3	223.0	277.028	19.5315	235.867	111.2	441.4	492.0	307	2.278	1.886	2.079	370.2
November.....	307.7	336.6	317.5	231.0	230.0	282.488	19.9028	238.573	114.6	468.2	552.8	306	2.267	1.899		381.5
December.....	322.7	345.8	334.7	235.2	238.0	280.876	20.1756	244.639	119.4	458.6	576.2	317	2.250	1.925		
1920																
January.....	338.4	356.5	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	634.7	319	2.211	1.999	2.360	398.0
February.....	343.5	368.5	370.9	260.4	249.0	296.672	20.8690	253.748	137.3	603.3	701.0	342	2.354	2.039		414.6
March.....	349.0	375.1	379.6	261.8	253.0	298.909	20.7950	253.016	133.8	641.0	780.0	354	2.383	2.123		425.2
April.....	353.1	374.3	374.2	266.1	265.0	321.006	20.7134	257.901	147.4	679.2	855.7	354	2.478	2.153	2.500	397.2
May.....	356.6	371.7	372.7	260.0	272.0	321.898	20.7341	263.332	155.4	635.9	830.3	361	2.567	2.167		359.7
June.....	349.3	393.4	356.7	255.7	269.0	321.798	19.8753	263.149	154.7	569.6	773.5	366	2.658	2.168		327.7
July.....	346.8	404.0	358.0	254.6	262.0	307.680	19.3528	260.414	141.9			364	2.262			316.6
August.....	330.2	379.1	352.0	353.5	250.0	309.820	18.8273	252.298	125.8			365				
September.....	326.6		347.5		212.0	268.109	17.9746	248.257	118.5							
October.....	317.6		326.0			247.145	16.9094	237.341	106.9							
November.....						281.457	15.6750	227.188								

\*230 Commodities 1890—1909; 272, 1910—1914; 271, 1915—1920.

†Food only. ‡Quarter beginning in month specified.

†Continuing Saupebeck's index number.



## FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE THIRD QUARTER OF 1920

**A**CCORDING to information received by the Department, there were 296 fatal industrial accidents in the industries and trades of Canada during the third quarter of 1920, 103 of which occurred in July, 100 in August, and 93 in September. The revised records for the preceding quarter indicate 259 fatal accidents, while in the corresponding quarter of 1919, 284 fatal accidents were reported. (Since the publication of the last quarterly statement there have been reported 24 fatal accidents pertaining to the first quarter and 36 to the second quarter of this year. Of these 23 occurred on a trawler blown up at sea on March 11, and on a trawler which sank off Halifax on April 5 last.)

An amendment to the Workmen's Compensation Act of Nova Scotia, which became effective on January 1, of this

year, brings within the protection of the Act any officer or member of the crew of a ship registered in Nova Scotia or operated by a resident of the province "for the period that the operations of the ship are confined to the making of voyages or trips between places in Nova Scotia and places in New Brunswick, or Prince Edward Island, or Newfoundland, or to the making of fishing trips or voyages from ports or places in Nova Scotia."

The steam railway service group was responsible for the greatest number of fatalities during the quarter, there being 47 reported in this group. The record for the lumbering industry showed 42 fatalities, and building and construction 34 fatalities.

The following table, while not necessarily containing all the fatal accidents that may have occurred, has been prepared from all sources available.

FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE THIRD QUARTER OF 1920.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>METALS, MACHINERY AND CONVEYANCES.—</b>				
Chainman at steel foundry .....	Hamilton, Ont.....	July 1	27	Struck by casting from load.
Machinist .....	Hamilton, Ont.....	" 2	53	Caught in planing machine.
Operator at pipe cutting .....	Fergus, Ont.....	" 2	17	Caught in shafting.
Workman at galvanizing shop.....	Welland, Ont.....	" 13	36	Vat containing acid exploded.
Employee at shipyard.....	Victoria, B.C.....	" 6	30	Collapse of derrick.
Carpenter at machine plant.....	Toronto, Ont.....	" 24	.....	Fall from window.
Bricklayer at steel plant.....	Sault Ste. Marie, Ont.....	" 26	43	Crushed between slag pot and cart.
Labourer at implements works.....	Toronto, Ont.....	" 30	25	Heart strain when loading machinery.
Locomotive fireman .....	Algoma, Ont.....	Aug. 6	33	Drowned; fell from engine.
Labourer at steel plant.....	Welland, Ont.....	" 7	62	Crushed when wall caved in.
Employee at steel plant.....	Sydney, N.S.....	" 5	50	Collapse of staging.
Employee at steel plant.....	Quebec, Que.....	" 6	.....	Leg crushed by falling steel.
Ladleman.....	Sydney, N.S.....	" 8	42	Struck by mould falling from car.
Bolter at shipyards .....	Collingwood, Ont.....	" 11	.....	Scratched hand; infection.
Bolter at shipyards .....	Vancouver, B.C.....	" 12	.....	Fall from staging.
Employee at pulley works.....	Toronto, Ont.....	" 12	.....	Fall of elevator.
Employee of motor factory .....	Windsor, Ont.....	" 18	.....	Electrocuted.
Employee at implement works.....	Hamilton, Ont.....	" 26	.....	Bruised foot; infection.
Tinsmith.....	Dartmouth, N.S.....	" 18	65	Explosion at oil stills.
Crane operator at steel plant.....	Toronto, Ont.....	" 24	.....	Fall from ladder.
Clerk at machine plant.....	Guelph, Ont.....	" 16	19	Fall from tractor.
Employee at machine plant.....	Fredericton, N.B.....	Sept. 11	35	Struck by chain block.
Machinist at lithographing plant.....	Montreal, Que.....	" 8	.....	Fall from ladder.
Machinist's helper .....	Montreal, Que.....	" 13	46	Struck by falling tackle.
Mixer at open hearth.....	Sydney, N.S.....	" 14	27	Crushed when hoist block fell.
Employee at steel foundry.....	Pointe St. Charles, Que..	" 25	28	Struck on head by steel girder.

FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE THIRD QUARTER OF 1920.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>FOODS, LIQUORS AND TOBACCO.—</b>				
Employee of fish company.....	Sydney, N.S.....	July 10		Explosion of ammonia tank at abattoir
Employee at sugar refinery.....	Montreal, Que.....	" 19	42	Struck by belt when tongs gave way.
Fireman at sugar refinery.....	Montreal, Que.....	" 27	47	Buried under coal from chute,
Employee at packing plant.....	Toronto, Ont.....	Sept. 8		Electrocuted.
Employee at packing plant.....	Montreal, Que.....	" 2		Crushed by truck in elevator shaft.
<b>CLOTHING AND LAUNDERING—</b>				
Employer at laundry.....	Sault Ste. Marie, Ont....	Aug. 16	19	Caught in extractor.
Employee at wearing apparel plant.	Toronto, Ont.....	Sept. 27	14	Struck by descending elevator.
<b>PULP, PAPER AND FIBRE.—</b>				
Foreman at pulp mill.....	Fort William, Ont.....	July 3		Breaking of pike pole.
Labourer at pulp mill.....	St. George, N.B.....	" 6	17	Drowned.
Employee at pulp mill.....	Rimouski, Que.....	Sept. 16	55	Caught in chain used for drawing logs.
Labourer at paper plant.....	Smooth Rock Fall, Ont..	" 28	19	Struck on head by block.
<b>WOODWORKING AND FURNITURE.—</b>				
Employee at sawmill.....	Deer Park, B.C.....	July 5	40	Crushed by lumber from wagon.
Employee at sawmill.....	Fernie, B. C.....	" 6	26	Caught in saw.
Labourer at sawmill.....	Cutler, Ont.....	" 27	44	Fell off lumber pile.
Labourer.....	Castlegar, B.C.....	Aug. 3	18	While adjusting brake, horses bolted and cart tipped.
Workman at sawmill.....	Colpoys Bay, Ont.....	" 12		Struck by board from an edger.
Employee at sawmill.....	Rimouski, Que.....	Sept. 16	54	Struck by falling log.
<b>LEATHER, BOOTS, SHOES AND RUBBER.—</b>				
Employee of rubber plant.....	Montreal, Que.....	Aug. 25	49	Fell down fuel economizer.
<b>CLAY, GLASS AND STONE.—</b>				
Employee at cement works.....	Montreal, Que.....	Sept. 6	24	Caught in stone crusher.
Employee at cement works.....	Tuxedo, Man.....	" 7	26	Crushed between cars.
<b>PAINTS, OILS, CHEMICALS AND EXPLOSIVES.—</b>				
Stationery engineer.....	Sydney, N.S.....	July 10	46	Explosion at ammonia tank.
Employee at powder plant.....	Deseronto, Ont.....	" 22		Explosion.
Section foreman at alkali plant.....	Amherstburg, Ont.....	" 23		Crushed under car.
Fireman at gas producer.....	Sydney, N.S.....	Aug. 5		Collapse of staging.
<b>STEAM RAILWAYS.—</b>				
Sectionman.....	Montreal Tunnel, Que...	July 1	31	Run over by motor
Sectionman.....	Headquarters, B.C.....	" 3	49	Crushed when burning snag fell.
Section foreman.....	Sharbot Lake, Ont.....	" 5	65	Fell under cars.
Fuel man.....	St. Thomas, Ont.....	" 3	41	Crushed between cars.
Fireman.....	Victoria, B.C.....	" 5	23	Struck by falling debris.
Fireman.....	Edmonton, Alta.....	" 27		Derailment.
Employee.....	Aldershot, Ont.....	" 12		Struck by train.
Employee.....	Searchmont, Ont.....	" 23		Run over by train.
Trainman.....	Toketic, B.C.....	" 27	24	Fell from train.
Brakeman.....	St. John N. B.....	" 12		Run over by cars.
Engineer and baggageman (2).....	St. John, N. B.....	" 30	55 & 58	Collision.
Yard helper.....	London East, Ont.....	" 21	27	Crushed between cars.
Switchman.....	Toronto, Ont.....	" 27	52	Stepped from shanty in front of train.
Labourer.....	Chesterville, Ont.....	Aug. 2		Struck by train.
Labourer.....	Grandview, Man.....	" 24		Struck by train.
Labourer.....	Jaffray, B.C.....	" 25	55	Fell striking head.
Car repairer.....	Turcot Yard, Que.....	" 1		Struck by train.
Trainmen (3).....	Fort William, Ont.....	" 4	39, 22,	
			37	Engine overturned.
Brakeman.....	Smith Falls, Ont.....	" 12	28	Struck by train.
Engineer and fireman (2).....	Headquarters, B.C.....	" 18		Boiler exploded.
Bridgeman.....	Lindsay, Ont.....	" 24		Struck by train.
Section foreman.....	Vineland, Ont.....	" 5	50	Struck by train.
Section foreman.....	Saskatoon, Sask.....	" 28	30	Track motor collision.
Sectionman.....	Sydney, N.S.....	" 9	47	Struck by engine.
Sectionman.....	Haney, B.C.....	" 18	48	Struck by train.
Sectionman.....	Lac du Bonnett Sub., Man.....	" 22		Struck by train.

## FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE THIRD QUARTER OF 1920.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>STEAM RAILWAYS—Continued.</b>				
Sectionman.....	Cranbrook, B.C.....	Aug. 26	55	Fell from car.
Yardman.....	Montreal, Que.....	" 20	21	Fell between cars.
Yardman.....	Toronto, Ont.....	Sept. 1	29	Struck by train.
Yardman.....	London, Ont.....	" 5	29	Caught between cars.
Yardman.....	Toronto Ont.....	" 15	26	Caught between cars
Section foreman.....	Popkum, B.C.....	" 3	3	Struck by train.
Sectionman.....	Brooking, Sask.....	" 25	"	Fell from speeder.
Labourer.....	Kingsville, Ont.....	" 4	"	Electrocuted.
Foreman.....	Stanley Jct., Ont.....	" 25	"	Struck by engine.
Employee.....	Oakville, Ont.....	" 11	45	Struck by engine.
Employee.....	Toronto, Ont.....	" 15	"	Crushed between cars.
Employee.....	St. Thomas, Ont.....	" 27	19	Fell between cars.
Trainman.....	Castleford, Ont.....	" 26	45	Derailment.
Brakeman.....	Saskatoon, Sask.....	" 14	24	Crushed while coupling cars.
Brakeman.....	Redwater, Ont.....	" 15	37	Collision.
Fireman.....	Ingersoll, Ont.....	" 23	26	Struck by engine.
Conductor.....	Lavaltrie, Que.....	" 25	34	Struck by train.
<b>ELECTRIC RAILWAY—</b>				
Conductor.....	Montreal, Que.....	Sept. 2	34	Struck by car.
<b>MISCELLANEOUS TRANSPORT.—</b>				
Expressman.....	St. John, N.B.....	July 10	60	Fell down elevator shaft.
Driver for express company.....	Toronto, Ont.....	" 14	"	Fell off wagon.
Teamster.....	Edmonton, Alta.....	" 22	28	Crushed between wall and wagon.
Driver.....	Strathmore, Alta.....	" 17	24	Car overturned.
Motor driver.....	River Hebert, N.S.....	" 26	18	Clothing caught in machinery.
Livery employee.....	Kingston, Ont.....	Aug. 4	15	Electrocuted while carrying an extension lamp.
Driver with contractor.....	Dundas, Ont.....	" 12	39	Thrown off motor truck.
Teamster for brick company.....	Kitchener, Ont.....	" 16	73	Crushed under load.
Airplane, guide.....	Near Lake Onawayay, Que.....	" 18	"	Fall of airplane.
Teamster.....	Toronto, Ont.....	Sept. 1	55	Kicked by horse.
Teamster.....	Grainger, Alta.....	" 9	20	Crushed under load.
Teamster.....	Toronto, Ont.....	" 16	19	Horses ran away.
Driver.....	Princeton, B.C.....	" 21	"	Train struck truck.
Teamster.....	Jordan Falls N.S.....	" 28	55	Fell off horse.
<b>NAVIGATION.—</b>				
Cableshep employee.....	East of Newfoundland.....	July 10	48	Drowned while repairing cables.
Deckhand.....	Jeddore, N.S.....	" 10	"	Drowned.
Ship carpenter.....	Montreal, Que.....	" 16	44	Fell into hold of vessel..
			Over	
Boat captain.....	Bonshaw, P.E.I.....	Aug. 16	21	Drowned.
Fireman.....	Fort George, B.C.....	" 19	28	Drowned.
Labourer on steamship.....	Port Edward, Ont.....	Sept. 8	32	Struck by coal winch.
<b>MINING AND QUARTYING—</b>				
Brakeman.....	Coppercliff, Ont.....	July 2	212	Skull fractured.
Pumpman.....	Rossland, B.C.....	" 6	35	Fell into shaft.
Miner.....	Hillcrest, Alta.....	" 6	30	Asphyxiation.
Miner.....	Gadsby, Alta.....	" 6	38	Asphyxiation.
Miner.....	South Wellington, B.C.....	" 6	26	Struck by falling rock.
Quarry employee.....	Hillsboro, N.B.....	" 9	26	Fall of plaster rock.
Quarry employee.....	St. Romuald, Que.....	" 30	28	Premature blast.
Steam shovel runner.....	Asbestos, Que.....	" 24	24	Fell under shaft of engine.
Runner.....	Cobalt, Ont.....	" 31	28	Struck on head by block.
Blaster at mine.....	Sellwood, Ont.....	" 7	30	Ecplosion.
Labourer.....	Commerce, Alta.....	" 28	"	Fell into hopper; suffocated.
Miner.....	Springhill, N.S.....	Aug. 5	35	Burned by liquid from electric battery.
Miner.....	New Aberdeen, N.S.....	" 11	43	Fall of coal.
Miner.....	New Ross, N.S.....	" 13	"	Cave-in.
Miner.....	Surf Inlet, B.C.....	" 15	49	Fall of rock.
Miner.....	Stellarton, N.S.....	" 25	50	Fall of coal.
Miner.....	Evansburg, Alta.....	" 25	33	Pushed down shaft by truck.
Chuteloader.....	Coleman, Alta.....	" 7	32	Crushed between locomotive and chute.
Smelterman.....	Galetta, Ont.....	Aug. 9	18	Asphyxiated.
Roperider.....	Cassidy, B.C.....	" 21	27	Thrown against timber when car jumped.



## FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE THIRD QUARTER OF 1920.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>MINING &amp; QUARRYING—Continued.</b>				
Roperider.....	Cassidy, B.C.....	Aug. 30	21	Struck by timber tram.
Trainman.....	Creighton Mines, Ont.....	" 20	19	Crushed between car and timber.
Labourer.....	Robertsonville, Que.....	" 10	36	Fall of rock.
Labourers at quarry (2).....	Terra Cotta, Ont.....	Sept. 1	50 & 26	Crushed under derrick.
Labourer at municipal quarry.....	Grimsby, Ont.....	" 17	40	Struck by box; fell into pit.
Miner.....	Pocohontas, Alta.....	" 17	21	Car jumped track.
Miner.....	Stellarton, N.S.....	" 22	"	Fall of coal.
Miner.....	South Minto, N.B.....	" 23	23	Crushed between shaft and cage.
Chain runner.....	Inverness, N.S.....	" 25	50	Fall of coal.
<b>BUILDING AND CONSTRUCTION.—</b>				
Bridge builders, (4).....	Metabetchouan Bridge, Que.....	July 2	2	Boat capsized; drowned.
Carpenter.....	Charlottetown, P. E. I.....	" 2	Over	Fall from building.
Carpenter.....	Toronto, Ont.....	" 6	52	Drowned.
Carpenter.....	London, Ont.....	" 16	68	Fell, striking head.
Workman.....	Montreal, Que.....	" 30	"	Breaking of cable on boom.
Workman.....	Toronto, Ont.....	" 30	"	Fall from scaffold.
Workman.....	Drummondville, Que.....	" 31	60	Fall from scaffold.
Employee at excavation work.....	Edmonton, Alta.....	" 21	29	Dump wagon upset; crushed.
Foreman.....	Beaumont, Alta.....	" 22	48	Fall from scaffold.
Canal employees (3).....	Niagara Falls, Ont.....	" 31	28	About Lightning struck steam shovel where they had taken shelter.
Employee at drydock.....	St. John, N.B.....	" 9	48	Struck by stone from derrick.
Foreman with contractor.....	Twin Falls, Ont.....	Aug. 6	52	Struck by car.
Workman.....	Buckingham, Que.....	" 8	18	Fell of Pier.
Workman.....	Twin Falls, Ont.....	" 13	"	Crushed by cable.
Workman.....	Montreal, Que.....	" 19	"	Struck by falling beam.
Workman.....	St. John, N.B.....	" 21	"	Struck by rock from blast.
Rigger at cement plant.....	Point Anne, Ont.....	" 24	25	Fell off cooler on cement.
Bridgeman.....	Lindsay, Ont.....	" 24	39	Struck by train.
Roofer.....	Valleyfield, Que.....	" 28	19	Electrocuted.
Pileman at canal work.....	Queenston, Ont.....	Sept. 7	37	Fall of rock.
Driller at canal work.....	Niagara Falls, Ont.....	" 18	20	Fell under train.
Painter.....	Montreal, Que.....	Sept. 10	22	Fall from ladder.
Workman.....	Toronto, Ont.....	" 9	"	Fall from scaffold.
Carpenter.....	Port Arthur, Ont.....	" 10	50	Fall from wall.
Carpenter.....	Halifax, N.S.....	" 22	55	Crushed by falling building.
Carpenter at elevator.....	Delia, Alta.....	" 22	21	Over Fell into bin.
Workman.....	Pembroke, Ont.....	" 11	"	Struck by train.
Workman.....	Fort William, Ont.....	" 18	"	Fall from scaffold.
Labourer.....	Montreal, Que.....	" 23	30	Fall from scaffold.
<b>LUMBERING—</b>				
Foreman.....	Windigo, Ont.....	July 1	32	Drowned.
Pondman.....	Jaffray, B.C.....	" 7	21	Drowned while breaking log jamb.
Feller.....	Jacquet River, N.B.....	" 20	17	Struck by falling tree.
Logger.....	Courtenay Bay, B.C.....	" 28	23	Struck by falling snag.
Logger.....	Haslam Lake, B.C.....	" 31	"	Crushed by rolling log.
Employee.....	Hart's Lake, N.B.....	" 12	"	Struck by falling tree.
Mill worker.....	Lions Head, Ont.....	" 13	"	Picaron slipped from tie; drowned.
Lumberman.....	Brookfield, N.S.....	" 15	36	Struck by train.
Lumberman.....	Fort Frances, Ont.....	" 16	"	Struck by timber.
Labourer.....	North Bay, Ont.....	" 20	"	Drowned.
River drivers (3).....	French River, Ont.....	" 20	19, 20,	"
Fireman.....	Georgian Bay, Ont.....	" 27	52	Drowned.
Engineer.....	Bolger, Ont.....	Aug. 4	35	Scalded by steam from pipe.
Engineer.....	Helen Bay, B.C.....	" 11	"	Drowned.
Engineer.....	Fernie, B.C.....	" 13	33	Struck by rolling log.
Chokerman.....	Ocean Falls, B.C.....	" 6	21	Run over by cars while applying brakes.
Labourer.....	Benny, Ont.....	" 6	"	Struck by log.
Labourer.....	Sarnia, Ont.....	" 25	38	Drowned.
Oiler.....	Frederickhouse, Ont.....	" 9	"	Struck by board.
Loader.....	Bute Inlet, B.C.....	" 11	30	Caught in shafting.
Loader.....	Reid Bay, B.C.....	" 21	28	Jammed between logs.
Swamper.....	Fernie, B.C.....	" 16	50	Struck by log.
				Struck by falling tree.

## FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE THIRD QUARTER OF 1920.

Trade or industry.	Locality.	Date.	Age.	Cause of fatality.
<b>LUMBERING—Continued.</b>				
Millwright.....	Fort Frances, Ont.....	Aug. 25	34	Crushed by lumber.—
Bucker.....	Sedgewick, Bay, B.C....	" 27	50	Struck by falling limb.—
Lumberman.....	Cochrane, Ont.....	"	38	Caught in shaft.—
Teamster.....	Kynoch, Ont.....	Sept. 1	27	Kicked by horse.—
Bushman.....	Lake Kasaswaychin, Ont	" 4	.....	Drowned.—
Chokerman.....	Union Bay, B.C.....	" 7	31	Struck by falling tree.—
Feller.....	Reid Bay, B.C.....	" 6	32	Struck by falling tree.—
Feller.....	Duncan, B.C.....	" 10	.....	Struck by falling tree.—
Workman.....	Pickeral, Ont.....	" 7	.....	Caught between cars.—
Labourer.....	Ioco, B.C.....	" 2	.....	Struck by falling tree.—
Labourer.....	Gogama, Ont.....	" 8	36	Caught in saw.—
Labourer.....	Madawaska, Ont.....	" 16	32	Drowned.—
Labourer.....	Kenneway, Ont.....	" 17	40	Struck by tree.—
Labourer.....	Blind River, Ont.....	" 23	22	Drowned.—
Axeman.....	North Bay, Ont.....	" 15	58	Struck by falling tree.—
Watchman.....	Waubaushe, Ont.....	" 16	73	Fell from elevation.—
Employee.....	Vancouver, B.C.....	" 23	.....	Crushed by load.—
Employee.....	Fort Frances, Ont.....	" 30	.....	Fly-bæk from split saw.—
<b>PUBLIC AND MUNICIPAL EMPLOYMENT</b>				
Labourer.....	Toronto, Ont.....	July 13	29	Overcome by sewer gas.
Engineer and foreman (2).....	Medicine Hat, Alta.....	" 19	38	Burned; lit match in manhole.
Lockman.....	Welland Canal, Ont.....	" 23	62	Drowned.
Electrician.....	Toronto, Ont.....	Aug. 30	44	Electrocuted; cleaning wire with emery paper.
Workman.....	Port Arthur, Ont.....	Sept. 8	.....	Electrocuted.
Fireman.....	Sudbury, Ont.....	" 26	.....	Missed hold in attempt to catch a passing fire wagon.
<b>PUBLIC UTILITIES—</b>				
Employee electric light plant.....	Dunnville, Ont.....	July 12	15	Caught in wheel.
Lineman.....	Paris, Ont.....	Aug. 7	42	Electrocuted.
Lineman.....	Chatham, Ont.....	" 9	36	Electrocuted; slipped at top of pole.
Lineman.....	Oshawa, Ont.....	" 14	21	Electrocuted.
Lineman.....	Orillia, Ont.....	" 16	26	Electrocuted.
Lineman.....	Halifax, N. S.....	" 19	42	Electrocuted.
Lineman.....	Regina, Sask.....	" 30	22	Struck by motor car.
Employee at telephone company.....	Morinville, Alta.....	" 11	29	Automobile overturned.
Employee at power plant.....	Montreal, Que.....	" 25	31	Fell from pole onto wires.
Repairman at power plant.....	Kingsville, Ont.....	Sept. 4	35	Electrocuted.
Patrolman, with power commission.....	Vinemont, Ontario.....	" 19	55	Fell off pole; electrocuted.
Helper with power commission.....	Niagara Falls, Ont.....	" 20	28	Fell under truck.
Lineman.....	Saskatoon, Sask.....	" 21	.....	Electrocuted.
Floorman with power commission.....	Orillia, Ont.....	" 26	21	Electrocuted.
<b>AGRICULTURE—</b>				
Farm hand.....	Wetaskinwin, Alta.....	July 9	25	Struck by a breaking plough.
Farmer.....	Cornwall, P. E. I.....	" 17	21	Thrown from wagon when horses bolted.
Farmer.....	Wellington, Ont.....	Aug. 3	.....	Gored by a heifer.
Farmer's son.....	Brockville, Ont.....	" 15	.....	Kicked by horse.
Rancher.....	McMurphy Siding, B.C.....	" 19	.....	Forest fires.
Farmer.....	Stevensville, Ont.....	" 25	27	Caught in threshing machine belt.
Separator expert.....	Vulcan, Alta.....	Sept. 8	.....	Fell from separator.
Brakeman.....	Rimbey, Alta.....	" 16	35	Crushed between engines.
Stockmen (4).....	Canora, Sask.....	" 28	.....	Collision on railway.
<b>FISHING AND HUNTING—</b>				
Fisherman.....	Rivers Inlet, B.C.....	July 9	50	Drowned.
Fisherman.....	Port Renfrew, B.C.....	" 11	.....	Drowned.
Fisherman.....	Bella Coola, B.C.....	" 13	50	Struck by swinging boom; drowned.
Fisherman.....	Bella Coola, B.C.....	" 19	42	Carried overboard by tow line.
Fisherman.....	On Banks at Sea (N.S.).....	" 21	.....	Drowned while attending trawl.
<b>MISCELLANEOUS—</b>				
Mill worker.....	Edmundstón, N.B.....	July 3	18	Crushed by bevel gear.
Caretaker.....	Buffalo Park, Alta.....	" 5	55	Fell from horse.
Foreman.....	Toba River, B.C.....	" 8	.....	Drowned.
Foreman.....	North Vancouver, B.C.....	" 25	56	Burned while shutting valves of boiler; septic poisoning.

## FATAL INDUSTRIAL ACCIDENTS REPORTED DURING THE THIRD QUARTER OF 1920.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
<b>MISCELLANEOUS—Continued.</b>				
Truckman.....	Montreal, Que.....	July 9	60	Fell down elevator shaft.
Labourer.....	Vancouver, B.C.....	" 27	45	Drowned.
Clerk at electric plant.....	Toronto, Ont.....	" 23	16	Caught in elevator.
Watchman at box factory.....	Montreal, Que.....	" 14	59	Fall of wall.
Stable boss.....	Nelson, B.C.....	" 30	.....	Struck head against tree while coasting.
Watchman.....	Montreal, Que.....	Aug. 2	57	Crushed by locomotive.
Craneman.....	Sorel, Que.....	" 9	22	Electrocuted.
Labourer.....	Lacombe, Alta.....	" 9	29	Motor truck struck by train.
Labourer.....	Ocean Falls, B.C.....	" 22	33	Crushed by car.
Geologists (2).....	Great Slave Lake, N.W.T.....	" 12	.....	Drowned
Mechanic.....	Windsor, Ont.....	" 18	24	Electrocuted.
Mechanic.....	Lethbridge, Alta.....	" 19	30	Gas explosion.
Collector.....	Peterboro, Ont.....	" 28	31	Thrown from auto.
Constable.....	Passburg, Alta.....	" 9	32	Shot.
Constable.....	Bellevue, Alta.....	" 7	30	Shot.
Workman.....	Sydney, N.S.....	" 31	.....	Collapse of air-plane hangar.
Labourer.....	Vancouver, B.C.....	Sept. 7	.....	Drowned.
Labourer.....	Vancouver, B.C.....	" 14	51	Crushed between carriage and roll case
Labourer.....	Ocean Falls, B.C.....	" 20	.....	Caught in rolls of machinery.
Messenger.....	Toronto, Ont.....	Sept. 27	14	Caught in elevator shaft.
Prospector.....	Nelson, B.C.....	" 9	65	Believed to have slipped down rock-slide.
Stableman.....	Toronto, Ont.....	" 1	.....	Kicked by horse.
Well repairers (2).....	Brandon, Man.....	" 11	.....	Asphyxiated.
Well cleaner.....	Manilla, Ont.....	" 15	.....	Struck by falling bucket.
Fireman.....	Boston Bar, B.C.....	" 17	37	Engine derailed by earthslide.
Edgerman.....	New Westminster, B.C.....	" 21	35	Jammed between cant and edger.
Watchman.....	St. Hyacinthe, Que.....	" 26	.....	Fell from window.
Labourer.....	Nelson, B.C.....	" 16	70	Struck by car.

## SUPPLEMENTARY STATEMENT OF FATAL ACCIDENTS IN 1920 NOT PREVIOUSLY REPORTED.

Trade or Industry.	Locality.	Date.	Age.	Cause of fatality.
Labourer at lumber company.....	Manitowaning, Ont.....	Feb. 28	28	Struck by limb.
Employees on trawler (23).....	Atlantic Ocean.....	Mar. 11	.....	Trawler blown up.
Caretaker at lumber company.....	Dalhousie, N.B.....	Apr. 1	40	Stomach punctured when coasting.
Employees on trawler (8).....	Off Halifax.....	" 5	.....	Sinking of trawler.
Employee at underwear mill.....	Windsor, Ont.....	" 8	18	(No particulars).
Builder.....	Winnipeg, Man.....	" 11	.....	Struck by falling timber; died 26-9-20.
Labourer at dairy.....	St. Thomas, Ont.....	" 20	.....	Collapse of building.
Workman with carriage company.....	Toronto, Ont.....	" 22	61	Cut thumb; infection.
Diver.....	Sambro, N.S.....	" 27	49	Colic, while making underwater examination of steamer.
Stream driver.....	Acadiaville, N.B.....	May 8	22	Crushed by timber.
Stream driver.....	Coughlan, N.B.....	" 20	27	Boat foundered.
Workman at quarry.....	St. Mary's Ont.....	" 28	51	Crushed by timber.
Employee on railway.....	College Bridge, N.B.....	" 24	54	Struck by train.
Constable.....	Grand Forks, B.C.....	June 10	42	Shot.
Constable.....	Montreal, Que.....	" 13	.....	Murdered while on duty.
Labourer.....	Castlegar, B.C.....	" 15	18	Drowned.
Sorter.....	White Rock, B.C.....	" 22	32	Fell on saw.
Workman at lumber company.....	Norman, Ont.....	" 20	.....	Drowned.
River driver.....	Bolger Bridge, Ont.....	" 18	.....	Drowned.
River driver.....	Lake Pleasant, N.S.....	" 23	64	Drowned.
Sawyer.....	Beachburg, Ont.....	" 23	69	Caught in saw.
Workman at lumber company.....	Smith Falls, Ont.....	" 23	65	Broke leg by fall; complications.
Labourer.....	Revelstoke, B.C.....	" 18	35	Struck by train.
Labourer.....	Otter, B.C.....	" 26	40	Struck by slab.
Breakwater labourer.....	St. John, N.B.....	" 28	32	Fell between cars.
Carpenter.....	Duncan, B.C.....	" 24	.....	Struck by carriage.
Foreman.....	Vancouver, B.C.....	" 26	48	Car ran over bridge.
Foreman on railway.....	Long Lake, Ont.....	" 28	41	Fell from car.
Plate hanger.....	Vancouver, B.C.....	" 29	37	Fell from scaffold.
Stream driver.....	Woodstock, N.B.....	" 28	32	Fell between cars.
Stream driver.....	St. John, N.B.....	" 30	37	Fell from train.



## MIGRATION AND SETTLEMENT DURING THE THIRD QUARTER OF 1920

IMMIGRATION.—The following statements compiled from information furnished by the Department of Immigration and Colonization give details as to the total immigration into Canada during the third quarter of 1920. For purposes of comparison the figures for the previous quarter and for the corresponding quarter in 1919 are also given:

STATEMENT OF IMMIGRATION TO CANADA DURING THE THIRD QUARTER OF 1920.

	British	From U.S.A.	Other countries	Totals
1920				
July.....	10,472	4,301	1,888	16,661
August.....	7,404	5,838	2,510	15,752
September.....	6,405	4,227	2,718	13,350
	<b>24,281</b>	<b>14,366</b>	<b>7,116</b>	<b>45,763</b>
Second quarter, 1920.....	28,487	16,397	4,358	49,242
Third quarter, 1919.....	23,218	14,451	1,987	39,656

The table on page 1575 gives the nationality, sex and destination of all immigrants entering Canada during the third quarter of 1920.

HOMESTEAD ENTRIES.—During the third quarter of 1920 there were 1,698 homestead entries recorded in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, as compared with 1,612 for the second quarter of 1920, and 2,336 for the corresponding quarter of 1919. The statement opposite shows the number and nationality of those who took up homesteads in the various provinces during the third quarter of 1920.

HOMESTEAD ENTRIES BY PROVINCES AND NATIONALITY OF HOMESTEADERS DURING THIRD QUARTER OF 1920.

Nationality.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Total 3 months.
Canadians from Ontario.....	17	102	85	2	206
" " Quebec.....	14	23	44		81
" " Nova Scotia.....		10	14		24
" " New Brunswick.....	5	3	16		24
" " Prince Edward Island.....	1	2	4	2	9
" " Manitoba.....	36	25	18	3	82
" " Saskatchewan.....	6	25	8		39
" " Alberta.....	2	6	27		35
" " British Columbia.....			8	1	9
Persons who had previous entry.....	28	90	174	6	298
Newfoundlanders.....	1				1
Americans.....	14	84	241	2	341
English.....	40	100	113	11	264
Scotch.....	14	26	23	2	65
Irish.....	6	8	11	2	27
French.....	3	4			7
Belgians.....	2	3	6		11
Swiss.....		1	6		7
Italians.....		3	3		6
Roumanians.....		4		1	5
Germans.....		3	6		9
Astro-Hungarians.....	5	17	26	1	49
Hollanders.....		3	1		4
Danes (other than Icelanders).....		2	5		13
Icelanders.....	3				3
Swedes.....	2	6	14		22
Norwegians.....	1	6	9		16
Russians.....	4	14	11	1	30
Poles.....	1				1
Finnlanders.....	1				1
South Americans.....			1		1
	<b>208</b>	<b>573</b>	<b>883</b>	<b>34</b>	<b>1,698</b>

Total homestead entries, third quarter, 1920:—

July.....	679
August.....	565
September.....	454
	<b>1,698</b>

Total homestead entries, second quarter, 1920.... 1,612  
Total homestead entries, third quarter, 1919..... 2,336

LANDS PATENTED.—According to information supplied by the Department of the Interior with respect to letters patent covering Dominion lands in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, the number of patents issued during the third quarter of 1920 was 3,804 and the number of acres was 573,012, as compared with 4,574 patents and 700,789 acres in the second quarter of 1920, and 3,798 patents and 613,593 acres in the corresponding quarter of 1919.

STATEMENT OF SEX, NATIONALITY, OCCUPATION, ETC., OF ALL IMMIGRANTS DURING THIRD QUARTER OF 1920.

Nationality	Sex			Occupation												Destination																			
	Adult Males	Adult Females	Children under 14	Totals			Farming Class			Labouring Class			Mechanics			Trading Class			Mining Class			Female servants			Not Classified			Mar. Pro.	Quebec	Ontario	Manitoba	Saskatchewan	Alta	B. C.	Yukon Terr.
				M	F	C	M	F	C	M	F	C	M	F	C	M	F	C	M	F	C	M	F	C	M	F	C								
African, South	8	9	7	24	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Albanian	1	1	1	3	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Australian	9	5	12	26	4	8	2	1	1	2	1	1	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Austrian	3	3	3	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Belgian	177	126	36	339	111	49	36	11	4	1	23	8	2	5	2	115	13	19	6	7	20	10	37	18	30	78	129	79	17	22	8	8	8		
Chinese	177	39	30	246	17	15	3	1	1	13	2	1	13	2	1	115	13	19	6	7	20	10	37	18	30	78	129	79	17	22	8	8	8		
Czechoslovak	177	39	30	246	17	15	3	1	1	13	2	1	13	2	1	115	13	19	6	7	20	10	37	18	30	78	129	79	17	22	8	8	8		
Dutch	103	24	15	142	19	4	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
French	118	125	50	293	47	14	3	9	1	1	23	14	2	4	2	4	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
German (n.e.s.)	3	17	1	21	1	2	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
German-Bavarian	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Great Britain and Ireland—English	5741	6704	3298	15743	2400	726	733	705	242	204	1369	837	394	320	353	51	245	58	50	1456	702	3032	1866	514	1805	8395	1216	1140	1203	1470	1203	1470	1203	1470	
Irish	968	895	311	2174	437	81	59	167	36	28	153	88	32	76	56	4	13	1	28	18	28	18	18	18	18	18	18	18	18	18	18	18	18	18	
Scottish	2229	2612	1217	6058	666	160	207	306	108	80	755	330	201	184	18	27	12	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
Welsh	123	124	59	306	60	14	7	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Greek	28	51	22	101	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Hebrew—Austrian, Polish, Russian, Hebrew (n.e.s.)	150	176	148	474	11	5	2	3	16	9	55	21	8	12	2	12	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Hindoo	53	40	34	127	5	2	2	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Italian	828	266	155	1249	189	22	12	440	92	48	81	14	3	9	3	62	9	30	47	96	86	73	166	743	39	20	84	124	73	166	743	39	20		
Jamaican	3	1	1	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Japanese	38	74	13	125	11	15	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Jugo Slav	10	6	4	20	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Luxembourg	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Norwegian	15	29	24	68	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Norwegian	36	37	7	80	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Norwegian	59	175	147	381	2	2	2	38	29	43	10	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Polish	674	401	302	1377	79	18	17	98	11	4	302	65	35	83	20	11	3	1	3	48	109	238	232	8	396	801	65	58	43	6	6	6	6		
Polish (n.e.s.)	23	3	2	28	4	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Portuguese	55	76	54	185	7	9	8	11	2	5	10	11	2	7	7	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Romanian	173	91	53	317	31	7	4	29	2	1	64	5	19	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Russian (n.e.s.)	253	91	53	397	177	29	24	42	6	4	7	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Russian (Finnish)	102	25	11	138	66	9	6	18	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Scandinavian—Danish	9	12	10	31	5	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Scandinavian—Icelandic	79	42	24	145	52	19	16	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Scandinavian—Norwegian	124	46	17	187	82	10	12	17	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Scandinavian—Swedish	74	6	1	81	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Spanish	94	1	1	96	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Swiss	26	10	6	42	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Turkish	94	68	51	213	24	9	5	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
U.S.A. citizens via ocean ports	11	16	23	50	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
West Indian	8	19	3	30	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Immigration via ocean ports	12724	12426	6247	31397	4538	1216	1508	2099	4387	438	3015	1444	699	839	686	137	605	109	107	2915	1528	5469	3668	1352	1506	15886	2507	2067	2178	2001	2178	2001	2178	2001	
Immigration from U.S.A.	9123	3005	2238	14366	3725	678	841	1710	312	222	2121	328	315	630	254	99	164	25	21	291	773	1117	734	518	1892	3949	1805	1607	3624	1252	3624	1252	3624		
Total immigration	21847	15431	8455	45733	8263	1894	2039	3809	899	666	5136	1772	1014	1569	940	226	769	134	128	3206	2301	6586	4402	1870	6368	19535	4312	3674	5802	4153	5802	4153	5802		

## RECENT LEGAL DECISIONS AFFECTING LABOUR

**O**F the five legal decisions which are summarized below two have reference to the Workmen's Compensation Act of Quebec, one has reference to an appeal in connection with a case arising from an alleged violation of the Indus-

trial Disputes Investigation Act, and the remaining two have reference to the issuing of injunctions against members of labour organizations in Alberta and New York respectively, for matters arising in each case out of trade disputes.

**An employer or his foreman must supervise dangerous work and provide all appliances needed to prevent accident**

Six employees were ordered by a foreman to raise from their supports a number of copper tanks weighing nearly a ton, and to place longer ones underneath. The first tank was raised under the orders and direction of the foreman, but he then left, and the men continued to work without supervision. There were no ropes, chains, or other appliances to support the tanks in case of a fall. One of the tanks slipped from its support and crushed the right foot of one of the men, permanently injuring him. The injured employee brought action against the employer in the Superior Court of Quebec. In delivering

judgment, the Court declared that the work the plaintiff and his companions performed was difficult and dangerous, and it was the duty of the defendant company and its foremen to adopt all means and appliances necessary to prevent a fall or an accident, and to direct and oversee the workmen employed on the job. Failure to do so constituted negligence. The plaintiff was accordingly awarded \$3,812.50 with costs, the sum including \$2,000 capital for his permanent partial disability, \$1,562.50 for the period of complete disability, and \$250 as compensation for his sufferings. (*Quebec—Marchand vs., Canadian Electro Products Company.*)

**Suit taken under Quebec Workmen's Compensation Act may proceed instead under Common Law if nature of action is not changed**

An action was brought against a railway company for \$4,500 damages by a father and mother for the death of their son who had been in the employ of the company. The action was entered under the Workmen's Compensation Act of Quebec and \$2,000 of the amount was claimed on the ground of inexcusable fault on the part of the Company. A motion was then made in the Practice Division of the Superior Court, on behalf of the plaintiffs, for permission to change their declaration by adding several allegations, modifying the conclusions and seeking to rest the claim on damages resulting under the common

law. The amount of damages asked, however, was not changed. This motion was rejected by the Practice Court on the ground that the amendment would change the nature of the action. The ruling, however, was reversed by the Court of Appeal. In the opinion of the Court it was stated: "The amendment proposed does not change the nature of the action, but only the basis of the plaintiff's claim. The Workmen's Compensation Act bars any claimants who proceed under that act from exercising at the same time any recourse under the common law. But in changing the procedure the two means of re-



course will not be exercised at the same time. The law will not be violated. Article 522 of the Code of Procedure allows the court to modify or enlarge the conclusions provided that the facts

alleged give rise to the new relief demanded. The amendment proposed in this instance does not exceed the limits of the text." (*Quebec—Barone et uxore vs. Grand Trunk Railway Co.*)

#### **Injunction issued restraining union officials from interfering with workers**

Arising out of a strike of coal miners in Alberta, the coal mine operators at Wayne and Drumheller, members of the Red Deer Valley Coal Operators' Association, applied for an injunction to restrain certain officials and members of the One Big Union from interfering with their miners. The statement of claim set out by the plaintiffs declared that on September 21 a demand was made by the miners through the secretary of the Drumheller Central Council of the One Big Union, one of the defendants, for the removal of the United Mine Workers of America check-off and for the opening up of negotiations for a new agreement; that on October 1 the miners went on strike, without making any application for a Board under the Industrial Disputes Investigation Act;

and that the defendants were still continuing to incite the striking miners to remain out, and to incite the plaintiffs' employees who were still at work to go out. The plaintiffs therefore claimed an injunction "restraining the defendants, and each of them from inciting, inducing, advising or requesting by or at meetings, by threats, intimidation, articles or appeals in the said publication 'The Searchlight,' or elsewhere, or by any other means, the employees of the plaintiffs, or any of them, from striking or continuing to strike, in contravention of the said The Industrial Disputes Investigation Act, or in breach of the said contract of the 20th of July, 1920." The injunction was granted by the Supreme Court of Alberta. (*Alberta—Rosedeer Mining Company, Limited, et al vs. Henry Beard et al.*)

#### **Magistrate's decision dismissing case against Mining Company for violation of Industrial Disputes Investigation Act upheld on appeal**

In the issue of the LABOUR GAZETTE for last May, on page 625, an account is given of a case in the police court at Calgary against the Canmore Coal Company, Limited, for alleged violation of the Industrial Disputes Investigation Act, 1907, and amendments. The matter arose from the posting of a notice by the manager of the company to the effect that on and after March 23, 1920, all miners who were eligible for membership in the United Mine Workers of America should sign the United Mine Workers of America check-off before

being allowed to work. It was claimed for the Company that this notice was issued in compliance with an order of the Director of Coal Operations. The case was dismissed by the police magistrate. An appeal by stated case was made to the Appellate Court but it was dismissed on October 7. The dismissal was based on the Act passed at the last session of parliament validating the orders of the Director of Coal Operations of Alberta and Southern British Columbia and continuing his authority. (*Alberta—Rex et Rel Lynch vs. Canmore Coal Company, Limited.*)

**Injunction issued in New York against picketing**

A preliminary injunction was recently issued in the Supreme Court of the State of New York against members of the Fur Workers' Union prohibiting them from picketing during a strike against certain retail furriers' of New York City. It was claimed by the employers who applied for the injunction that the members of the defendant union were attempting to force them to enter into a contract that was unfair, unreasonable, against public policy and against the laws of the land. Affidavits were also submitted disclosing assaults, intimidation, threats and violence. In reply, only one affidavit was submitted, that of the president of the defendant union, who made a general denial of any attempt to injure, but claimed that the strike was to enforce a forty-four hour week, and that it became inevitable by reason of the discharge of large numbers of workmen because of the unsettled condition of the industry. In the opinion of the

Court the case was summed up as follows: "It is clear from the affidavit of the defendant Kauffman and the brief submitted on behalf of defendants that the strike is not for the purpose of an increased wage, nor for the purpose of bettering the conditions of the employees, but rather an attempt to meet a situation caused by depression in business to obtain employment for men conceded by defendants to have been properly discharged. It is apparent that the means pursued by the defendants were unlawful and tended to injure plaintiffs in their business and cause great loss. It is well settled that labour organizations may by lawful means secure adequate compensation for their services, fair hours of labour, and that picketing, while lawful if peacefully conducted will, however, not be permitted when its purpose is to effect an interference with another's business." (*New York State—Various retail furriers vs. Kauffman et al.*)

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# THE LABOUR GAZETTE

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DEPUTY MINISTER—F. A. ACLAND.

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## NOTES ON CURRENT MATTERS OF INDUSTRIAL INTEREST

### **The month in brief**

This issue of the LABOUR GAZETTE contains an account of the work of the Junior Employment Service of Canada which was recently formed in connection with the Employment Service branch of the Department of Labour, and a summary of similar work carried on in other countries. It also contains a report of the Fifth Meeting of the Governing Body of the International Labour Office.

The cost of the weekly family budget of staple foods showed a decline, averaging \$15.32 at the middle of November, as compared with \$15.83 in October, \$14.27 in November, 1919, and \$7.96 in November, 1914. The index number of wholesale prices also declined, being 304.2 for November as compared with 317.6 for October, 307.7 for November, 1919, and 137.5 for November, 1914.

At the beginning of November, the percentage of unemployment among trade unions was 6.35 as compared with 3.25 at the beginning of October and 2.57 at the beginning of November, 1919. According to returns from over 5,100 firms, there was a steady decrease in the general average of employment throughout the month.

The time loss due to industrial disputes was less during November than during October, 1920, or November,

1919. There were in existence during the month 20 strikes involving about 1,959 workpeople and resulting in a time loss of 23,442 working days. At the end of the month there were on record 6 strikes involving about 703 workpeople.

### **Proceedings under the Industrial Disputes Investigation Act**

During November two applications were received for the establishment of Boards of Conciliation and Investigation, and Boards were established in connection with two disputes for which applications had been received during the preceding month.

### **International Migration Commission**

Reference was made in the July, 1920, issue of the LABOUR GAZETTE, to the appointment by the International Labour Organization of a Commission to study the question of regulating emigration and immigration and protecting the interests of wage earners not residing in their own country. The Migration Commission has since been organized under the chairmanship of Viscount Cave, British Government delegate. No meetings of the Commission have been held, but a questionnaire, addressed by the Director of the International Labour Office to the Governments of the different countries



who are members of the International Labour Organization, has been received by the Dominion Government. The replies of the Canadian Government to this questionnaire were forwarded during October through Mr. J. Obed Smith, the Superintendent of Immigration in London, and the Canadian Government representative on the Commission. The questionnaire referred to deals with three different points: (1) the actual position of immigration and emigration in the respective countries, including statistical returns showing movements of populations; (2) the existing legislation and regulations in the respective countries; and (3) questions intended to bring out an expression of the views of the respective countries on the questions involved, including the co-ordination of the legislation of the different countries, equality of treatment of foreign workers, and international co-ordination of effort for the protection of immigrants through the International Labour Office.

#### **International conference on working hours in ships**

The question of hours of labour in ships is to be discussed by representatives of the International Shipping Federation and the International Seamen's Federation at a joint meeting to be held in January under the independent chairmanship of M. Albert Thomas, Director of the International Labour Office. This decision has just been taken by the joint committee of representatives of ship-owners and seamen, which was appointed by the International Labour Conference at Genoa in June and July, and held its first meeting in Geneva in November. At the Genoa conference (an account of which appeared in the LABOUR GAZETTE, October, 1920), a Draft Convention for the universal application of the eight-hour day, or 48-hour week to seafarers failed by a fraction of a single vote to obtain the two-thirds majority required by the Labour Section of the Peace Treaty to make it effective. The rejection of the Draft Convention gave rise to some unrest among maritime workers,

and a congress of the International Seamen's Federation, held in Brussels in August, decided in favour of the declaration of a world strike of seamen unless the employers consented to reopen the question. M. Albert Thomas, at the request of the seamen, approached the International Shipping Federation, and conveyed to them the proposal of the workers for a reconsideration of the hours problem. As a result the Executive Committee of the Federation resolved by a majority that they were prepared to meet representatives of the seamen, and the way was thus paved for the important decision now announced.

#### **Proposed amendments to the Manitoba Mothers' Allowances Act**

The Mothers' Allowances Commission of Manitoba has recommended that certain changes be effected in the Mothers' Allowances Act of the province, and that the necessary order-in-council be passed to extend the operation of the Act, to enable assistance to be given where the father is living but is physically disabled, or where the father of a young family is in a penal institution, and where a mother is a Canadian citizen by birth, irrespective of her nationality assumed through marriage; to make cases of desertion eligible under the Act; to raise the age of children coming within the meaning of the Act from 14 to 16 years; to make it obligatory upon all children of earning age to contribute toward the support of their parents where the latter are forced to appeal for assistance. They also recommend that mothers of one child only should not benefit under the Act.

#### **Mine rescue equipment in Alberta and British Columbia**

Addressing the Canadian Institute of Mining and Metallurgy at their recent convention in Winnipeg, Mr. Duncan McDonald, general superintendent of mine rescue work in Alberta, claimed that that province had taken a leading part in the provision of mine-breathing apparatus and in the

training of men in rescue and first-aid work, this work having been placed under the supervision of the Workmen's Compensation Board in 1919. Three rescue cars and six stations, he said, are now established in Alberta under the direction of the Provincial government, each car and station being in charge of a fully qualified superintendent. This equipment contains ninety sets of "Proto" apparatus, and 1,388 men have been trained in its use. Similar equipment provided by the government of British Columbia is described in the *Canadian Mining Journal*. At Fernie there are six sets of Gibbs apparatus, one pulmotor, an oxygen inhaler and six sets of Draeger apparatus. The latter, however, is being replaced by a more modern apparatus. The government also maintains similar stations at Nanaimo, Cumberland and Merritt. That at Nanaimo is fitted with six sets of the Paul and four sets of the Gibbs apparatus; that at Cumberland is still equipped with Draeger apparatus, while that at Merritt has six sets of Draeger and four sets of Gibbs.

#### **Workers' Educational Association of Ottawa**

A meeting of the Workers' Educational Association of Ottawa was recently held and arrangements were made for the organization of the Association and for the holding of classes during the present season. Dr. J. H. Putman, Inspector of Public Schools, was elected president, and Mr. W. T. McDowell, a prominent trades union official, was elected secretary. Classes were enrolled in Canadian history and economics, the history course to be conducted by Dr. Adam Shortt, formerly of Queen's University, Kingston, and the course in economics by Professor S. Cudmore, B.A., formerly of University of Toronto. It is hoped that a class in English literature will be formed later on under Mr. W. T. Sykes, B.A. Each class will meet once a week for fifteen weeks. To establish a class a nucleus of ten or twelve trade unionists will be required after

which others may join. The fee for the courses is \$1.

#### **Company Co-operative Stores in France**

Three years ago eleven of the largest industrial companies in France employing about 250,000 workpeople organized a society which is called the Sapeco, an abbreviation of Société Générale d'Approvisionnement Economiques, for the purpose of purchasing supplies on a large scale, and distributing them at the various industrial centres. The employees of these companies share in the profits realized on the sale of the commodities. In addition to the distribution stores, the society maintains grocery warehouses at Paris, Havre, Creusot and Bordeaux, coffee roasting plants and furnishing depots at Paris, Havre and Creusot, and a meat storage plant at Havre.

#### **Plans for better industrial relations**

Four plans for the promotion of better industrial relations have been submitted by the Labour Relations Committee of the Seattle Chamber of Commerce, as a result of 118 months' investigation of labour problems. These have met with the approval of the Board of trustees, and the Chamber has recommended that such portion of the plans be applied as seems best adapted to the industry concerned: The plans are: (1) Scientific management by functional foremen. This includes scientific motion studies, time studies, fatigue studies, task setting, rate setting, cost accounting, routing, dispatching, bonus calculation, and other important features. The report says "In this highly refined type of industrial management there is a large increase in the forces of supervision. Instead of one, there are five to eight foremen, each an authority in his special field, and each in direct contact with the workers." (2) Employment management by specially trained executives. An executive officer, trained in scientific selection and assignment of workers, en-

gages, rewards, and discharges all employees, and investigates all cases of workers leaving their employment. It is recommended that this office be held by one of the executive officers of the company, specially trained for the work.

(3) Shop committee system of employment representation. This plan is based on the result of two years' use and study of shop committee systems, including such concerns as the Standard Oil Company, the International Harvester Company, and the General Electric Company. The report points out that the true committee form is one wherein a committee, elected by the employees, meets jointly with a group representing the management, the authority of the two being usually equal; the shop committee comprises committeemen elected by different sections or precincts of the plant and in some cases committeemen at large are added; the chairman and other officials are elected sometimes by general vote and sometimes by the committee. (4) Wage technique. The report states:

"Any attempt to hold down to the common wage level those persons who would do better work if paid to do better work, is not democracy. The scientific standard of performance, with its equivalent of ordinary day pay is based, not upon the doings of some expert individual pace-maker as of yore, but upon an average of all, intelligently and sanely arrived at, and in this special study is given also to fatigue, waste motion, and like subjects."

**Labour  
efficiency in  
Massachusetts**

In order to determine the effect upon the efficiency of labour of conditions arising out of the

late war and the subsequent period of reconstruction, the Department of Labour and Industries of Massachusetts recently undertook an investigation of certain selected industries, the results of which are given in the first number of the *Industrial Review*, a publication of the Department. The inquiry was of a tentative character, undertaken in the hope that a preliminary discussion would

open up new sources of information and thus provide tangible facts with which to test the statements commonly made that labour has recently declined in productiveness. The facts so far gathered appear to be insufficient to justify inferences as to any marked upward or downward trend. The results, in fact, are so conflicting as to suggest a suspension of opinion until enough ground has been covered by the investigations to allow the workings of the law of general averages to become evident. The months of October in the years 1914, 1918 and 1919 were selected as representative of the pre-war, war and post-war periods respectively. Standard units of production were taken, the process of manufacture of each unit being alike in each year. Seven establishments were chosen, namely two shoe factories, and one factory each for paper, chairs, shirtings, candy and rubbers. The investigation showed that between the years 1914 and 1918 the hourly productiveness of labour declined in all these establishments with the exception of the two shoe factories. A marked increase in efficiency, however, was evident in 1919, as compared with both the preceding year and 1914, gains being apparent in all establishments except those for the manufacture of chairs, shirtings and rubbers, the latter industry especially showing a steady decline over the whole period under review. Comparing 1918 and 1919 the report concludes that "while it should not be assumed that these returns are typical, they indicate that, with respect to hourly production per employee, the showing in all except two of the seven establishments was better in 1919 than in 1918."

An attempt was further made by the investigators to correlate wage increases with the efficiency of the workers, the percentage of increase of wages in 1919 over 1914 being shown in a parallel column with the percentages of efficiency. The result so far does not establish any clear relationship between wage increases and productiveness, for while three establishments where wages were



most substantially increased showed declines, gains in efficiency occurred in the remainder, though the wages had increased in a somewhat less degree. The variations in the several industries, however, are so wide as to render generalizations difficult.

#### Oil industry

#### plan for settlement of industrial disputes

A working agreement of a new type is reported from the oil industry in California. The arrangement, which pledges the workers to continuous production for a period of 14 months, was evolved through the efforts of a special Federal Mediation Commission named by President Wilson, and consisting of J. L. Spangler, a former coal operator, representing the capitalists; Charles T. Connell, representing the public; and E. P. March, a former union officer, representing the workers. The purpose of the Commission according to the memorandum containing their proposals, was "to provide the necessary machinery to function in the preliminary stages of every dispute, with due recognition of the rights of all concerned." The main features of the agreement are described in the *National Labor Digest* as follows:—The basic wage, which is also a minimum wage, is fixed at 15 per cent higher than the wages provided under the agreement of the previous year. In addition, a bonus of 25 cents a day is allowed to every worker who has been in continuous employ of any company or operator for thirty days. Membership in any labour union affiliated with the American Federation of Labour must not be a bar to employment, and discrimination against an employee for membership in such a union is not permitted; intimidation or coercion, however, may not be used for the purpose of inducing or compelling a man to join a union at any time. For the adjustment of differences it is required that each individual employee having a grievance shall first seek direct adjustment through the foreman in charge of his work. Failing to secure a personal adjustment he may carry his complaint

before the "Workmen's Committee," a body of three or seven members, according to the size of the plant, elected from the workmen employed in each plant; the members of this Committee must be American citizens, who have been engaged in the oil industry in California for one year preceding their election, but no official, foreman, straw-boss, gang-pusher, or employee having authority to hire or discharge men, is allowed to serve. Still failing of adjustment, the Workmen's Committee, on behalf of the complainant, shall bring the matter of issue before an official named the "Adjuster." The Adjuster's duty is to familiarize himself with operating conditions, and to make any suggestions to either party for the good of the industry; he is also constituted as the final court of appeal within the industry in regard to all disputes which have failed of adjustment by other means.

About 50,000 workers of the fourteen oilfields in California are now bound by this agreement, together with most of the operators, the only important exceptions among the latter being the Standard Oil and Union Oil companies of California.

#### Jottings

By an order-in-council approved on September 25, 1920, the Department of Soldiers' Civil Re-establishment is authorized to manufacture and supply artificial arms, legs and other prosthetic appliances to any other Department of the Government of Canada, and to the various Workmen's Compensation Boards upon request at prices to be determined from time to time by the Department, during such time as facilities exist for manufacturing and supplying such appliances to ex-members of the Forces.

Representatives of the Trades and Labour Congress of Saskatchewan recently waited upon the Saskatchewan government and presented requests for state insurance, amendments to the Factories Act and the Cities Act, and a protest against the civic income tax. Minor matters affecting public health,

mothers' pensions, and the Fair Wage Act were also discussed, and slight amendments sought. The government conceded some of the points raised, but the more important issues were left for the consideration of the Legislative Council.

The personnel of the Minimum Wage Board of Ontario was announced by order-in-council of November 17 last. Professor J. W. Macmillan of Victoria College, Toronto, is chairman. The other members of the Board are: Mr. R. A. Stapells, Managing Director of the McElroy Manufacturing Company, Toronto, and Miss Margaret Stephens, of the Garment Workers' Union, Toronto, each appointed for two years; Mrs. H. W. Parsons, Secretary of the Women's National Council, Toronto, and Mr. H. G. Foster, secretary of the Hamilton Trades and Labour Council, appointed for one year.

According to a notice issued by the Trades and Labour branch of the Ontario Department of Public Works, all war-time special permits and other concessions with reference to Sunday work in bake shops are cancelled, the setting of a sponge being the only work permissible. No employee is permitted to work more than sixty hours in one week, nor more than twelve hours in any twenty-four hours. This notice became effective on November 23.

By over 1,000 majority, the Civil Service at Ottawa have voted in favour of affiliation with organized union labour.

By an amendment to the Civil Service Insurance Act passed at the last session of Parliament, all permanent members of the naval as well as those of the civil

and military services may avail themselves of the privileges of the Act. The maximum amount of insurance has been increased from \$5,000 to \$10,000, and in lieu of payment in one sum a death claim or any portion thereof may be paid in equal annual instalments.

A new co-operative union pattern-makers' shop is being organized at Cleveland, Ohio, by the Patternmakers' League of America. They are selling stock at \$50 a share and restricting holdings to fifty shares for a member. It is expected that 100 union members will eventually be employed by the shop which will solicit business from foundries in Cleveland.

A referendum on the introduction of the eight-hour day in Swiss railroad, telephone and postal telegraph and administrative services resulted in favour of its adoption by a vote of 369,000 to 271,000.

The Belgian Trades Union Congress, on October 19, unanimously passed a resolution urging the socialization by successive stages, of various industries; the commencement to be with the railways, shipping concerns, coal mines, insurance companies, credit and banking institutions, and light and power organizations.

At a congress of the International Union of Clothing Workers held at Copenhagen, Denmark, on August 19, it was decided to establish an international bureau at Amsterdam to be a clearing house of information for the needle trades of the world. The congress also adopted resolutions in favour of week work, and for the abolition of piece work and home work.

## INDUSTRIAL CONDITIONS DURING NOVEMBER, 1920

## 1.—General Review

During November the total average volume of employment continued to decline throughout Canada, all the Provinces taking part in the downward movement, which, however, was less marked in the Prairie Provinces. In the group comprising the Metal, Machinery and Vehicle trades the decline was general and was attributed largely to continued inactivity in the automobile and shipbuilding industries as well as in forging and steel manufacture. In Food and Drink manufacturing, activity continued fairly steady in abattoirs and meat packing plants, but further declines in the canning, sugar and starch industries reduced the general percentage of employment throughout the group. The Textile and Clothing groups still recorded marked decreases, these being most pronounced in the garment, thread, yarn and cloth factories in Ontario, Quebec and Nova Scotia; the boot, shoe and rubber footwear industries also continued to drop. The Pulp and Paper industry was still affected at several points by the shortage of power caused by low water, and by the closing of some mills for the season, especially in Quebec. The Woodworking, and Clay, Glass and Stone Groups shared depression resulting from the beginning of the period of seasonal inactivity in Building and Construction, though the glass-working trade in Ontario and the brick and cement trade in Quebec still experienced considerable activity. Railway transportation showed some increase in employment, which was more pronounced in the Maritime Provinces due to the commencement of activity resulting from the opening of the winter ports. The opening of coast winter ports and the closing of summer ports on the St. Lawrence effected the

usual seasonal shifting of employment among water transport workers; in British Columbia this industry made steady gains. Mining showed increased activity in all coal-fields, but declines were recorded in the lead, tin, zinc and copper group in Quebec, and in the smelting and refining industries of Ontario, particularly in nickel refining, owing partly to shortage of power; the asbestos industry in Quebec was affected by the closing of one large plant for one week during the month. The lumber mills continued on the period of seasonal slackness, many being closed down. Logging operations continued to extend in Ontario, Quebec and the Eastern Provinces, but in British Columbia a sharp drop occurred, which was attributed to adverse conditions in the lumber market.

The loss of time on account of industrial disputes was less during November than during October, 1920, or November, 1919.

**Strikes** There were in existence at some time or other during the month 20 strikes, involving about 1,959 workpeople, and resulting in a time loss of 23,442 working days, as compared with 20 strikes, 5,147 workpeople and 65,556 working days in October, 1920; and 25 strikes, 5,160 workpeople and 73,119 working days in November, 1919. On November 1, there were on record 10 strikes, affecting 923 workpeople. Ten strikes were reported as having commenced during November, as compared with 8 in October. Seven of the strikes commencing prior to November and seven of those commencing during November were reported terminated, leaving 6 strikes, involving about 703 workpeople on record at the end of the month.



The prices movement continued downward, decreases appearing in both the wholesale prices index number and the weekly family food budget. The Departmental index number of wholesale prices was down to 304.2 for November as compared with 317.6 for October, 307.7 for November, 1919, and 137.5 for November, 1914. In retail prices the average cost of a list of staple foods in 60 cities was \$15.32 at the middle of November as compared with \$15.83 at the middle of October, \$14.23 for November,

1919, and \$7.96 in November, 1914. In wholesale prices the chief decreases were in grains, animals and meats, miscellaneous foods, textiles, metals, coke, paints, oil and glass, chemicals and raw furs, and there were slight increases in dairy products, and fresh vegetables. In retail prices, the chief decrease for the month was in sugar, but there were slight decreases in the other items, except potatoes and eggs in which there were slight increases. In fuel and rent there were also some increases.

## II.—Industries and Trades

The Nova Scotia steel industry showed a marked falling off during November, in consequence of a strike of yard trainmen which threw out of work about 3,000 men at the Sydney steel plant and about 700 at Sydney Mines. The month's production at SYDNEY was as follows: pig iron, 15,589 tons; ingots, 19,534 tons; blooms and billets 5,100 tons; rods, 6,346 tons; plates, 3,339 tons; wire, 150 tons; nails, 1,150 tons; three blast furnaces were in operation up to November 20 when one furnace closed down, the other two closing two days later; the open hearth and mills also shut down on the 22; the stove, furnace and metal roofing foundries continued active. The production of the mills at SYDNEY MINES was 3,240 tons of iron and 8,150 tons of steel; the open hearth and blast furnaces closed down about the middle of the month. AMHERST reported busy conditions in the malleable iron, tin and sheet metal works. At CHARLOTTETOWN electrical workers were very busy, engine and boiler shops were fairly active and blacksmiths had a good month. The rolling mills at St. JOHN continued active and sheet metal workers were well employed throughout the month. Foundries and machine shops at MONCTON and FREDERICTON were normally active. BATHURST reported activity among machi-

nists, linemen and blacksmiths. MONCTON reported a considerable reduction in employment in the metal trades; the structural steel, engine and boiler shops were quiet, but farm implement and sheet metal factories continued fairly active and the electrical trade was normal. At QUEBEC and SHERBROOKE architectural and structural iron and stationary and portable engine workers had a very slack month, hours being reduced and workers laid off at many factories. Experienced moulders were in some demand at St. HYACINTHE at the foundries, and metal and machine shops were busy, though work on repairs was less plentiful than in the corresponding month of last year. The iron foundries at THREE RIVERS worked to capacity. At St. JOHN's and IBERVILLE the sewing-machine factory ran full time, but other metal working plants were slack. SOREL reported considerable unemployment in machine shops, foundries and other metal working plants. OTTAWA and HULL reported foundry work rather brisk, with some demand for mounters and moulders; steel equipment workers were affected by the slump in the automobile trade; the ROYAL MINT was very active with frequent overtime work. At TORONTO the metal and machinery trades were generally quiet, with many men out of work; engine, boiler, machinery and tool makers had

little work, but stove, furnace and electrical plants were more active; some men were laid off at the farm implement factories. The metal trades at HAMILTON continued fairly active, with the exception of one large and several small machinery plants; farm implement factories, foundries and steel, electrical and bridge plants worked with full staffs and without curtailment in hours of labour. Metal workers at NIAGARA FALLS were well employed, with female help in demand in the cutlery and plating industry. Boiler makers at ST. CATHERINES were well employed; electrical workers continued active. At BROCKVILLE the tin, tool and hardware industries were unusually busy; the stove and furnace trades were fairly active. At BELLEVILLE employment continued good in the metal trades; day and night shifts were worked at the rolling mills; engine and boiler shops and foundries were fairly busy, staffs being maintained at full strength. The iron foundries at PETERBOROUGH were mostly active; at the electrical factories night shifts were discontinued, and in some departments the employees worked on alternate weeks; farm implement workers were slack, except those in moulding shops; dairy machinery plants were very busy; machinery factories were active in all departments. GALT reported machine shops as continuing fairly busy but some worked only four or five days a week; the other metal working industries were also active. At BRANTFORD the stove and furnace industry continued busy; electrical manufacturing plants were fairly active, but a number of workers were laid off, as well as in the scale, engine and farm implement factories. At KITCHENER farm implement and engine factories were still fairly active; foundries ran full time, a few men being added to the staffs; tinmiths were steadily employed; electrical fixture plants were somewhat slack. Quiet conditions prevailed at GUELPH in the metal trades, but the castings and hardware plants were busy on orders for export; staffs

were reduced at the piano plate factory. The machine and repair shops at STRATFORD had a rather quiet month. Employment was reported good at WOODSTOCK among moulders, polishers and stove mounters. At LONDON the rolling mills, wire and iron works, and structural steel and farm implement factories were busy; furnace and galvanized iron workers were well-employed. Foundry workers at ST. THOMAS had normal employment during the month. At WINDSOR the bridge and trussed concrete steel plants still ran double shifts in producing building materials; stove foundries also retained full staffs and the injector plant was very busy on foreign orders. The iron industries and machine shops at OWEN SOUND were still fairly active. At ORILLIA the farm implement and stove factories were busy. The steel mills at SAULT STE. MARIE were shut down for about two weeks owing to a dispute arising out of a proposal to reduce crews, but they reopened before the close of the month. WINNIPEG reported all branches of the metal industries fairly well engaged during the month, without material change in the number of employees. The machine and engine shops at BRANDON had a busy month. The steel industry at REGINA was very quiet; the farm implement, tractor and sheet metal trades were also slack, but electrical workers were well employed. The iron works at LETHBRIDGE continued fairly active. Ironworkers, tinmiths and sheet metal workers at EDMONTON were well employed. The engineering shops and sheet metal works at NEW WESTMINSTER were fairly active and the electrical trade was busy. Sheet metal and electrical workers at PRINCE RUPERT were fairly well employed. At VANCOUVER the structural iron and steel, electrical apparatus, metal roofing and sheet metal industries were quiet, and the stove and furnace industry slowed down. VICTORIA reported moderate activity in iron foundries, but stove foundries and electrical apparatus factories were fairly busy.

The boat and shipbuilding and repairing industry at SYDNEY continued steadily active during

**Vehicles (land and water)** November; railway repair shops were still active. The carshops at

AMHERST continued busy, but the rolling mill department was closed for several days for repairs. CHARLOTTETOWN noted great activity in the locomotive and car repair shops of the Canadian National Railways; engine and marine boiler makers were fairly active. Working conditions in the locomotive and car repair shops of the Canadian National Railways at MONCTON remained steady throughout the month, and no reductions in staff were anticipated. Railway repair shops at FREDERICTON had a busy month, but garages were quiet. At MONTREAL the shipyards were quiet, but tractor factories were fairly active. QUEBEC reported fair activity at the shipyards, about 600 men being at work, mostly on repairs, with the prospect of employment on new constructions shortly; locomotive and car shops were active. The shipyards at THREE RIVERS reduced their staffs almost by half. SOREL reported considerable unemployment among boiler makers and iron shipbuilders. OTTAWA and HULL reported a quiet month at the carshops, with the probability that many men would soon be laid off in the machine department. At TORONTO railway repair shops were fairly busy, but automobile plants were very slack. The steel car factory at HAMILTON continued working full time. NIAGARA FALLS reported the steel shipbuilding plant at BRIDGEBURG entirely shut down; the Michigan Central shops laid off a number of men. At BROCKVILLE the motor car industry was very quiet, activity being confined for the most part to finishing or repair work; motor engine factories were also rather slack. The locomotive works at KINGSTON had a busy month with about 685 men employed; the shipyards were quiet, with the likelihood of many men being laid off. The Grand Trunk Railway shops at BELLEVILLE were fairly active, and automobile repair shops busy. At BRANTFORD the malleable iron works

were busy on orders for car parts for the C. P. R.; the carriage and wagon factories were also busy. At KITCHENER the motor and cycle trades were quiet; about 600 men were laid off at the rubber tire factories. Some men were laid off at the Grand Trunk railway shops at STRATFORD. The wagon factories at WOODSTOCK were still busy, with good prospects for winter. At LONDON there was a seasonal slackening-off in the motor factories; boiler and engine shops also slowed down; many railway carshop employees were laid off. Heavy reductions were made at ST. THOMAS during the month in the staffs at the railway car shops. WINDSOR reported conditions in the automobile factories very unsettled, some being entirely shut down. At the carriage factory at ORILLIA the staff was reduced to one-third of its normal strength, as the result, it was said, of the collapse of the automobile industry. The shipyards at PORT ARTHUR and FORT WILLIAM took on additional men during the month. WINNIPEG reported all departments of the railway shops maintaining their usual number of employees; automobile repair shops were fairly active, but the Ford plant practically shut down, only about 20 men being retained. The railway shops at BRANDON and REGINA were busy, but at CALGARY the railway shops reduced their staffs. Machinists in the C. P. R. shops at LETHBRIDGE were fairly active. VANCOUVER reported quiet conditions in engine and boiler, cycle and motor engine works; one shipyard was busy on two steel boats, but another yard was idle, owing, it was said, to shortage of steel, several hundred men being laid off. At VICTORIA slack conditions were noted in the shipyards, work being confined to repairs or finishing.

Continued activity was reported at SYDNEY throughout the food group, excepting the aerated **Foods, liquors and tobacco** water and soft drink industries which everywhere showed the usual seasonal slackness. The milk factory at TRIURO continued active. At CHARLOTTETOWN abattoirs and meat



packing houses were very busy, and bakers, confectioners, milk and tobacco factories were active. ST. JOHN reported steady conditions in the flour mills; the sugar refinery remained closed; bakers and confectioners were increasingly active; and creameries and dairies fairly busy, but breweries were rather quiet. At MONCTON bakeries were busy, but the biscuit factory reduced its staff. FREDERICTON reported steady activity in the flour mills and bakeries. At MONTREAL bakeries and confectionery plants increased activity as the result of the lower prices of flour and sugar and the approach of the Christmas season; flour and feed plants, abattoirs and meat packing houses were also busy, and cigar makers were fairly active. QUEBEC reported quiet conditions among bakers and confectioners, the high price of bread, together with the lower cost of flour, it was said, encouraging home baking; breweries were busy, but tobacco factories were quiet. Fair conditions continued in the food group at SHERBROOKE, but tobacco factories were quiet. At ST. HYACINTHE the flour mills, bakeries and confectionery plants were active, but butter factories were quiet; tobacco workers were only fairly active, working in some cases only for or five days a week. THREE RIVERS reported general activity in the food group. At OTTAWA and HULL abattoirs had a normal month, dairies continued active and confectionery plants were fairly busy. At TORONTO flour, feed and cereal workers were fairly active; abattoirs and packing houses worked steadily; bakers and confectioners had a fair month, and as far as women workers were concerned, full staffs were retained, but without the rush usual at this season and sometimes on short hours; fruit and vegetable canners were active, and cigar makers fairly active, but breweries and soft drink plants were quiet. HAMILTON reported fair activity at the flour mills and in soft drink and tobacco factories; breweries were active and bakers and confectionery plants busy in view of Christmas; the Armour Company closed its local plant, but other packing houses were fairly active. At

NIAGARA FALLS the canning factories reduced their staffs and the Port Colborne flour mills laid off some men. ST. CATHERINES, BROCKVILLE and GALT reported general activity in the food trades, excepting soft drink plants. The flour mills at BELLEVILLE were in steady operation in the latter part of the month when electrical power was restored; bakers and confectioners were active and creamery workers exceptionally busy. At PETERBOROUGH the cereal plants were not so busy as last month, some employees being laid off; but packing houses, bakeries and confectionery plants and dairies were all active. At BRANTFORD some workers were laid off at the baking, confectionery and preserving plants; meat packing houses and creameries were fairly busy. At KITCHENER all the food working trades except soft drink and tobacco workers were busy, especially those in the sugar factory which ran continuous 12-hour shifts. The brewery at WATERLOO continued busy, but without overtime work. Active general conditions were also noted at GUELPH and STRATFORD. At LONDON biscuit and candy factories experienced an unexpected slackness, due, it was stated, to the drop in the price of sugar which led consumers to expect a drop in the finished product and withhold their orders, and some help was laid off and working hours reduced; the flour mills continued fairly busy; cigar factories worked only about half their usual staffs. At ST. THOMAS the flour mills and the chocolate factory were busy. WINDSOR reported all food industries busy, with the exception of the breweries and soft drink and tobacco factories. Flour and cereal factories, bakeries and confectionery plants at OWEN SOUND were active; the saving of the apple crop was hindered by the shortage of barrels and of labour. The flour mills at ORILLIA were busy. Staffs were reduced in the vegetable canneries at WINNIPEG; confectionery plants continued to employ the same force of labour; meat packing houses and abattoirs were quiet, a large number of workers being laid off at one plant; creameries were steady and bakeries active as

regards experienced workers. The flour mills and bakeries at BRANDON continued busy; creameries and breweries were fairly active, but soft drink and tobacco factories were quiet. Flour and other food workers at REGINA were fairly well employed, abattoirs and packing houses being normally active. The flour mills at LETHBRIDGE worked steadily. CALGARY reported very quiet conditions in flour and feed plants, staffs being reduced; bakers and confectioners were fairly busy, but soft drink plants and breweries were quiet. The biscuit factory at EDMONTON was fairly active. FERNIE reported much activity in dairies, breweries and soft drink plants. At VANCOUVER flour, feed, cereal and sugar plants were fairly active; abattoirs and meat packing plants were rather quiet; the baking and confectionery trades, creameries, dairies and breweries were busy; fruit and vegetable canning plants closed for the season and soft drink factories were quiet; tobacco workers were fairly active. At NEW WESTMINSTER the breweries and cigar factories were busy. VICTORIA reported activity in the feed and cereal plants, creameries, dairies and breweries; the baking and confectionery trades were normally active, but fruit and vegetable canning and the tobacco industry were quiet: BRITISH COLUMBIA'S salmon pack for 1920 was reported as amounting to 1,177,047 cases, compared with 1,393,156 cases in 1919; the selling value this year was \$13,307,719.

At TRURO the woollen mills resumed work with usual staffs on full time. The cotton mills at MARYSVILLE continued steadily busy. MONTREAL reported steady employment in the woollen and knitting mills, but tent and sail factories were quiet. At QUEBEC the cotton mills were very busy but sail factories were very quiet. Slack conditions were noted at SHERBROOKE in the textile group, the cotton mills discharging some of their employees and working only about half time. Woollen and knitting mills at St. HYACINTHE were quiet

**Textiles,  
cordage and  
carpets**

towards the end of the month, some temporary employees being discharged. The cotton mills at THREE RIVERS ran steadily, without change in the number of employees. At TORONTO woollen, hosiery and knitted goods concerns were fairly active at the beginning of the month, but activity declined later, many operatives, many of them women, being laid off; hosiery plants were fairly busy; tent and awning factories were quiet; the carpet plant worked only four and a half or five days each week. At HAMILTON knitting and hosiery workers were fairly busy; carpet, tent and sail makers were fairly well employed. The cotton factory at WELLAND discontinued night staffs. The woollen mills at St. CATHARINES were less busy than in recent months, but knitting and silk workers continued well employed. The tent, awning and sail works at BROCKVILLE were quiet. Textile workers at KINGSTON were normally employed. At PETERBOROUGH the textile industry was quiet, factories running short handed or on short shifts; knitting factories, however, were very busy. At GALT the cotton and woollen mills were busy, some working overtime; the silk mill worked only four days a week; bleaching and dyeing textile plants were still busy. BRANTFORD reported the textile industry as generally dull, though the woollen, silk and cordage factories were fairly busy. KIRCHENER reported the knitting, felt and twine factories active. The linen, cotton and worsted spinning mills at GUELPH were active, and carpet and rug workers were fairly well employed. Female help was in demand in the woollen and knitting factories at STRATFORD. Quiet conditions were noted among textile and knitted goods workers at WOODSTOCK, the outlook in the industry being uncertain, but none were laid off. Many workers, including many women, were laid off in the hosiery and underwear factories at LONDON. The knitting factory at St. THOMAS was normally active. At OWEN SOUND the woollen and hosiery trades were active, but the tent factory was very quiet. The woollen mills at ORILLIA enlarged its



capacity and engaged more help. At WINNIPEG the cotton and jute works reduced their staffs; but one bag factory reported increased activity; knitting factory workers were busy, but the tent and awning trade was quiet. Knitting factories at VANCOUVER were not very busy, and tent, awning and sail factories were slack.

SYDNEY reported continued activity in the steam laundries. The hat and

**Clothing,  
boots, shoes  
and laundering**

cap factory at TRURO resumed running on full time with full crew and the shirt factory was also running with cap-

acity help. At CHARLOTTETOWN employment continued good in the steam laundries and dyeing plants; tailors and garment makers and boot and shoe workers had a busy month. Readymade clothing factories at ST. JOHN were fairly active, and steam laundries were busy, with good prospects ahead in view of the opening of the winter port. Boot shoe and larigan workers at FREDERICTON were less active; but tailors were busy. MONTREAL reported dull conditions in the readymade clothing industry, many factories being closed and other working on short time; within recent months very few garment workers have been employed full time, some working only two or three days each week; about 3,500 of the 6,000 garment workers in the city were said to be women; hat, cap and whitewear workers were also slack, one women's whitewear factory closing down, throwing from 50 to 60 workers, mostly women, out of work; shirt makers, however, continued steadily employed; laundries were less active on the close of navigation; boot and shoe factories were quiet. At QUEBEC the clothing and women's whitewear trades were dull, but glove factories were active; steam laundries were quiet. Ready-made clothing and boot and shoe factories at SHERBROOKE were quiet, but laundries and cleaning plants were fairly active. Garment workers at ST. HYACINTHE were fairly well employed, though a few were laid off at some plants; the boot and shoe

factories employed only about one-fourth of their normal staffs; steam laundries were busy. At THREE RIVERS glove makers were fairly active, and laundries and cleaning plants had a busy month; the boot and shoe industry was rather quiet. The shirt and collar factory at ST. JOHN's and IBERVILLE ran full time with full staff. The clothing trades at SOREL has a good month. At OTTAWA and HULL clothing workers had a quiet month; laundries were normally active. At TORONTO ready-made clothing, hat and cap and women's whitewear factories were quiet, with some plants closed down and many employees laid off; unions reported about 400 of their women members unemployed, factories working either short-handed or on short time; glove factories were fairly busy; the boot and shoe trade was very quiet; steam laundries and dyeing establishments were normally active. At HAMILTON the ready-made clothing factories were quiet, working four days in the week, with some out of work. The clothing trades at NIAGARA FALLS were active. Rubber footwear workers at ST. CATHARINES were well employed. At BROCKVILLE the hat factory let out some employees while new machinery was being installed; glove, fur, boot and shoe and laundry workers were all fairly active. The shirt and hat factories at BELLEVILLE had an active month; steam laundries were also busy. Women's whitewear and children's clothing factories at PETERBOROUGH were fairly active. Help was in demand for the shirt factory at PETERBOROUGH, but the boot and shoe industry was quiet, though the largest factory, which was shut down for six weeks for renovation, reopened and was working five days a week. At BRANTFORD the overall and shirt factories were practically idle; boot and shoe workers were employed but not busy. KITCHENER reported considerable unemployment, especially among females, in the shirt and collar factories; robe and clothing makers worked only five days in the week, but button and glove factories and laundries were busy; the boot and shoe trades



were rather quiet, some working only 40 hours a week; felt shoe factories were busy, but many rubber shoe workers, including female help, were laid off. The women's whitewear factory at GUELPH was fairly busy. Ladies' costume workers at LONDON were well employed, but makers of men's clothing were less active than in the preceding month, this being the period between seasons; boot and shoe workers were employed about two-thirds of their time, mostly on piece-work. The shoe factory at ST. THOMAS, which recently closed, resumed operations, but a full staff was not yet employed. Very slack conditions were noted at WINDSOR among clothing workers, the overall factory being practically closed and the shirt and button plants very quiet; laundries and cleaning plants were increasingly active. The whitewear factory at OWEN SOUND materially reduced its staff. The ready-made clothing trade at ORILLIA had a quiet month. At WINNIPEG ready-to-wear and whitewear and shirt workers were on short hours, one shirt factory being practically shut down; the cap plant worked only half time, but glove makers worked with full staff and on full time; laundries and cleaning plants were fairly active. Ready-made clothing, shirt and overall factories at VANCOUVER were very quiet, and steam laundries and dyeing plants were also rather slack; the boot and shoe trade was fairly busy. VICTORIA reported fair activity in the shirt and overall factories and steam laundries.

The pulp and paper mills in the Maritime Provinces continued to operate steadily, the employees in the large mill at MURRAY and at the LIVERPOOL mill (both in Nova Scotia) numbering about 800 at the close of the month, and those at BATHURST, ST. JOHN and CHATHAM, in New Brunswick, numbering about 1,050; about half the latter number were employed at Bathurst pulp mills where the daily production averaged about 100 tons. In the Province of Quebec employment showed gains from the pre-

ceding month in the pulp and paper mills at HULL, WINDSOR MILLS and CHANDLER. Steady conditions were maintained in the mills at LA TUQUE, CHICOUTIMI and DONNACONA, while reductions in staffs occurred at THREE RIVERS, SHAWINIGAN FALLS, EAST ANGUS, KENOGAMI and CAP MAGDELAINE. In Ontario reductions in staffs were reported in the pulp and paper mills at IROQUOIS FALLS, ESPANOLA and CORNWALL; slight increases were noted at OTTAWA over the previous month, but owing to continued difficulties with the water supply employment was still much below normal; the mills at SAULT STE. MARIE, THOROLD and SMOOTH ROCK FALLS, also showed small gains; conditions were fairly steady in the mills at TORONTO, STURGEON FALLS and HAWKESBURY. VANCOUVER reported fair activity in the pulp and paper mills in British Columbia. The rubber roofing, felt and tarred paper plants at VICTORIA were busy.

The printing trades continued steadily employed at SYDNEY and AMHERST.

#### Printing, publishing and paper goods

Linotype operators were in demand at TRURO. Employment was good among printers at CHARLOTTETOWN. At ST. JOHN printers were in demand, and binders and engravers were also active, but some paper box factories reduced staffs. The printing and publishing trades had a good month at MONCTON and FREDERICTON. At MONTREAL printers, bookbinders and lithographers were fairly active in connection with the Christmas trade, and makers of paper boxes, bags, novelty and allied products were busy. At QUEBEC printers and binders were busy, but paper box and bag factories were quiet. Fair conditions in the publishing trades were reported at SHERBROOKE and ST. HYACINTHE. OTTAWA and HULL reported a busy month among lithographers, photo-engravers, printers and bookbinders, with good prospects for the coming month; paper box factories entered their busy season. At TORONTO printers and allied trades were

#### Pulp, paper and fibre

generally well employed, but paper box and bag factories were quiet, many orders being cancelled. Some unemployment resulted at HAMILTON from the closing of an old-established publishing plant; job printers were only fairly active; lithographers and bookbinders were fairly well employed. Activity was noted in the printing and allied trades at ST. CATHARINES, BROCKVILLE, KINGSTON, BELLEVILLE, PETERBOROUGH, and GALT. The stationery factory at BRANTFORD was very quiet, but printers were busy. At KITCHENER some job printers were out of work, but newspaper offices were busy, bookbinders fairly active, and paper box factories worked full time. GUELPH reported a quiet month among printers. Activity continued in the printing and publishing trades at STRATFORD and WOODSTOCK, and at LONDON the printing and allied trades were all very busy. ST. THOMAS reported printers busy, especially in job offices. At WINDSOR job offices were rather less active, but a new newspaper which was started during the month increased employment; paper box factories were busy for the Christmas season. At WINNIPEG some unemployment resulted from the closing down of a daily newspaper; otherwise conditions remained practically without change, sufficient help being available to meet the demand; in the job plants a small number of men were unemployed; bookbinders were normally active, without change of staffs; paper box factories were fairly busy. The printing and allied trades continued well employed at BRANDON, REGINA and EDMONTON, but at CALGARY conditions were quiet for most of the month, improving only in the last week. VANCOUVER and VICTORIA reported activity in the printing trades in connection with the Provincial elections and the Christmas season: paper box makers were also fairly active. Good conditions were noted among printers at NEW WESTMINSTER and PRINCE RUPERT.

The sash and door factories and planing mills at SYDNEY continued running steadily. The piano factory at AMHERST was slack, a reduction of staff being expected; other woodworking trades were steady. Woodworkers at TRURO were on reduced time; the mattress factory ran full time. The sash, door and planing mills at CHARLOTTETOWN were busy, but the broom factory laid off a few employees; coopers had a very busy month. At ST. JOHN the mills were busy, and the wooden box, brush and broom factories were also active; the sash, door and planing mills were busy replenishing stocks on the completion of the building season. At MONTREAL wooden box, furniture and piano workers had a fair month. The mills at QUEBEC continued busy, but the wooden box, furniture and chair factories were quiet. SHERBROOKE reported fair conditions in the planing mills, and chair factories. The mills at ST. HYACINTHE were also active but the chair factory shut down. At THREE RIVERS the woodworking trades were reported active. At OTTAWA and HULL general slackness was noted, staffs being reduced in the wooden box, washing machine, piano and furniture factories, while the broom plant practically closed down; sash and door factories were active, with some exceptions. At TORONTO the sash, door and planing mills and furniture and upholstery factories were active, but wooden box, piano, organ and phonograph plants were quiet, with many out of work. HAMILTON reported some slackness in the furniture industry, short time being worked. The woodworking trades at ST. CATHARINES were well employed. At BROCKVILLE the office furniture factory ran six days of 10 hours each per week; planing mills were also busy. BELLEVILLE and PETERBOROUGH reported work fairly brisk in the sash, door and planing mills. At GALT the mills were busy, but furniture factories were less active, though no workers were laid off. General slackness

was noted at BRANTFORD in the wood-working group. At KITCHENER the sash door, wooden box, toy, ladder and cooperage factories were still active, but furniture plants were slack; many upholsterers, finishers and machine hands being out of work; piano and broom factories were fairly active. GUELPH reported activity in the planing mills and sash and door factories, but piano and sewing machine workers continued slack. At STRATFORD quiet conditions were noted in the planing mills and sash, door and wooden box factories. WOODSTOCK reported slackness in the furniture and piano factories, staffs being reduced and short time worked; the organ factory was fairly active. At LONDON the planing mills were very busy on sashes, doors and interior house finishings; box factories were busy except those for cigar boxes; cooperage plants were slack, working only 35 hours a week, with many out of work; the piano factory was rather quiet. St. THOMAS reported that temporary unemployment resulted when a cabinet factory changed ownership. The woodworking trades at WINDSOR were still rushed with orders for building materials; the piano factory closed for a few weeks. At OWEN SOUND the furniture industry was at a standstill, one factory having shut down completely and reopened with a greatly reduced staff; the sash, door and box factories were active. The planing mills at ORILLIA slowed down, though bench workers were still active; the furniture trade was also quiet, but no workers were so far laid off. The sash and door factories at BRANDON were busy; but at CALGARY conditions were quiet. Sash and door factories at FERNIE were practically inactive. At VANCOUVER the wood-working factories were quiet. Furniture makers at NEW WESTMINSTER had a fair month. VICTORIA reported moderate activity in the sash and door factories and planing mills and dulness in the wooden box factories.

The trunk and bag industry at AMHERST was steadily active; tannery workers at St. JOHN were well employed. At MONTREAL the tanneries and trunk, bag and harness plants were fairly active, but about 200 employees were laid off at the rubber factories. Trunk, bag and leather goods factories at QUEBEC were dull. The tannery at St. HYACINTHE worked only four or five days a week. The saddlery factories at OTTAWA and HULL reduced their staffs. The leather and rubber industries at TORONTO were all very quiet. HAMILTON reported fair activity among trunk, harness and leather goods workers. Harness and belting makers at BROCKVILLE were fairly busy. The tannery at KINGSTON laid off a number of men. At KITCHENER both tanneries ran full time; trunk and bag factories were fairly active; rubber factories at GUELPH were active. At STRATFORD tannery and harness workers were rather quiet. Tannery, harness and leather factories at LONDON were slack. The tanneries at OWEN SOUND and ORILLIA were normally active. At BRANDON trunk makers were busy, but tanneries worked only part time. Trunk bag, harness and horse goods workers at CALGARY had a quiet month.

Stone and granite cutters at St. JOHN had a quiet month. Cement plants at MONCTON operated on a smaller scale on account of weather conditions. The glass factories at MONTREAL continued in steady operation. At QUEBEC stone cutters were slack and brickyards for the most part finished for the season.

Employment was fairly good in the cut stone and granite trades and brickyards at SHERBROOKE. Artificial stone workers at THREE RIVERS had a good month. Brick and sewer pipe workers at TORONTO were less active, the demand falling off as the season advanced, but glass factories were in steady operation. HAMILTON reported fair conditions among glass workers, and in the brick,

**Leather and  
rubber (other  
than clothing)**

**Clay, glass,  
stone, cement,  
etc.**



stone, lime, sand and sewer pipe yards. The cut stone, granite and brickyards at BROCKVILLE were quiet. The brickyards at BELLEVILLE had a fairly busy month; day and night shifts were worked at the cement plant. At KITCHENER stone and marble cutters worked full time, and brick, tile and pipe makers were steadily employed. At LONDON stone cutters were very busy, but the brickyards were closing owing to severe weather. At VICTORIA brick and tile plants were quiet; but cement factories were busy, large shipments being made to the Orient.

Continued activity was reported in the various chemical industries at SYD-

**Paints, oils,  
chemicals,  
explosives**

NEY, including the tar, naphtha, carbolic acid, creosote, dead oil, naphthaline and pitch plants.

At MONTREAL the paint and varnish industry was rather quiet, but the chemical, drug and medicine trades were active. Dullness was noted at QUEBEC in the soap factories, and the cartridge and ammunition factory closed down temporarily. At SHERBROOKE fair conditions prevailed in the lubricating oil and grease, gunpowder, acid, extract, drug and chemical plants. The paint factories near THREE RIVERS were fairly active. Paint and varnish workers at TORONTO were fairly busy. HAMILTON reported activity in most of the factories for drugs, extracts, soap and toilet requisites, but some factories shut down. The electro-chemical plants at NIAGARA FALLS were active, but at CHIPPAWA the abrasive factory laid off a number of its employees. The oil and grease plant at KITCHENER had a good month. The paint and varnish industry at WINDSOR was rather slack, but pharmaceutical workers were busy. VANCOUVER reported activity in the neighbouring oil refinery but the paint and varnish industry was quiet. At VICTORIA the paint and soap factories were fairly active; powder and explosive plants were rather quiet.

The gross earnings of the Canadian Pacific Railway in October were \$24,-800,632, as compared with \$18,296,652 in October of last year. The gross earnings of the Canadian National Rail-

**Railways,  
shipping and  
'longshore work**

ways for November were \$12,426,824, as compared with \$8,949,583 in the same period of last year. During November the number of persons employed by the Canadian Pacific Railway, Grand Trunk Railway and Canadian National Railways, in railway operation including general offices, trainmen, and engine crews, station employees, sleeping, dining and parlor car employees showed an increase over the preceding month of about 1,100 persons, the total employees at the end of the month being 71,500 in comparison with 70,400 at the end of October. This increase was more than accounted for by additions to the Canadian Pacific Railway staffs. There were slight decreases made in the staffs of the Canadian National Railways. Reductions in the railway operating staffs of these three companies occurred in October, but the increases during November brought the total back to about the same number as were employed during September.

During November steady activity continued at SYDNEY on steam and electric railways, in navigation and 'longshore work and in transfers, liv-  
ries and garages. TRURO reported some slackness of employment among railwaymen, but at CHARLOTTETOWN the railway was unusually busy, the car-ferry making five trips daily to keep freight clear. At ST. JOHN the railways had a busy month, with the prospect of increased activity on the opening of the winter port; street railwaymen were also well employed; 'longshoremen were better employed owing to an increase in shipping; transfers and garages were busy. Railway transport conditions at MONCTON continued good; express and transfer workers were busy. At FREDERICTON navigation closed on the river, and railways increased activity. MONTREAL reported a reduction of staffs on the railways; about 2,000

workers were said to be unemployed in consequence of the closing of navigation.

At QUEBEC railways were running on their winter schedules, but fewer trains were taken off than during the past three of four years, passenger and freight traffic being still heavy; navigation closed towards the end of the month; street railways also reduced their service of cars but a new suburban route was opened. Railwaymen at SHERBROOKE were reported busy, and street car and transfer workers were fairly active. Transport workers at THREE RIVERS had a good month, navigation closing after a busy season. At ST. JOHN'S and IBERVILLE navigation closed on the Chambly Canal; railwaymen were well employed throughout the month. Good conditions were also noted at SOREL. TORONTO reported a decline of railway activity, a number of men, mostly unskilled workers, being discharged; street railwaymen were well employed; navigation continued fairly active for the season, but declined toward the end of the month; garages had a busy month. HAMILTON reported 'longshoremen slack, steamships being laid up for the year; railway freight was also light, but passenger traffic was heavy on both steam and electric roads. Transport workers were well employed at NIAGARA FALLS. Lake navigation practically closed at PORT COLBORNE. Railwaymen were well employed at ST. CATHARINES; Section 1 of the Welland Ship Canal closed early in the month. BROCKVILLE reported navigation closed; railwaymen were well employed but garages were quiet on account of snow. Passenger and freight traffic on the three lines operating at BELLEVILLE was heavy, and longshoremen had some work unloading coal; transfers and garages were also busy. All branches of transportation were reported busy at GALT, but at BRANTFORD both freight and passenger traffic was lighter. KITCHENER reported heavy freight on the railways, and general activity among transport workers. At LONDON railway workers had reduced employment. ST. THOMAS reported a falling-off in railway traffic

during the month. The Grand Trunk Railway reduced its freight train schedule at OWEN SOUND, but the Canadian Pacific continued as usual; navigation closed at the end of the month. During October 299,555 tons of freight passed through the Canal at SAULT STE. MARIE compared with 308,900 tons a year ago (figures for November are not yet available.) At PORT ARTHUR and FORT WILLIAM marked activity was reported at the freight sheds, elevators and coal docks in view of the short period before the close of navigation. Street railwaymen at WINNIPEG continued active without any change in the number of employees. Railway traffic was heavy, especially on the line running north. At CALGARY the railways had a fair volume of through traffic, but local freight sheds were very quiet; also transfers, liveries and garages. Freight handlers and transfer workers at NELSON and TRAIL were well employed. At VANCOUVER the railways, both steam and electric, were fairly active; navigation and longshore work was slack at the beginning of the month, improving towards the end; transfers and garages were normally active. At PRINCE RUPERT railway and longshore work was slow. VICTORIA reported a considerable decline in transportation, both by rail and water; longshoremen were active, but transfers and garages were quiet.

As the result of the closing of the steel plant at SYDNEY MINES the quarries at

<b>Mining (other than coal) smelting and quarrying</b>	Pt. Edward curtailed activity during the month, a large number of workers being affected. Stone quarrying at QUEBEC practically ceased for the season. At SHERBROOKE the granite quarries and gravel pits continued fairly active; chrome iron mines were active but the copper mines were quiet; asbestos workers continued fairly well employed. Activity at the mines at TIMMINS were affected by shortage of power. The nickel plant at SUDBURY curtailed its staff during the month. The silver mines in COBALT district
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shipped 16 cars containing approximately 1,266,934 pounds of ore; this compares with 46 cars containing approximately 3,578,468 pounds in the previous month; bullion shipments amounted to 340 bars containing 411,040 fine ounces of silver, as compared with 425,098 fine ounces in October; underground work for the month was considerably below normal owing to the shortage of electric power, and the labour supply was reported adequate for existing conditions. SAULT STE. MARIE reported that the Michipicoten iron mines worked full time with full crews; the 12 and 18-inch mills of the Steel Corporation closed down for about two weeks, the men refusing to agree to reductions in the number of working crews, but they reopened before the close of the month. FERNIE reported normal activity in the metalliferous mines in the district. The mines at ROSSLAND continued shipping nearly one thousand tons of ore daily to the smelter at TRAIL; at the latter one copper and two lead furnaces were still in operation and the concentrator increased its capacity; the lead refinery turned out daily about 55 tons of refined lead, and the copper refinery about 20 tons of copper; the zinc and silver refineries ran as usual. Miners and timbermen were in demand at SLOGAN. PRINCE RUPERT reported that the drop in copper prices resulted in the discharge of several hundred men at ANYOX.

The coal mines in Nova Scotia showed considerable gains in production during November. SYRNEY reported that the Dominion Collieries produced

**Mining (Coal)** 296,367 tons of coal compared with 271,000 tons (revised figure) in the previous month; 23,450 tons of coke was produced. SYDNEY MINES reported that at the Nova Scotia collieries 55,304 tons of coal was raised, compared with 50,800 tons in the previous month; the amount of coke produced was 4,950 tons. Steady activity continued at the MINTO coal mines during the month. Activity in the coal mines in the Prairie

Provinces was reported from the various employment centres, with miners in demand at the beginning of the month, this demand, however, being filled later, leaving a surplus of men without employment. LETHBRIDGE reported continued activity in the local mines, but the mild weather tended to reduce the demand for coal. FERNIE reported normal activity in the coal industry, the mines there and at MICHEL working full time with a plentiful supply of labour available (the production of the Crow's Nest Pass coalfield in the previous month was 48,240 tons). NANAIMO reported good conditions and prospects in the Vancouver Island Coal mines; development work was proceeding, and with the opening of new mines employment was expected to increase; the production of coal during November showed a considerable advance over the previous month, (The production in October in the Vancouver Island mines was 166,400 tons.)

The value of the building permits in 56 cities during October amounted to \$9,660,538 as compared

**Building and construction** with \$8,921,374 in September. During November considerable building was still in progress at SYDNEY. At HALIFAX outside operations slowed up during the month. Street paving work at CHARLOTTETOWN discontinued for the season, but work continued on buildings in course of construction, plumbers and pipefitters being busy, but masons and bricklayers quiet. St. JOHN reported some building still in progress; work was proceeding on the dry dock at Courtenay Bay; street work was at a standstill. Mild weather permitted new buildings to be completed at MONCTON and BATHURST. MONTREAL reported the building trades fairly active, some large buildings being under construction. At QUEBEC outside work was for the most part finished, and interior work proceeded under cover. Fair activity continued at SHERBROOKE, THREE RIVERS and SOREL. Considerable activity was noted in the building trades at OTTAWA and HULL, few men



being so far laid off. At TORONTO building showed a marked slackening in activity as regards new contracts, as owing to uncertainty as to the cost of materials and labour there was a disposition to postpone new undertakings until conditions become more settled; except, however, for interruptions caused by bad weather the building trades were well employed and construction in progress was likely to furnish work for some time. Similar conditions prevailed at HAMILTON as regards new buildings better prices being awaited, but plumbers, furnacemen, electricians and painters were well employed. The building trades were fairly active at NIAGARA FALLS and PORT COLBORNE, and at ST. CATHARINES, canal construction was still proceeding. Unusual activity in industrial and commercial building and dwellings was noted at BROCKVILLE but at KINGSTON outside work practically ended for the season. At BELLEVILLE and PETERBOROUGH the building trades were still fairly active. At GALT many new buildings were in progress; the C.P.R. had a large gang engaged on road construction. The building trades at BRANTFORD were reported very slack. KITCHENER reported the season's work being completed, one hundred dwelling houses having been built this year. Bricklayers and masons at GUELPH were slack, but the other building trades were fairly active. Employment continued brisk at WOODSTOCK. At LONDON bricklayers plumbers and carpenters were busy, but painters were slack. Fifty houses were built at WINDSOR during the season under the Housing plan; only 20 carpenters out of 600 members of the union were reported idle. Building operations concluded for the season at SAULT STE. MARIE. At WINNIPEG conditions in the building trades remained good until the middle of the month, when activity slowed down, almost ceasing entirely before the close of the month, except that a few mechanics were retained for inside work. Similar conditions prevailed at BRANDON, REGINA and MOOSE JAW, although the open weather allowed operations to continue

unusually late. Building construction was very quiet at CALGARY, but at EDMONTON the decline in activity was less marked. VANCOUVER and NEW WESTMINSTER reported slackness in all building trades. VICTORIA reported that construction work on the Island divisions of the C.N.R. was suspended pending completion of bridges on the route. At PRINCE RUPERT the building trades continued fairly active, although many carpenters were out of work.

Railway construction employment showed a large decrease during the month of November, the number of persons employed by the Canadian Pacific Railway, Grand Trunk and Canadian National Railways (including Maintenance of Way) being 36,200 at the end of the month in comparison with 35,500 at the end of October or a total decrease of 9,200 persons. This reduction was made up by decrease of 2,800 persons by the Canadian Pacific Railway, 1,900 persons by the Grand Trunk Railway and 4,500 persons by Canadian National Railways. The reductions were spread evenly over the whole month, over 2,000 persons being let out weekly.

Lumbering operations during November were reported at CHARLOTTETOWN to be quiet. At ST. JOHN several sawmills closed for the season. At FREDERICTON a greatly reduced production of logs was anticipated in the coming winter, some former large operators remaining out altogether. The demand for men was reported at BATHURST to be slowing down, some of the camps having filled up. In QUEBEC district a demand was noted for men for the woods, but as wages were only about half those of last season men were unwilling to go; it was anticipated that next winter's cut would fall far short of that a year ago; the saw mills all closed down for the season. SHERBROOKE reported lumber, tie and pole camps all busy, and saw and shingle mills fairly active. The lumber industry was reported at SOREL to be quiet. At OTTAWA and HULL between 600 and 700 men

were thrown out of work by the closing of a large sawmill. Logging was less active in PETERBOROUGH district, but the sawmills worked to capacity. OWEN SOUND reported that the lumber camps on the north shore of the Georgian Bay were busy, but some of the sawmills closed down for lack of logs. SAULT STE. MARIE reported the lumber camps well filled, with no demand except for experienced woodmen; lumberyards were quiet. A demand for loggers was noted early in the month at COBALT, NORTH BAY, SUDBURY, PEMBROKE and TIMMINS, but most of these camps were filled up later. WINNIPEG reported the logging camps filling up in Northern Manitoba, but some demand for labour continued in The Pas district. REGINA noted similar conditions in Saskatchewan, vacancies in the camps being filled by men lately working in the harvest fields and in threshing. At PRINCE ALBERT many men were unemployed and wages were reduced. In Alberta logging operations were rather quiet, some closing camps down and the demand for men generally falling off. FERNIE reported the period of depression in the

lumber industry as having reached an acute stage during November, the lower price of lumber products being credited with the decline; not a sawmill in the district was working, and few logging camps were open, wages being reduced, and many loggers unemployed. NELSON reported many sawmills closing for lack of market. At CRANBROOK the lumber camps were filled, no more men being taken on. VANCOUVER reported that almost all lumber camps were practically closed down; saw and shingle mills were also very slack, many being idle. At NEW WESTMINSTER one lumber mill closed for two months and the other mills ran much below capacity. Similar slackness was reported in the camps at PRINCE GEORGE and PRINCE RUPERT, many large camps closing down, the only demand being for tie-makers along the line of the Grand Trunk Pacific Railway. VICTORIA reported dull conditions in the industry on Vancouver Island. NANAIMO reported that the closing down of logging camps and mills in all parts of the Island had thrown many men out of employment.

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## INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

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### PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1920

**D**URING the month of November two applications were received for Boards of Conciliation and Investigation, and Boards were established in connection with two disputes for which applications had been received during the preceding month.

#### Applications received

During the month of November applications were received for Boards as follows:

(1) From the employees of the Nova Scotia Steel and Coal Company, Limited, Sydney Mines, N.S., being engineers and firemen, conductors and trainmen, members of the Brotherhood of Locomotive Engineers and Firemen and the Brotherhood of Railway Trainmen. The dispute was taken up immediately with the President of the Company, who was at the time at Montreal engaged in an attempt to secure an adjustment of differences between the Company and

its coal miners. The President undertook to renew direct negotiations with the workers concerned in the railway dispute as soon as the negotiations in the coal workers' case would permit his return to the east. In the meantime the workers concerned ceased work and the application remained in abeyance.

(2) From the Humberstone Coal Company, Edmonton, Alberta, in connection with a dispute with its miners. In this case the workmen had gone on strike without making application for a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, and in the Minister's view, there being several other companies equally involved, no good purpose would be served in the meantime in establishing a Board. The disputants were advised that if the miners returned to work and made application for a Board of Conciliation and Investigation the application would receive the attention of the Department. In the meantime a special officer of the Department visited the locality with a view towards securing the adjustment of the dispute if possible without Board reference.

The following application was omitted in the article covering the proceedings under the Act for the month of October:

From the employees of the Wallace Shipyards, Coughlan Shipyards, Vulcan Iron Works, and British Columbia Marine Company, members of the Metal Trades Council of Vancouver. In this case the disputants were advised that joint consent to a Board reference would be necessary, as this dispute was not one which fell within the direct scope of the Industrial Disputes Investigation Act, also that it would be necessary for them to agree upon one representative in the event of a Board being estab-

lished. Consent to the establishment of a Board was, however, refused by the employing companies. An officer of the Department of Labour visited the locality and at the end of November efforts were in progress looking towards conciliation.

#### Other proceedings under the Act

During the month of November other proceedings under the Act took place as follows:

(1) The Board established to deal with the dispute between the Canadian National Transfer Company and certain of its employees, being teamsters and chauffeurs, members of the Canadian Brotherhood of Railway Employees, was completed by the appointment of Mr. Philip C. Locke, Winnipeg, as chairman. The appointment was made by the Minister in the absence of a joint recommendation from the other two members, Messrs. R. G. Persse and David Campbell, Winnipeg, nominees of the company and employees respectively.

(2) A Board was established to deal with the dispute between (1) the British Columbia Electric Railway Company, (2) Vancouver Power Company, Limited, and (3) Vancouver Island Power Company, Limited, and certain employees of each of the said companies, being members of Local Unions Nos. 213 and 230, International Brotherhood of Electrical Workers. The Board was composed as follows: Mr. M. H. McGough, Vancouver, chairman, appointed by the Minister in the absence of a joint recommendation from the other two members, Messrs. A. G. McCandless and Edmund H. Morrison, Vancouver, nominees of the company and employees respectively.



## PROCEEDINGS OF THE CANADIAN RAILWAY BOARD OF ADJUSTMENT No. 1

**F**OUR new decisions of the Canadian Railway Board of Adjustment No. 1 have been received by the Department. Case No. 88 has reference to the payment of a passenger crew for handling freight trains between regular runs. Case No. 89 relates to a controversy over the payment of locomotive engineers and firemen on the Western Lines of the Canadian Pacific Railway when operating electric trains in the mountain and valley districts. Case No. 90 has reference to the payment of firemen for watching and caring for engines. Case No. 91 deals with the age limit with respect to increases for office boys, messengers, etc., and the retention of existing minimums for inexperienced help.

### **Case No. 88.—The Toronto, Hamilton and Buffalo Railway Company and the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.**

A conductor and crew of the Toronto, Hamilton and Buffalo Railway Company in assigned passenger service were used during the interval between trips to operate freight cars, being occupied on this work on two days for a little over one hour each time. The employees contended that the conductor and crew being in assigned passenger service when used in this way should be paid a minimum day at through freight rates in addition to their passenger earnings. They based their claim on Articles 6 and 10 (a) of the schedule which read as follows: "(6) Trainmen assigned to regular passenger service will not be required to do work other than their regular service on assigned runs when other competent crews are available." "(10) (a) In all road service, except passenger service, 100 miles or less, eight hours or less (straight-away or turn-around), shall constitute a day's work. Miles in excess of 100 will be paid for at the

mileage rates provided." The company contended that the conductor and crew having performed more than one class of road service during a day should be paid for their entire service at the highest rate applicable, the overtime basis for the rate to apply for the entire service on the dates in question. The company based its claim on Article 10 (c) of the schedule which reads:—"Road conductors and trainmen performing more than one class of road service in a day or trip will be paid for the entire service at the highest rate applicable to any class of service performed. The overtime basis for the rate paid will apply for the entire trip."

The Board declared that it could not recognize as consistent with existing schedule provisions the claim of the Company that irregular or intermittent freight service can be required of a regularly assigned passenger crew, and payment made to such crew for such service on the basis of the highest rate applicable to any class of service handled by the crew for the entire day.

The decision of the Board was as follows:

The claim of the employees is sustained, and payment shall be made to this passenger crew for the service in question on the basis of one day's extra compensation for each day involved at freight rates for the extra service performed between Dunnville — Port Maitland and return, February 26 and March 1, 1920.

### **Case No. 89.—The Canadian Pacific Railway (Western Lines) and the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen.**

A controversy arose between the management of the Canadian Pacific Railway (Western Lines) and its locomotive en-

gineers and firemen as to the application of mountain and valley differentials in electric service. The employees claimed that rates for electric service were awarded in Supplement 15 according to weights on drivers and that the mountain and valley differentials should be added just as on steam locomotives. In support of their claim the men submitted an account of their negotiations and correspondence relating to it. They stated that in accordance with the decision of the Board in Supplement No. 1 to Case 40 (see LABOUR GAZETTE, May 1920, page 524) an agreement was reached on April 6, 1920, concerning mountain and valley differentials in steam service, but the question of differentials in electric service was left for further negotiations. When the employees brought up this matter the representatives of the company stated that in the event of an electric service being established in the territory where differentials were being paid, it would be a question for further negotiations, but as the company had no electric service there was no need to enter into such negotiations at that time. When meeting the management in order to get out a supplement embodying increased rates in accordance with the United States Railroad Labour Board Decision No. 2. (see LABOUR GAZETTE, August, 1920, pp. 1068-75) the men wished to provide that electric service should receive the mountain and valley differentials, and they contended that the reference to electric service following the rate sheet in the existing schedule should not be perpetuated in the supplement. The management of the Company would not agree to this, but expressed their willingness to submit the question to the Canadian Railway Board of Adjustment No. 1.

In the opinion of the Board the question was not specifically covered in General Order No. 27, and supplements, but it appeared to be evident that the general intent of the provisions of supplements 15 and 24 was that the same rates should apply for electric service as for steam service, with certain stated exceptions.

The decision of the Board was as follows:

Unless otherwise mutually agreed, the same differentials shall apply as between Mountain and Valley and Prairie territories in electric locomotive service as obtain in steam locomotive service.

**Case No. 90.—The Canadian Pacific Railway (Western Lines) and the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen.**

A controversy arose as to the hourly rate to be paid firemen for watching and caring for engines on the Western lines of the Canadian Pacific Railway. The men claimed that the firemen should be paid as high a rate for service rendered as firemen on competing lines, as well as on other parts of the Canadian Pacific Railway, where one-eighth of the minimum daily rate for freight service was paid. The Company contended that the rate which had been established for firemen doing this work, namely, 56½ cents per hour, had been arrived at in a regular and proper manner. The application of General Order No. 27 increased the rate from 37½ cents to 42½ cents per hour. Supplement No. 15 increased it to 43½ cents, and the application of the Chicago labour award increased it to 56½ cents. The employees' representatives admitted that the company's statement was correct, but claimed that a mistake had been made in

computing the rate of 1919, which should have been about 481½ cents instead of 431½ cents per hour, and they were now attempting to have the mistake corrected. On this basis the rate should be approximately 611½ cents per hour.

The decision of the Board was as follows:

The rate of pay per hour for firemen watching engines shall be adjusted and made at least equal to one-eighth of the minimum daily rate for firemen in passenger service.

**Case No. 91.—The Canadian Pacific Railway (Western Lines) and the Brotherhood of Railway and Steamship Clerks, Freight Handlers and Station Employees.**

In drawing up an agreement between the Canadian Pacific Railway (Western Lines) and the Brotherhood of Railway and Steamship Clerks, Freight Handlers, and Station Employees, the two parties failed to agree on two points: (1) the age limit of eighteen years with respect to increase for office boys, messengers, etc., which was Item No. 5 of the agreement, and (2) the retention of existing minimums for inexperienced clerical help, which was Item No. 10.

Decision No. 2 of the United States Railroad Labour Board\* provides in Section 6, Article 2, for a stipulated increase for office boys, messengers, etc., under eighteen years of age. The company contended that this increase should apply to occupants of these positions irrespective of age, while the employees claimed that this article should read exactly as it appears in the original award of the United States Railroad Labour Board. The company further contended that the existing minimum rates as named by the Railway Association of Canada for inexperienced clerks during their first three years should be con-

tinued, but the employees contended that to the minimums quoted should be added the amount of increase provided in Section 6, Article 2 of the United States Railroad Labour Board Decision No. 2. The minimum monthly rates claimed by the employees were \$100.76 for clerks with less than one year's experience in clerical work, and \$114.02 for clerks with experience of one year or more, these rates being arrived at by the addition of \$13.26 and \$26.52 respectively to the minimum rate of \$87.50 for clerical positions as provided for in Supplement 7 to General Order No. 27 of the Director General, United States Railroad Administration.

The Board stated that as one of the conditions under which the Board was organized was an agreement on the part of the railways to apply the provisions of General Order No. 27, and amendments, it could not consistently decide upon a minimum rate of less than \$87.50 per month for clerks over 18 years of age, but that there might be some justification for lesser rates for inexperienced clerks, inasmuch as agreements had been concluded between the different railways and organizations providing for such lesser rates.

The decision of the Board was as follows:

In respect to Item 5 of the agreement the contention of the employees is sustained.

With regard to Item 10, unless mutually agreed otherwise, the minimum rate for clerks over 18 years of age covered by the agreement shall be \$87.50 per month, and for office boys \$45 per month. To the minimum rates for clerks under 18 years of age, as named in the submission, shall be added \$10.20 per month as contended for by the employees. Any clerk over 18 years of age, appointed to a position for which a rate is specified in the agreement, shall be paid the full rate named for such position.

\*See LABOUR GAZETTE, August, 1920, pp. 1038-75.



## NATIONAL JOINT CONFERENCE BOARD OF THE BUILDING AND CONSTRUCTION INDUSTRY OF CANADA

### Rules and By-laws, and Report of Second Quarterly Meeting

**M**ENTION has been made in previous issues of the LABOUR GAZETTE of the creation of the National Joint Conference Board of the Building and Construction Industry of Canada. The rules and by-laws governing the establishment and operation of the Board are reproduced herewith.

#### Rules and By-laws

1. **MEMBERSHIP.** (a) The National Joint Conference Board of the Building and Construction Industry of Canada shall be composed of five (5) representatives elected or selected by the Association of Canadian Building and Construction Industries, and five (5) representatives elected or selected by the representatives of the Building Trades International Unions.

(b) The two parties, members of the National Joint Conference Board, shall have the power to change their representatives at any time, and no organizations other than those already included shall be admitted to membership except by majority consent of the members of both groups.

2. **CHAIRMAN-SECRETARY.** (a) The Chairman-Secretary of the National Joint Conference Board shall be appointed by the Department of Labour.

(b) The Chairman-Secretary shall preside at all meetings of the National Joint Conference Board, and shall perform such other duties as are usual for such an officer, provided, however, he shall have no voting powers.

#### 3. **PURPOSE OR OBJECT OF BOARD.**

(a) The functions of the National Joint Conference Board shall be of an educational and advisory nature, furnishing a common meeting ground for the discussion of questions affecting employ-

ers and workmen in the building and construction industry of Canada.

The National Joint Conference Board shall remain in this advisory and educational form for an indefinite period, but it may exercise such powers as may be granted to it from time to time by the affiliated memberships.

(b) The National Joint Conference Board shall undertake to present to the Government such measures as may be requested by both groups, parties to the Board.

(c) The National Joint Conference Board shall advise with the organizations affiliated with it on measures which are considered to be of value in improving the building and construction industry, such as technical education, apprenticeship system, movement of labour, etc.

4. **RELATION TO LOCAL BOARDS.** (a) The National Joint Conference Board shall encourage the organization of the employers and workmen in the groups represented by this Board into Local Joint Industrial Boards, for the settlement of disputes in the building and construction industry of Canada.

(b) The National Joint Conference Board may deal with disputes referred to it for settlement by affiliated organizations or established Local Joint Industrial Boards, provided they have been submitted in writing to the Chairman-Secretary, and in his judgment are deemed of sufficient importance to be brought to the attention of the Board.

5. **MEETINGS.** (a) Regular meetings of the National Joint Conference Board shall be held on the third Wednesday in the months of August, November, February and May.

(b) Special meetings may be called, within seven (7) days on the request of any three (3) members of the Board, made in writing to the Chairman-Secretary.

(c) At least two weeks' notice in writing shall be given to members of all regular meetings of the Board.

(d) At all meetings of the Board, at least three (3) representatives from each group shall be present, in order to transact business.

(e) Voting powers of each group shall always remain equal.

6. AMENDMENTS. These rules and by-laws may be amended by a two-thirds vote at any regular meeting of the Board, or a special meeting called for that purpose, provided that at least two weeks' notice in writing of such proposed amendment has been given by the Chairman-Secretary to the members of the Board.

#### Report of Second Quarterly Meeting

The second regular quarterly meeting of the Board was held in Ottawa on November 17, with Mr. E. McG. Quirk, representing the Department of Labour, as chairman. Representatives were present from the Association of Canadian Building and Construction Industries and the building trades unions including electricians, bricklayers, plumbers, painters and carpenters. A report was

presented outlining the modus operandi of the Employment Service of Canada. The chairman was asked to secure from the Employment Service such information as would enable employers and others to take advantage of the reduction in fares provided. The question of standard wage zones was discussed. It was deemed necessary to secure additional information on the weekly family budget to that at present supplied by the Department of Labour. A committee comprising the chairman, a representative of the employers, and a representative of the employees was appointed to consult the Department and to prepare what information they could obtain for presentation to the next meeting. A similar committee was appointed to bring to the attention of the Dominion Government the necessity of additional housing schemes. It was felt that a man who owned a lot, but who was unable to erect a home, should be given financial aid. As no report had been received regarding apprenticeship two members were appointed to make a further study of this matter. A committee was appointed to place the matter of creating an industrial board in Montreal before the General Contractors' section of the Montreal Association. The chairman was requested to visit the existing joint industrial boards with a view to standardizing their practices, and to familiarize himself with their work. It was decided to hold a special meeting of the Board on January 3, 1921.

#### STRIKES AND LOCKOUTS IN CANADA DURING NOVEMBER, 1920

TEN strikes, involving 1,036 employees were reported as having commenced during November. There were in existence at some time or other during the month 20 strikes, involving about 1,959 workpeople. The total time loss on account of industrial disputes was estimated at 23,442 working days, as compared

with 73,119 in November, 1919. The time loss occasioned by the 10 strikes which began in November was 10,943 working days, while a loss of 12,499 is charged to the 10 strikes that commenced prior to November. Termination was reported in the case of seven disputes which commenced prior to November. Seven of

## STRIKES AND LOCKOUTS DURING NOVEMBER, 1920

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>Strikes commencing prior to November, 1920</b>			
<b>MINES, SMELTERS, QUARRIES AND CLAY PRODUCTS, ETC.—</b>			
Asbestos miners, Thetford Mines, Que.....	Commenced October 11. For increased wages. Settled by negotiations: men returned under same conditions as existed prior to strike. Work resumed November 11.	600	5,400
Miners, muckers, etc., Sidney Inlet, B.C.....	Commenced October 24. Against discharge of employees. Settled by replacement of strikers by other workers: work resumed November 4.	47	141
<b>BUILDING AND CONSTRUCTION—</b>			
Lathers, Hamilton, Ont.....	Commenced September 11. Alleged non-payment of union rates. Settled by mediation of Industrial Council. Work resumed October 29.		
Painters, Ottawa, Ont.....	Commenced October 11. In sympathy with a strike of the firm's employees in New York. Settled by cancellation of New York contract. Work resumed November 16.	6	78
Plumbers, Montreal, Que.....	Commenced October 4. For increased wages. Unterminated.	140	3,500
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Engineers, Hamilton, Ont.....	Commenced May 1. For increased wages and better conditions. Information received in the Department indicates that some men returned to work while others secured employment elsewhere.		
Machinists, St. John, N. B.....	Commenced January 26. For increased wages and shorter hours. Information received in the Department indicates conditions no longer affected.		
Moulders, Collingwood, Ont.....	Commenced June 2. For increased wages. Unterminated.	10	250
Moulders, Hamilton, Ont.....	Commenced May 5, 1919. For increased wages and shorter hours. Information received in the Department indicates that the Union has stopped strike pay.		
Moulders, Montreal, Que.....	Commenced May 5. For increased wages and shorter hours. Information received in the Department indicates this strike was settled by negotiations when a compromise was effected and work was resumed during October.		
Moulders, Toronto, Ont.....	Commenced May 1, 1919. For increased wages and shorter hours. Information recently received in the Department indicates that the strike was reported off.		
Plumbers, steamfitters and sheet metal workers Vancouver, B.C.	Commenced October 4. For increased wages. Unterminated.	120	3,120



## STRIKES AND LOCKOUTS DURING NOVEMBER, 1920—Continued.

Industry or Occupation.	Particulars.	No. of employees affected.	Time loss in working days.
<b>Strikes commencing during November, 1920</b>			
<b>LUMBERING—</b>			
Loggers, Cowichan Lake, B.C.....	Commenced November 6. For recognition of the union. Settled by replacement of strikers. Work resumed November 11.	40	160
Labourers, North Thompson River, B.C.....	Commenced November 2. Objection to an extra hour being added to the regular working day. Settled by replacement. Work resumed November 19.	150	2,250
<b>MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.—</b>			
Coal miners, Edmonton, Alta. ....	Commenced November 20. For increased wages. Unterminated...	140	1,260
<b>RAILWAY, CANAL AND HARBOUR CONSTRUCTION—</b>			
Engineers, scowmen and labourers, Prince Rupert, B.C.	Commenced November 5. Against discharge of a union delegate and refusal by company to transport some of the workers from their place of employment to the town of Rupert. Settled by negotiations when the company agreed to transport the employees and reinstate the delegate. Work resumed November 8.	15	45
<b>METALS, MACHINERY AND CONVEYANCES—</b>			
Railway employees, Sydney, N.S.....	Commenced November 22. For increased wages and improved working conditions. Unterminated.	253	1,771
Steel workers, Sault Ste. Marie, Ont.....	Commenced November 16. Against discharge of employees. Men returned to work on company's terms. Work resumed November 30.	200	2,500
<b>PRINTING AND PUBLISHING—</b>			
Printers, Edmonton, Alta.....	Commenced November 10. For increased wages. Settled by mediation: compromise effected. Work resumed November 26.	38	532
<b>CLOTHING—</b>			
Shoe workers, Montreal, Que.....	Commenced November 8. Against reduction in wages. Unterminated.	40	800
<b>FOODS, LIQUORS AND TOBACCO—</b>			
Butchers and casing employees, Calgary, Alta.	Commenced November 4. Demanded a signed agreement. Settled by strikers returning to work under same conditions as existed prior to the strike.	70	1,085
<b>TRANSPORTATION—</b>			
Longshoremen, Montreal, Que.....	Commenced November 3. For increased wages. Men returned to work under conditions existing prior to strike. Work resumed November 10.	90	540

the disputes which commenced during November terminated during the month, leaving the following six strikes affecting 703 workpeople on record on November

30:—coal miners, Edmonton; plumbers, Montreal; moulders, Collingwood; plumbers, steamfitters and sheet metal workers, Vancouver; railway employees, Sydney, and shoe workers at Montreal.

### Disputes by Industries

The following is a review of the disputes by industries in the order in which they appear in the statistical table. A brief summary is given of the more important strikes.

**LUMBERING.**—There were two strikes in this group, both being in British Columbia. Together, they involved about 200 employees and were settled by the replacement of the strikers by other workers.

**MINES, SMELTERS, QUARRIES, CLAY PRODUCTS, ETC.**—The strike of 600 asbestos miners at Thetford Mines, which commenced on October 24 for a wage increase, terminated on November 11, the miners resuming work at the rate prevailing prior to the strike. A brief strike of 47 miners and muckers at Sidney Inlet, B.C., was settled on November 4 by the replacement of the strikers. One hundred and forty coal miners at Edmonton struck for increased wages. This strike remained unterminated. During the month, in this group, there were 787 employees involved with an estimated time loss of 6,801 working days.

**BUILDING AND CONSTRUCTION.**—The strike of plumbers and steamfitters, which commenced in Montreal on October 4, was unterminated. Approximately 140 employees were still involved. In Ottawa, there was a strike of painters employed on the parliament buildings in sympathy with the decorators working for the same employers in New York. This strike was settled by cancellation of the contract with the New York firm.

**METALS, MACHINERY AND CONVEYANCES.**—Eight strikes, involving 583 employees and an estimated time loss of 7,651 working days, was the summary for this group. The principal strikes in the group were those of railway employees at Sydney and of steel workers at Sault Ste. Marie. In the former strike, which commenced on November 22, the employees demanded wage increases of from 37½ per cent to 62 per cent which would bring their rates to the standard of the McAdoo award. This strike remained unterminated. Two hundred steel workers at Sault Ste. Marie struck when the steel company, to reduce operating expenses, laid off a number of men from each shift. The employees resumed work on November 30. The steamfitters and sheet metal workers, in two ship-building yards in Vancouver, who struck on October 4 for a minimum wage, were still out on strike at the end of the month, as were also the moulders at Collingwood.

**FOODS, LIQUORS AND TOBACCO.**—Seventy butchers of one Calgary firm struck on November 4, demanding a signed agreement instead of the existing verbal one. They resumed work on November 23 under the same conditions as prevailed before the strike.

**TRANSPORTATION.**—Ninety longshoremen were on strike in Montreal for a week. Their demands included a wage increase, averaging 15 cents per hour, but they resumed work on the scale existing prior to the strike.

## STRIKES AND LOCKOUTS IN THE UNITED KINGDOM DURING OCTOBER, 1920

**T**HE following details with regard to strikes and lockouts in the United Kingdom during October, 1920, based on returns from employers and workpeople are taken from the November issue of the British *Labour Gazette*.

**NUMBER, MAGNITUDE AND DURATION.**—The number of trade disputes, involving a stoppage of work, reported to the Department as beginning in October was 71, as compared with 93 in the previous month, and 53 in October, 1919. By far the most important of these disputes was that involving coal miners throughout Great Britain, which began on October 18, and was still in progress at the end of the month. In the 70 other disputes beginning during October about 31,000 workpeople were directly involved, and 1,000 indirectly involved (i.e., thrown out of work at the establishments where the disputes occurred, though not themselves parties to the disputes). In addition, about 68,000 workpeople were involved, either directly or indirectly, in 93 disputes which began before October and were still in progress at the beginning of that month. The total number of disputes in progress in October was thus 164, involving about 1,200,000 workpeople, as compared with 104,000 workpeople involved in disputes in progress in September, 1920, and 630,000 in October, 1919, when 500,000 railway workers and over 60,000 ironfounders, etc., were on strike.

**CAUSES.**—Of the 71 new disputes, 35, directly involving about 1,118,000 workpeople, arose on demands for advances in wages; 6, directly involving over 3,000 workpeople, on other wages questions; 12, directly involving nearly 3,000 workpeople, on questions respecting the employment of particular classes or persons; 6, directly involving about 2,000 workpeople, on details of working arrangements; 8, directly involving nearly 1,000 workpeople, on questions of Trade

Union principle; and 4, directly involving nearly 4,000 workpeople, on other questions.

**RESULTS.**—Of the disputes in progress in October settlements have been effected in the case of 39 new disputes, directly involving nearly 1,120,000 workpeople, and 29 old disputes, directly involving nearly 8,000 workpeople. Of these disputes, 13, directly involving nearly 4,000 workpeople, were settled in favour of the workpeople; 27, directly involving nearly 9,000 workpeople, in favour of the employers; and 28 directly involving nearly 1,115,000 workpeople, were compromised. In the case of 15 disputes, directly involving about 6,000 workpeople, work was resumed pending negotiations.

Groups of Trades	Number of Disputes			Number of workpeople involved in all disputes in October.	Aggregate loss of working days during October
	Started before October 1st.	Started in October.	Total.		
Building.....	20	10	30	6,000	117,000
Mining and Quarrying.....	13	12	25	1,122,000	12,800,000
Metal, Engineering and Shipbuilding	23	9	32	5,000	98,000
Textile.....	10	5	15	45,000*	*251,000
Transport.....	4	10	14	13,000	93,000
Other Trades.....	23	25	48	9,000	115,000
Total Oct., 1920...	93	71	164	1,200,000	13,474,000
Total, Sept., 1920...	119	93	212	104,000	†1,109,000
Total, Oct., 1919....	83	53	136	630,000	†4,670,000

\*These numbers are mainly accounted for by the dispute which began in September in the cotton industry at Oldham. (See GAZETTE for October.)

†Revised figure.



The foregoing table classifies the disputes by groups of trades and indicates the number of workpeople involved (whether directly or indirectly) at the establishments concerned, and the approximate time lost by these workpeople during October.

Of the 13,474,000 working days lost in October by all disputes in progress, about 530,000 were lost by disputes which began before October and were still in progress at the beginning of that month, and about 12,944,000 by disputes which began in the month.

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## THE GOVERNING BODY OF THE INTERNATIONAL LABOUR OFFICE

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### Fifth Meeting of the Governing Body held at Geneva, Switzerland, October 5-7

A meeting of the Governing Body of the International Labour Office was held at Geneva, Switzerland, on October 5-7, under the chairmanship of Mr. Arthur Fontaine, the French Government delegate. The four previous sessions had been held at Washington, Paris, London and Genoa, this being, therefore, the first meeting at the permanent headquarters of the International Labour Organization in Geneva.

Eleven of the twelve government delegates were in attendance, together with a full representation of the employers' organizations and workers' associations, each of which holds six seats on this Body. Mr. R. H. Coats, Dominion Statistician, attended as substitute Government delegate for Canada, on behalf of the Honourable G. D. Robertson, Minister of Labour, who was unable to be present. Mr. E. W. A. O'Dell, of Hamilton, Ontario, attended as one of the workers' delegates, on behalf of Mr. P. M. Draper, of Ottawa, who was unable to be present.

The Chairman, in opening the session, expressed his great pleasure that the Governing Body were able finally to hold their meetings in the International Labour Office itself, in the congenial atmosphere of a democratic country, than which no better stronghold could have been chosen for organizations,

such as the International Labour Office, devoted to furthering social progress.

It was announced that Mr. Robert Pinot, Secretary-General of the Comité des Forges de France, had been appointed to fill the vacancy on the Governing Body caused by the death of Mr. Guérin, one of the employers' representatives.

A resolution was adopted authorizing the Director of the International Labour Office to communicate to the states which are members of the International Labour Organization the minutes of the Governing Body as soon as they have been regularly approved by the Governing Body itself.

A report was received from the Director on the organization of the Office and its activities since the previous meeting of the Governing Body in June. It was decided that annual reports should be prepared by the Scientific Division based on a study of questions concerning security and the prevention of accidents. Attention was given to the information presented by the Director as to the steps taken in the various countries regarding the draft conventions and recommendations adopted by the Washington Conference. The representative of the German Government supplied information with regard to the convention on the eight-hour day, which allows of

hope that Germany will shortly ratify this convention. The International Labour Office was asked to prepare for the next session of the Governing Body a memorandum setting forth the juridical and constitutional difficulties confronting the various members of the International Labour Organization as regards the procedure of ratifying the Washington conventions.

It was announced that since the last meeting of the Governing Body the International Labour Office had instituted in Upper Silesia an enquiry into the production of coal and the conditions of labour in the coal mines. On the proposal of the Director, the Governing Body adopted the following resolution:

In the case of future enquiries asked for by bodies which have a right to address themselves to the Office, the Director, without awaiting the next session, shall consult by letter the members of the Governing Body, and shall then decide to accept or refuse the enquiry after consultation with the Chairman and the Vice-Chairman; if their assent is given he could at once send members of the Office, or even members of the Governing Body, to undertake those missions which are of first-rate interest only at the time when application is made for them.

The International Miners' Congress, which was held at Geneva in August last, passed a resolution calling for the creation of an interprovincial office for the distribution of fuel, ores and other raw materials. The Congress also asked the International Labour Office to consider this problem conjointly with the Sections concerned of the League of Nations. This question gave rise to a lengthy discussion in the Governing Body and resulted in the adoption of the following proposal put forward by the Director:

The Director is authorized to continue negotiations with the League of Nations on the following bases:

1. The constitution of an International Office of Statistics of prices and supplies (the first section of which might deal with coal) attached to the Economic and Finance Section of the League of Nations.

2. This Office shall be constituted in such a manner that the International Labour Office

shall be represented on it and that, through the medium of its officers or of the members of the Governing Body, it can follow carefully, from day to day, the investigations made and the results obtained and thus respond practically to the aspirations and desires expressed in the resolution of the International Miners' Conference.

It was decided by the Governing Body that a Government Seat on the International Commission on Immigration should be offered to the United States.

A resolution was adopted with reference to the procedure for determining the agenda of the annual conferences. It was also decided to propose to the 1921 conference the addition of a new article to the Standing Orders of the Conference fixing the electoral procedure at elections to the Governing Body.

A request was received from the German Government that the reports and records of the International Labour Conference should be published in German. A lengthy discussion took place on this point and a resolution was adopted unanimously authorizing the Director to take measures in conformity with Article 396 of the Treaty of Peace and within financial limits of the Budget for the translation of the bulletin and eventually of all the documents published by the Office into such languages as may appear necessary to ensure a wide circulation.

The Joint Maritime Commission of the International Labour Office was completed by the selection of Mr. Pinot, French employers' delegate, and Mr. Oudegeest, Dutch workers' delegate, as representatives of the Governing Body thereon.

A resolution was adopted calling the attention of the League of Nations to the embarrassment created to the International Labour Office by the fact that the full sums required for its work and provided in the budget for the purpose have not been available when they are needed, and expressing the hope that arrangements would be made to enable payment to be made of the

balance due to the International Labour Office up to December 31 next, before the end of the year.

On the proposal of the Committee on Standing Orders, the Governing Body expressed the opinion that the Office might draw the attention of the Governments to the value of including re-

presentatives of the Consumers' Co-operative Societies among the Government Advisers for future conferences.

The date of the next session of the next Governing Body was fixed for January 11, 1921, at the seat of the International Labour Office at Geneva.

## INTERNATIONAL LABOUR OFFICE

### Exchange of Letters between the Right Hon. G. N. Barnes, M.P., and Director Thomas

THE Bulletin of the International Labour Office No. 8, issued under date of October 27, contains the text of interesting communications exchanged between the Rt. Hon. G. N. Barnes, M.P., formerly Labour Member of the British War Cabinet and Delegate to the Peace Conference, and Monsieur A. Thomas, Director of the International Labour Office.

Rome, 2nd October, 1920.

My Dear M. Thomas,—While the matter is fresh in my mind I venture to write you a few lines in regard to my visit to Geneva. The visit was to me a great pleasure because I saw an idea assuming practical shape and form. I felt how the hearts of the pioneers of the Association for promoting international labour legislation would be gladdened by the knowledge that, at last, their advocacy had borne fruit and had matured into an organization of so much promise. For my visit was an inspiration as well as a pleasure. I could visualize the time when the International Labour Office will be the effective agency for the inauguration of social justice in the world of industry. It will play a great part in the future readjustment of economic and social relations because it will at once promote, and appeal to, a growing social consciousness.

Changes are inevitable because Labour is insurgent. But changes can be effected in an orderly manner by the co-operation of governments and peoples. To promote that co-operation is the distinctive work of the International Labour Organization and I congratulate you on having been called to be its first Director. I am sure that the work will be congenial to you and I sincerely hope that it may be as successful as congenial.

May I add that, in my opinion, the most important thing at the moment is to get endorsement by governments of the Conventions and Recommendations to which they were pledged by their representatives at Washington? It is essential that governments should carry out Conventions adopted at Conferences, or otherwise the organization will lose in moral authority and prestige—especially in the ranks of labour. That is why I have always emphasized the need for adopting only such Conventions as those upon which there is common agreement.

I shall continue to do all I can to get endorsement by our Parliament of those Conventions to which the British Government is pledged by the votes given by me and my colleagues at Washington.

With best wishes to yourself and staff, I remain,

Yours sincerely,

(Sgd.) Geo. N. Barnes.

The Director replied in the following terms:

Paris-Cologne,

16th October, 1920.

Dear Mr. Barnes:—I wish to thank you for the very cordial and helpful letter you were good enough to send me after your recent visit to the International Labour Office.

In the difficult and absorbing task which we have undertaken, my colleagues and I need to feel ourselves constantly supported by the encouragement and approval of our predecessors, the pioneers and initiators of our labours. The encouragement of none of these could be more appreciated than that of yourself. We know, indeed, with what faith, understanding and devotion you, in your capacity as a militant worker, as a Member of Parliament, as a Minister and as the representative of your country at the time



when peace negotiations were proceeding, have devoted every effort to the creation and development of international labour legislation.

The fact that you are kind enough to see to-day in our initial organization the living realization of the ideal which has been upheld by all pioneers in international legislation, that you do not deem it all unworthy of the hopes which they had formed, is certainly for all of us most valuable and encouraging.

You are, however, quite right to point out that in order to accomplish our task successfully, we need unlimited assistance from every one who has confidence in our enterprise, and I am grateful to you in particular for having expressed the desire to do everything in your power to further the ratification of the Washington Conventions by the British Parliament.

In this respect I quite agree with you that our first duty is to ensure ratification of the Conventions as early as possible by all the States Members of the Permanent Labour Organisation.

Now that the Office has been in some degree organized, I intend to devote myself to this task. The Draft Conventions adopted by the Conference for the purpose of incorporation in national laws must not long be allowed to remain a dead letter. The International Organization will only be a reality when it has proved that it is capable of introducing equitable and beneficent reforms in the several States. I believe, again with you, that it is always desirable to endeavour to obtain unanimity of vote in the case of these Conventions. This would make our task easier. Without raising unnecessary difficulties, however, there are obviously cases in which it might be useful for the International Organization to try to induce the more backward countries to adopt a progressive policy.

It will be thus, by the actual working of the institutions established by the Peace

Treaty, that we shall respond to the high aspirations which animate the workers of the world at the present time, and to the high hopes which they have been able to place in our organization.

We all feel in our hearts the conviction which you also feel, that the Office will be, in the near future, an instrument of social justice, and that it will be the means of bringing about, in an orderly manner, those great changes which you consider to be inevitable.

In order, however, that the office may fulfil its duty, two conditions are essential.

The first is that the government of each country should use that sovereignty which the Peace Treaty has respected, for the purpose of putting the provisions of the Conventions into practice. It must place its power at the service of these ideas of justice to determine and define which will be the constant care of the Conference and the Office; it must collaborate whole-heartedly and unreservedly with its people in the work which was inaugurated at Washington.

The second is that the nations should continue to regard the work of international legislation as the most rapid means of securing justice. There can be no social legislation, no national legislation, no international legislation, unless the people are themselves determined to obtain it.

While we are endeavouring to secure the ratification of the Washington Conventions, we are also endeavouring to obtain the entire sympathy and adherence of the masses of workers. Your long record of hard campaigning in the ranks of the workers will enable you to understand, better than anyone else, the significance of this propaganda.

Once more, allow me to express my pleasure in your willingness to help us with your experience and great influence.

Yours sincerely,

(Signed) Albert Thomas.

## JUNIOR EMPLOYMENT SERVICE IN CANADA

### With a Summary of Junior Placement Work in Other Countries

LAST January there was formed a junior employment division of the Employment Service Branch of the Department of Labour, under Mr. J. M. Wyatt, formerly Chief Probation Officer of the Toronto Juvenile Court. The aims of this division are: (1) To refer back to school every boy or girl not yet ready

for employment; (2) To know the prospective worker through his physical, mental and social records in order to become acquainted with his special ability, adaptability, inclination and ambition; to know the opportunities afforded by industry, the requirements and character of each position offered, and by means

of this knowledge of the worker and of the position offered, to refer intelligently the worker to the job; (3) To assist the young worker by means of "follow-up" work so that by taking advantage of the educational resources and the facilities for suitable recreation, he may develop greater efficiency in his work; and to continue with further care until he becomes able to mark out for himself his own progress in the field of industry.

The method proposed for carrying on this work is, first to make a complete survey of the industrial life of the community with a view of ascertaining the number of positions available for young workers and the character of the opportunities. It is equally important to have as full information as possible about each prospective young worker. By means of a visit to the child's home and personal contact with his parents, the placement officer is enabled to ascertain whether it is really necessary for the child to go to work and if not, to endeavour to have the child return to school for further education. By this means the officer may also ascertain something of his personal inclinations and abilities. Through co-operation with the school superintendent, the principals and the teachers, the applicant's school record may be secured. The medical history sheet will afford valuable information for placement purposes. The Club Leader in the neighbourhood house, the Boy Scout Leader, the Librarian, all have valuable placement information.

Careful follow-up work is essential. The young worker is easily discouraged and because of his immaturity may prove to be unstable. He may need to be encouraged to stick to the job or guided into the proper technical class for training in subjects which will enable him to master the difficulty and become more efficient in his work. A mistake may have been made in placement, or family necessity may occasion a temporary change in order to secure a larger wage. These contingencies can be dealt with only by good follow-up action.

It is advised that each community having a junior placement office should have a junior advisory council. The council might consist of representatives of the School Board, Inspectors, the Principals' and Teachers' Association, Primary, Secondary, Technical and Commercial Schools, Home and School Association, School Attendance Officer, Manufacturers' Association, Builders' Exchange, Employment Managers' Association, Trades and Labour Council, Factory Inspection Department, Department of Public Health, Psychiatric Clinic, After Care Committee, Big Brother and Big Sister Associations, Child Welfare Association, Boy Scouts, Girl Guides, Young Men's Christian Association and Young Women's Christian Association. The juvenile counselors or placement officers should also be members of the Advisory Council, and the Local Advisory committee of the adult branch of the service might also be linked up with it. An analysis of the suggested council will show that the aim is to conduct the business of juvenile placement in harmony with the laws relating to child labour and compulsory education. The school attendance officer might act as a clearance officer between the school and the placement office, notifying the latter in advance as to the dates when certain children will be leaving school to go to work. After the organization has passed through its initial stages it is hoped that a clinic of the Department of Public Health may be established in connection with each junior placement office, where every child before being placed may have a thorough examination so that any physical defect may be known, and children will not then be referred to positions for which their physical condition makes them unsuitable. Mental tests to discover the general intelligence of a child and tests to show mental aptitude for particular trades will reduce the chances of mistakes in placement.

Last May, a committee on Junior Employment was formed at Winnipeg along the lines of the Junior Advisory Coun-

cil to which reference is made above. At the request of the committee, a survey on employment of junior workers in Winnipeg was made by Mr. J. M. Wyatt, juvenile employment specialist of the Employment Service of Canada. Definite information was received from over 1,400 manufacturing plants, business houses and wholesale and retail stores in regard to the processes within various industries and the necessary qualifications of young workers for particular duties. It was felt that the survey showed that a large number of employers were very sympathetic to the contemplated plans on behalf of the young workers; that young workers not only needed help in the early stages of their industrial career, but also that they wished to be helped; that a large number of boys and girls through lack of a clearing house of information in regard to junior employment were unable to secure the opportunity they wished, and consequently they were taking up some line of work entirely out of relation to the work at which they would like to be engaged, or for which they were best fitted; and that positions were going vacant because boys and girls of the right type were not in touch with the opportunity.

#### **Junior Placement Work in Great Britain**

While various towns in England and Scotland have for years carried on some form of junior advisory and placement work, the present system is based on the Labour Exchange Act of 1909, since called the Employment Exchanges Act, and the Education (Choice of Employment) Act of 1910. The employment Exchanges Act provides that juvenile applicants for employment shall register on prescribed forms, and that special advisory committees for juvenile employment shall be established in such areas as the Ministry of Labour may think expedient. These committees are to give advice with regard to the management

of any labour exchange in their district in relation to juvenile applicants for employment. Labour exchange officers designated by the Ministry of Labour and School Inspectors designated by the Board of Education may be present at meetings of advisory committees but shall not be members thereof. Advisory committees may take steps either by themselves or in co-operation with any other bodies or persons to give information, advice or assistance to boys and girls and their parents with respect to the choice of employment, but the Ministry of Labour and the officer in charge of a labour exchange shall undertake no responsibility with regard to any advice or assistance so given.

If any local Education Authority which has statutory powers to give advice, information or assistance to boys and girls with respect to the choice of employment, submits a scheme for the exercise of those powers, which is approved by the Board of Education after consulting with the Ministry of Labour, the following modification of the preceding rules shall apply:—The officer in charge of any labour exchange shall not register juvenile applicants except in accordance with the scheme. The Advisory Committee shall not take any steps along these lines except in accordance with the scheme. In lieu of any special advisory committee established under these rules, the Board of Trade may recognize one constituted under the scheme, provided that such committee includes an adequate number of members with experience or knowledge of educational and industrial conditions. The Ministry of Labour may, if circumstances require, either dissolve any special advisory committee or modify its area and constitution. These rules apply to England and Wales. The rules for Ireland are similar with the omission of the one referring to schemes of local education authorities. The Education (Scotland) Act, 1908, gave school boards power to maintain, or combine with other bodies to maintain, any agency for collecting and distributing information



as to the employments open to children upon leaving school.

Co-operation was secured between the two boards by the Board of Trade refraining from setting up juvenile advisory committees where local educational authorities wished to form them, allowing the latter to take the initiative. When the educational authorities do not wish to do so, the Ministry of Labour sets up a committee and arranges for not less than six members to be appointed by the local educational authority.

The national system of employment exchanges in Great Britain comprises about 400 main employment exchanges and about 1,200 branch offices. All the main exchanges and some of the local offices deal with juvenile employment. The functions associated with juvenile committees have always been regarded by the authorities in Great Britain as the principal features of the juvenile work. In the spring of 1919, there were about 250 of these committees, and hardly any important industrial area was left uncovered. In addition to placing the juveniles in suitable occupations most of the committees have successfully built up a system of exercising supervision over such of them as needed help until their eighteenth year. This is carried on through co-operation with existing agencies such as care committees, clubs, scout troops, guilds, etc., and with independent voluntary workers. This system of after-care supervision is regarded as an essential feature of juvenile placement work. The visitor should bring the parents into touch with the work of the advisory committee. He should if possible persuade the child to consult him if difficulties arise or if the work is uncongenial. He should encourage the child to attend continuation or technical classes, and where it is desirable to do so advise the child to join a boys' or girls' club, brigade, scout company or similar organization. If a child is in a blind alley type of work, or is out of work, the visitor should inform the secretary of the advisory committee.

### Junior Placement in Germany

There is no nationality organized junior placement work in Germany, but many labour bureaus, particularly the municipal bureaus, have special divisions for this purpose. In Munich a system was established in 1902 based on the co-operation of the Municipal Employment Office with the educational authorities and the trade organizations. A questionnaire sent out by the employment office is filled in by every child who is leaving school at the end of the term. The teachers supply all the information possible about these pupils while the employment office collects information about industrial opportunities, etc. Application forms are filled in by children wishing to obtain work through the employment office. The example of Munich was followed by other Bavarian municipalities. In Strassburg, under the German régime, Junior replacement was established in 1905 with the support of labour and the Chamber of Commerce. The municipal health officer co-operates in this work, and various conferences are held in connection with it. Twice a year, the Mayor of Strassburg calls a conference of teachers at which a representative of the employment office and the school inspectors are present. At this meeting the employment office representative reports which occupations are over-supplied with labour and which offer the best opportunities for advancement. Later the boys and girls leaving school are summoned with their parents for an evening conference at which the purposes of the system are explained. The employment office then sends out cards which are filled in partly by the pupils themselves and partly by the teachers. Finally the Municipal Health Officer examines these pupils and enters on their cards notes as to their suitability for various types of occupations. The plan of holding parents' conferences has been adopted by a number of other German towns.

### Junior Placement in the United States

Within recent years very active interest has been shown in the United States in the after-school careers of boys and girls, and junior placement work has been conducted by philanthropic agencies, educational agencies, business organizations, public employment offices and the employment service of the Federal government. In June, 1914, about 50 cities reported the organization of vocational guidance in connection with their public schools. An inquiry conducted in 1918 as to the extent of placement work in connection with high schools showed that 932 out of 10,400 to which inquiries were sent and out of 5,628 which reported, conducted some system of placing their pupils in occupations. No statistics are available indicating the total volume of placement by school bureaus.

Legislation providing for junior placement by Public Employment Offices has been enacted in the states of Indiana, New York and Pennsylvania. The work is most advanced in New York where the law relating to public employment offices was amended in 1917, by requiring the industrial commission to organize a separate juvenile placement department in each branch office of cities of the first and second class. In Greater New York the territory is divided into districts for the purpose of this work. All the jobs in any district which cannot be filled are pooled in a clearing house and distributed among the districts where they are needed. The work

of the juvenile departments consists in investigation of work-places, interview with and registration of applicant, testing of applicants for clerical positions, and placing them in their jobs.

On December 6, 1918, the junior division of the United States Employment Service was created for the purpose of caring for wage-earning boys and girls under 21 years of age. Upon request from local authorities the national office furnishes experts to co-operate in studying local needs and to make definite suggestions for meeting them. If local organization be decided upon and financial assistance be sought from the Federal government, the final plans for organization, administration, and development must receive the approval of the national office, which will share equally in the responsibility of seeing that the standards instituted are maintained and developed. If the entire expense is assumed locally the work of the national office will be confined to giving assistance and advice upon request. In future much of the work of the national office will consist in the collection and dissemination of occupational information in such a way that analysis of the sources of labour supply and demand, information as to job specification, statistical records, etc., may be uniform.

The first Federal junior placement department was established in Providence, R.I., in March, 1919. At the present time junior departments are in operation or in process of organization in twenty-one cities.

## VOCATIONAL OPPORTUNITIES FOR YOUNG WORKERS IN THE GARMENT-MAKING INDUSTRY OF ONTARIO

**A** SURVEY of the garment-making industry is made in Bulletin No 4 of the series entitled "Vocational Opportunities in Ontario" published by the Department of Labour of Ontario. (Bulletins Numbers 1 to 3 were reviewed in the LABOUR GAZETTE for October, pages 1308-9). The purpose of this series is to assist young persons to choose their life work by means of detailed descriptions of the several trades. "The clothing industries", this report finds, "offer a field for a large number of workers. On the whole the wages compare fairly well with those in the majority of other industries considered in the survey. In the manufacture of women's clothing the weekly wages are frequently higher than in men's, but the work is usually more seasonal in the former. In one of the women's clothing industries, however, namely whitewear, work has been very much regularized by special sales in stores in what was formerly the dull season for the industry. There is a fair variety in the kinds of work in high grade firms, and for the few who are capable of becoming first-class designers garment-making offers some of the best opportunities in Canada. For those with executive gifts the opportunities are also good. In the making of men's outer garments the proportion of workers who reach the rank of higher executive is greater than in women's factory clothing, but the average salary of those who reach it is smaller. The spirit of co-operation and fairness evinced by the recent trade agreement augurs well for working con-

ditions and the progress of the industry."

In 1915, women's factory clothing, including whitewear and exclusive of knitted goods, ranked third among the industries of Ontario in the total number of employees, and was by far the largest employer of female labour. Of a total in that year of 8,521 workers, 5,379 were females. In the manufacture of men's outer clothing 3,242 workers were engaged in 1915, and of this number 1,385 were females. In 1917 the proportion of female employees showed an increase in both groups, rising from 63 to 68 per cent in women's clothing and from 42.7 to 52 per cent in men's clothing factories. In the women's clothing industry, while the proportion of workers in each occupation varies, machine operators are generally the largest subgroup, forming over 40 per cent of the whole; finishers, hand-sewers, cutters and trimmers being next in numerical importance. One of the most coveted positions in clothing factories is that of designer. Much of the success of a firm depends upon its designers and although fashions are set elsewhere, genuine ability is required in adapting the prevailing designs. Special adaptability is required by the designer of women's clothing, a basis of practical experience in pattern drafting being essential, together with a knowledge of drawing and design. Many of the designers are at present men of the Jewish race, but a good opening is expected as trade expands for women designers in Canada. Much of the designing for garments of



lighter fabric is already done by Canadian women. "No limit can be set to the earning power of designers of first rank", the report says. Cutting is for the most part a man's occupation, only ten women, all in women's clothing firms, being found out of a total of 125 cutters. This occupation is said to call for average intelligence, great accuracy, and some mastery of arithmetic; the standing and reaching across wide tables is considered trying for women, even when the materials are light. Of the trimmers, also, the majority are men and boys, even in women's factory clothing. In the operating department, however, where higher degree of specialization is called for, women form a large majority of the workers, the men working mostly on the heavier material. At present the latter are mostly Jews or Italians, but the number of non-Jewish Canadian men so employed is said to be increasing. Good workmanship is more important than speed, and consequently a good demand exists in normal times for good operators. The chief drawbacks to this occupation are nerve strain due to piece-work and the jarring of the machines, the sedentary nature of the work, and the danger of eye-strain.

Considering the light nature of the work and the large number of female workers employed, the wages of clothing

workers compare favourably with the rates in other industries, such as boots and shoes, furniture, and wooden boxes. Of the female workers, 80.5 per cent are paid under \$15 a week, while 72.6 per cent of the men receive under \$25 a week. Factory made clothing, however, has a higher proportion of women receiving \$12 a week and over than is found in any other large industrial group. The executive staffs in women's clothing factories receive higher average salaries than in any other industry considered, men's clothing factories being considerably lower in this respect. This difference is probably explained by the fact that the former plants are larger, the average number of employees being 105 in women's, as compared with 56 in men's clothing factories. The investigators found considerable variety in the methods of payment, piece work being the general rule in some plants, while in others the employees are allowed to choose between time or piece work, or serve a preliminary period on time before going on piece work. The report concludes with an outline of the agreement entered into in Toronto in August 1919 between the Associated Clothing Manufacturers and the Amalgamated Clothing Workers of America which secured favourable conditions for the workers, as noted in the passage quoted above.

## INDUSTRIAL STATISTICS OF PRINCIPAL CITIES OF CANADA

**A** preliminary statistical survey of forty-four industrial cities and towns of Canada, based on returns for the year 1918, has recently been issued by the Dominion Bureau of Statistics. The figures show Montreal as leading Canada in the number of employees, amount of salaries and wages, capital

invested and annual value of products. Toronto takes the second place, though individual establishments there are more numerous; the average annual rate of wages in Toronto is also greater than that in Montreal. The statistics covering employment and wages for the forty-four cities are reproduced in the following table:

Cities and Towns	Establishments	Employees	Salaries and wages
	No.	No.	\$
Montreal, Que. ....	2,375	157,878	110,196,219
Toronto, Ont. ....	2,835	106,128	105,509,698
Hamilton, Ont. ....	685	30,944	31,901,388
Winnipeg, Man. ....	779	19,181	18,773,622
Vancouver, B.C. ....	675	18,733	21,281,962
Ottawa, Ont. ....	404	12,099	10,604,485
Quebec, Que. ....	424	11,160	6,981,436
London, Ont. ....	380	10,254	8,702,694
Kitchener, Ont. ....	172	6,534	5,127,610
Victoria, B.C. ....	213	4,460	3,858,565
Calgary, Alta. ....	230	8,685	4,375,609
Edmonton, Alta. ....	213	3,974	3,469,119
Brantford, Ont. ....	181	8,288	8,222,396
Peterboro, Ont. ....	116	4,513	4,203,123
Galt, Ont. ....	111	4,252	3,891,825
Guelph, Ont. ....	129	3,005	2,694,679
Welland, Ont. ....	84	5,718	7,186,418
St. Catharines, Ont. ....	149	5,497	6,437,964
Sarnia, Ont. ....	80	2,778	2,846,488
Stratford, Ont. ....	98	3,077	2,437,150
Windsor, Ont. ....	162	2,554	2,416,422
Walkerville, Ont. ....	61	4,905	5,307,885

Cities and Towns	Establishments	Employees	Salaries and Wages
Owen Sound, Ont. ....	193	2,682	2,048,270
Sherbrooke, Que. ....	129	6,327	5,241,145
Three Rivers, Que. ....	91	5,744	4,158,957
Hull, Que. ....	49	3,335	2,451,477
Lachine, Que. ....	47	4,847	6,222,824
St. John, N. B. ....	280	6,504	5,057,189
Halifax, N.S. ....	285	8,315	5,689,915
Fort William, Ont. ....	75	2,411	3,422,773
Port Arthur, Ont. ....	46	2,412	2,770,781
Regina, Sask. ....	117	1,578	1,863,494
Moose Jaw, Sask. ....	69	1,311	1,479,038
Saskatoon, Sask. ....	121	1,230	1,216,895
Chatham, Ont. ....	104	2,624	2,190,994
Oshawa, Ont. ....	56	3,583	3,700,042
Niagara Falls, Ont. ....	93	3,048	3,275,006
Sault Ste. Marie, Ont. ....	86	4,154	5,361,241
New Glasgow, N.S. ....	69	2,635	2,403,816
Valleyfield, Que. ....	41	2,254	1,455,507
Kingston, Ont. ....	108	3,116	2,633,523
St. Thomas, Ont. ....	103	2,543	2,987,622
Ford, Ont. ....	3	2,813	3,874,054
Sydney, N.S. ....	75	3,664	4,698,262
Totals. ....	12,796	511,747	450,609,582

## WORLD PROGRESS OF THE CO-OPERATIVE MOVEMENT

THE June issue of the LABOUR GAZETTE contained a brief account of the first post-war meeting of the Central Committee of the International Co-operative Alliance, which took place in Geneva in April last. Since that time the International Alliance has issued an interesting memorandum which deals, among other things, with the growth of the co-operative movement in recent years throughout the world.

With respect to Consumers' Co-operative Societies, approximate figures showing the extent to which these had developed in 1914, are given as follows:

Country	Number of Societies	Number of members (in thousands)	Total of sales. (in millions of francs.)
British Isles. ....	1,385	3,054	2,200
Germany. ....	2,375	2,000	700
Russia. ....	13,000	1,500	800
France. ....	3,261	881	321
Austria. ....	1,471	500	180
Italy. ....	2,283	450	170
Switzerland. ....	396	276	144
Denmark. ....	1,560	250	150
Hungary. ....	1,750	200	80
Belgium. ....	205	170	48
Sweden. ....	608	153	61
Holland. ....	135	108	26
Finland. ....	512	100	63
Poland. ....	950	96	42
Spain. ....	200	40	16
Norway. ....	172	39	23

It is stated, however, that in addition to those tabulated above, there are some hundreds of consumers' co-operative societies in the Balkan States and in Portugal, and about a thousand outside Europe, in the United States, Canada, Japan, the Cape, India and the West Indies. "Altogether it is possible to reckon . . . that the number of consumers' societies existing throughout the world before the war was at least 30,000, that their members numbered about 10 millions, and that their sales were nearly 5 milliards of francs. As each co-operator as a rule represented a family, the ten millions of co-operators represented from 40 to 45 millions of population. At the present time 100 millions of persons may be accepted as showing how large consumers' co-operation looms in the community." The approximate increase of members in 1919 as compared with 1914, occurred mainly in the following countries: Norway, 119 per cent; Sweden, 102 per cent; Switzerland, 64 per cent; British Isles, 31 per cent; Denmark, 30 per cent.

The war, according to the memorandum, so far from having injured the co-operative movement, has added to its strength, enlarged its recruitment, and increased the amount of business undertaken by retail and wholesale co-operative societies "in a far higher propor-

tion than can be explained as the simple result of the general rise of prices." In proof of this claim, the following table is given to illustrate approximately the increasing commercial importance of the Wholesale Societies:

Wholesale Societies	Amount of Sales to Retail Societies (In thousands of francs at par.)		Increase (1913: = 100)	Index numbers July, 1919 (1914 = 100)
	1913	1919		
C.W.S. Manchester	784,275	2,235,700	284	217
S.C.W. Glasgow...	224,100	619,100	276	
I.A.W.S. Dublin...	9,384	33,000	391	
M.D.G. Paris.....	13,700	152,000	1,109	
F.S.C. Antwerp...	9,297	15,100	163	261 (Paris)
U.S.C. Bâle.....	44,400	141,442	318	374
C.I.C. Milan.....	1,410	30,000	212	247
				310 (Milan)
Handelskramer-Rotterdam.....	9,480	23,100	244	204
G.E.G. Hamburg...	192,560	441,000	299	....
Hangya Budapesth.	31,900	220,300	690	....
G.O.K. Vienna....	27,650	420,000	1,919	....
Czecho-Sl. Prague Karlin.....	3,126	295,000	944	....
F. D. B. Copenhagen.....	82,800	183,600	222	212
N.K.L. Christiania.	3,411	16,800	492	289
N. F. Stockholm...	10,700	96,000	897	319
S. O. K. Helsingfors	22,950	205,000	893	....
Centrosoyus Moscow.....	20,761	2,400,000	11,970	....

## HEALTH INSURANCE IN THE UNITED KINGDOM

**U**NDER the National Health Insurance Act which came into force in the United Kingdom on July 5 of the present year, the provisions of the National Insurance Act of 1911 in regard to health insurance were amended to correspond with the lessened value of money and the higher cost of living. About fifteen million workers, and almost all the employers in the country are affected by the new rates of money contributions payable and by the new benefit rates. The new act raises the total weekly contribution

normally payable for male employees to 10d, and for female employees to 9d., instead of 7d. and 6d. respectively. Of these amounts 5d. is contributed by employers in every case, leaving 5d. as the weekly contribution to be deducted from the wages of male, and 4d. from the wages of female employees. Under the Act of 1911, the workers' share was 4d. weekly for men and 3d. for women. Special provision is made for low-wage earners, aged 18 years and upwards, that is, those who are not in receipt of



board and lodging from their employer, and whose remuneration does not exceed 4s. a working day; the amount of weekly contributions deducted from workers in this category continues at the old rates of 4d. and 3d. respectively for men and women. The benefits provided under the new Act are substantially advanced, the allowance in case of sickness being raised from 10s. to 15s. weekly for men, and from 7s. 6d. to 12s. for women; the dis-

ablement allowance is raised in every case from 5s. to 7s. 6d. weekly; and the maternity benefit from 30s. to 40s. a week. While the amount of benefit, therefore, is advanced about 50 per cent, the contributions payable by the insured worker are increased only by 25 per cent in the case of men and 33½ per cent in the case of women, the new act thus providing much higher benefits relatively to the workers' contributions.

### NEW BRITISH RENT RESTRICTIONS ACT

**T**HE new British Increase of Rent and Mortgage Interest (Restrictions) Act, 1920, which became law on July 2, repeals previous Acts, but renews, with some modifications, their provisions with regard to working class houses. It will continue in force until June 24, 1923. Increases in rent permitted by the Act are based on the standard rent which is the rent of houses on August 3, 1914. If the rent of a house is higher than the Act allows, the amount of the excess shall be irrecoverable by the landlord in spite of any agreement to the contrary. Increases in rent are permitted as follows:—

(a) An addition of rent equal to 6 per cent per annum of the amount spent on improvements or structural alterations.

(b) An amount equal to any increase in rates since August 3, 1914.

(c) An increase of 5 per cent calculated on the net rent, which is the standard rent, less the rates when they are included in it, or in other cases the standard rent. One year after the passing of the Act rents may be increased by 10 per cent calculated in the same way.

(d) When the landlord is responsible for the whole of the repairs he may increase the rent by 25 per cent calculated on the "net rent." No increase in rent is authorized, except in respect of a period

during which the landlord would be entitled to obtain possession, if it were not for the "security of tenure" provisions of the Act, and he must serve a valid notice in writing of his intentions to increase the rent.

No order or judgment for the recovery of possession by the landlord shall be made or given, unless under the following conditions:—(a) If the tenant is in arrears in rent, or (b) if the tenant is guilty of conduct which is a nuisance or annoyance to adjoining occupiers or has allowed the house to deteriorate owing to acts of waste on his part, or (c) if the tenant has given notice to quit and the landlord has taken steps to sell or let the house so that he would be seriously prejudiced if he could not obtain possession, or (d) the landlord may obtain possession if he requires the house for his own residence or for some one in his whole-time employment and if the Court is satisfied that alternative accommodation reasonably equivalent is available for the tenant. When a house is desired for the occupation of an "ex-service man," who used to occupy the house and gave up occupation in consequence of his service, the landlord need not show the existence of alternative accommodation. If an ex-service man became the landlord after service, he may obtain possession if he requires the house for his own occupation and offers the tenant sufficient accommodation on reasonable terms in the same house.

## REPORT ON MINING AND QUARRYING IN THE UNITED KINGDOM DURING 1919

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THE report of the Chief Inspector of Mines of the United Kingdom for the year 1919 (Cmd. 1007) shows that the total number of persons ordinarily employed in the mines was 1,212,974, and in quarries 57,076, an increase over the previous year of 183,286 and 13,861 respectively. Of those employed at the mines 958,133 worked underground, and 254,841 above-ground (of the latter number 9,647 were females). Compared with the preceding year an increase appeared in 1919 of 151,047 males working underground, and an increase of 34,353 males and a decrease of 2,114 females working above-ground.

The only legislation affecting mines and quarries passed during the year was the Coal Mines Act of 1919, which reduced the hours of daily work from eight to seven; the new Act also included amendments affecting the hours of employment of firemen, examiners or deputies, and of onsetters. Investigations of certain dangers, especially those due to coaldust and spontaneous combustion, suspended during the war, were resumed in 1919, and resulted in new regulations being issued during the present year with reference to the prevention of accidents from these causes, rescue work and other matters.

As throwing light on the miner's average production of coal the statement may be quoted that many returned soldiers, partially disabled during the war, were placed temporarily on light work such as repairing, and the effect of their return was not immediately realized.

A large section of the report is concerned with accidents and accident prevention. A gratifying result of the year's work is noted in the fact that for the first time on record the death-rate was less than one per thousand persons employed above and below ground at coal mines under the Coal Mines Act, while the death-rate per million tons of mineral raised at mines under the Coal Mines Act during 1919 was 4.67, as compared with the average figure of 5.18 for the decennial period 1909-18.

The number of separate accidents causing fatalities during the year was 1,166, resulting in 1,229 deaths (1,183 occurring at mines and 46 at quarries), a decrease of 258 fatalities as compared with the previous year. These figures show the death-rate from accidents per 1,000 persons at all mines to have been, for surface and underground workers, .975 in 1919, compared with 1.379 in 1918. For underground workers alone the death-rate was 1.109 per thousand workers, and for surface workers .471, these figures being the lowest recorded since full statistics were kept. Of the fatalities at mines 51.3 per cent (or 57.1 per cent of the deaths underground) were caused by falls of ground, 607 deaths resulting during the year from falls underground; explosions of fire-damp or coaldust caused 27 deaths; shaft accidents 78 deaths, while 351 deaths or 29.7 per cent of all deaths at mines resulted from accidents due to miscellaneous causes, the chief of these being haulage operations.

## PROFIT-SHARING IN THE UNITED STATES

**A** VOLUME on profit-sharing\* has recently been issued by the National Civic Federation in the United States, as a revised edition of a similar work published in 1916. Brief statements are given of about 460 specific plans furnished by the leading men of the firms or companies that have tried it. In cases where profit-sharing schemes have been tried and abandoned reasons for their failure are supplied by the management. The volume contains an address by the late Mr. George W. Perkins, former chairman of the Federation's profit-sharing department, delivered before the National Civic Federation on September 11, 1919, in favour of profit-sharing along certain lines. Elsewhere in the book various labour leaders express the views of organized labour on profit-sharing. Some types of profit-sharing in France and England are also described.

Arguments in favour of profit-sharing are summed up in the introductory chapter as follows: It promotes more continuous service; reduces cost of production; secures more regular attendance at work; builds up confidence and creates a spirit of co-operation; gets rid of rolling stones; encourages home building; enables a company to keep its employees during rush seasons; keeps down expenses; induces salesmen as well as others interested to work harder; promotes efficiency, interest and loyalty; and increases the profits of the business. Employers who have discontinued profit-

sharing schemes give the following reasons: the efforts of the employers were not appreciated by the men; they seemed to prefer their total earnings in fixed wages with no variable element; they were suspicious of the employer's motives; they insisted upon joining unions and presenting demands in spite of the employer's efforts to give them a share in the extra gains of the business; when stock was sold to employees upon favourable terms they would dispose of it at a profit when its value rose, and so get the habit of watching the stock market; when the profit distribution was large the employees learned to expect a similar bonanza every year, and were disgruntled if they did not get it, to say nothing of their discontent if conditions forbade an extra payment at all; and all schemes of this sort are necessarily complicated and hard to understand, so that the workers, especially of the less intelligent grades, are not easily convinced that the system really benefits them and is not merely a device to withhold a part of what they might otherwise demand and get.

The profit-sharing plan advocated by Mr. Perkins is based on the following principles: (1) Every business has, first of all, to earn operating expenses, depreciation, and fair returns on honest capitalization. (2) Every business should consider that the compensation paid employees is for the purpose of earning a sum of money sufficient to pay the above-mentioned items. (3) Any profits over and above such sum should, on some percentage basis, be divided between the capital used in the business and the em-

\*Profit-sharing by American Employers—Profit-Sharing Department, National Civic Federation, Metropolitan Tower, New York City, U.S.A.



ployees engaged in the business. (4) In neither case should these profits be immediately withdrawn from the business; they should be left in the business for a reasonable length of time, to protect and increase its financial strength and safety; in the case of capital, its share of these profits should be carried to surplus; in the case of employees, their share of these profits should be distributed to them in some form of security representing an interest in the business, and each employee should be required to hold such security for a reasonable length of time, say three to five years. (5) The employees' share of these profits should be allotted to them as nearly as possible on the basis of the compensation they receive. Up to this date, he claimed, this has proved to be the best method. He also advocated that a detailed annual statement of the business be furnished to all the employees, so that they may know the amount of business done and on what basis profits were distributed.

This scheme is criticized by Mr. W. O. Lichtner, a consulting engineer, on four grounds: (1) The employees naturally distrust the correctness of the financial statements. Any one who has any knowledge of costs and accounting knows that accounts can be juggled to show almost anything, and the workmen know this. (2) The plan is based on the business as a whole, which involves many variables over which the employees have no control. (3) The plan forces the employee to invest money that he earned by his extra effort, and does not consult him as to whether he would not prefer being paid individually the full return for his increase in effort. (4) The plan withholds from the employee money which he should have had from week to week. "The 'fairer remunera-

tion' of which Mr. Perkins speaks should be a remuneration in proportion to individual effort, and it should be certain, not subject to the efforts of other men or the general functions of the management. The only practicable plan to give a fairer remuneration to the employees is to determine definite standards as to output, quality, and saving in waste of material, and then pay them fairly for reaching the standard."

The objections of employees to profit-sharing by cash distribution is summed up as follows: That market wages are not paid where such cash distributions are made; that they prefer to have a fixed wage scale upon which they can count; and that when such percentages of profits are received they are regarded as gifts, which place the workers under obligation to the employer and in a position in which they cannot ask for increases in wages or salaries to which they may be justly entitled. With regard to stock selling plans, their criticisms are: That foremen will keep down the wages of the rank and file in order that the dividends on stock owned by the foremen may be higher; that the aim of the company in selling stock is sometimes circumvented, as in the case of the Northern Pacific Company, which experienced disappointment because the stock was sold to the employees at a low price and when it rose the employees promptly sold it instead of remaining participators; and that, although stock may be sold on the instalment plan, comparatively few in the rank and file can afford to take advantage of such opportunities; then there is the question of possible loss by a company in any given year and employees who are owners of stock are likely to become interested in watching the market and to cultivate the gambling instinct.

## ANNUAL CONVENTION, DIVISION No. 4, RAILWAY EMPLOYEES' DEPARTMENT, A. F. OF L.

THE Third Annual Convention of Division No. 4 of the Railway Employees' Department, American Federation of Labour, was held at Winnipeg on October 11 to 16. There were 145 delegates present representing 20,000 members who were employed in the shops of all the principal railways in Canada. President Tallon, who occupied the chair, referred in his opening address to the steps taken since the last convention to secure affiliation with the Railways Employees' Department of the American Federation of Labour, which was effected in February, 1919. The Secretary-Treasurer reported that despite the defection in their ranks which occurred a little over a year ago they were receiving per capita fees on a greater membership than at any other time since the Division was formed. A large number of resolutions were discussed, among the most important ones being the following. A resolution was passed instructing the Executive Board of Division No. 4 to do everything possible to bring about a pact between the different standard railway organizations in Canada similar to the pact signed between the sixteen standard railroad organizations in the United States in 1919 in connection with wage negotiations and other matters of mutual interest. By another resolution it was decided to take the initial steps for affiliation with the railway organizations known as the "Big Six Divisions." (These are the organizations which, in conjunction with the railway companies, had formed the Canadian Railway Board of Adjustment No. 1). A resolution was passed in favour of taking immediate steps to have the piece-work system abolished. Another resolution was in favour of all employees when laid off for old age being granted the same pension remuneration. The Convention declared itself in favour of a free transfer card system between all the organizations affiliated with the Railway Employees' Department, and recommended to the

Grand Lodges concerned the advisability of standardizing their death benefit laws. It was resolved that Division No. 4 endeavour to have all decisions and rulings rendered by the United States Wage Adjustment Board made applicable to Canada, and to make every effort to have a Canadian wage adjustment board established. In view of the alleged employment of Orientals as car cleaners at points on the Pacific Coast at wages below those established by the wage agreement tending to deprive white men of employment, the executive was instructed to take the necessary steps as soon as possible to secure the same rates of pay and conditions of employment for Orientals in the yards and shops as now in force for white men. It was resolved that Division No. 4 take the necessary steps to have labour represented on the board of directors of the Canadian National Railways. The Convention went on record as favouring the appointment of Mr. Calvin Lawrence on the Board of Railway Commissioners, and the officers of the Division were instructed to advise the locomotive engineers and all other organizations who seek their support in such matters that in future such nominations must be made at a joint Conference of the representatives of all the labour organizations affected.

A resolution was passed protesting against the instructions issued by the president of the Canadian National Railway that any employee of the railway who permits himself to become a candidate for any federal or provincial constituency automatically severs his connection with the Company. The incoming executive was instructed to take this matter up immediately with the president of the railway, with a view to having the full rights of the employees restored.

The following officers were elected: President, R. J. Tallon (re-elected); Vice-president, F. McKenna; Secretary-treasurer, Charles Dickie, Winnipeg.

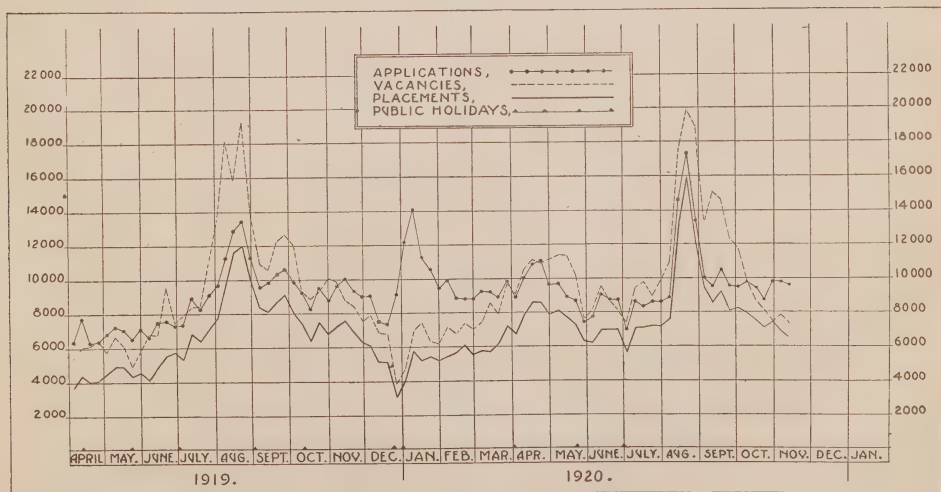
## REPORT OF THE EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD OF OCTOBER 11 TO NOVEMBER 6, 1920

**R**EPORTS from Employment offices to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, for the four-week period of October 11-November 6, show a decrease in the number of placements as compared with the preceding period. The offices reported that 28,854 placements were effected during the period as compared with 33,483 reported during the previous four weeks, a decrease of 4,629.

During the period under review, regular placements by weeks were reported as follows: week ended October 16,—7,534; week ended October 23,—7,084; week ended October 30,—7,389; week ended November 6,—6,847. In addition 6,679 casual jobs (employment of a duration of less than one week) were supplied and were reported by weeks as follows:—Week ended October 16,—1,721; week ended October 23,—1,600; week ended October 30,—1,765; week ended November 6,—1,593. Placements in casual work during the preceding period totalled 6,490, representing a decrease during the present period of 189.

The accompanying chart shows graphically the number of applications, vacancies, and placements week by week since the beginning of April, 1919. The chart indicates that during the period October 11 to November 6, a downward tendency was shown by the curves for placements and vacancies. The curve for applications indicates that there was a decrease for the first two weeks of the period and a recovery during the last two weeks. On the whole, however, the number was not so high as during the preceding four weeks. On the other hand, the number of vacancies reported to the Service decreased to a point where applications exceeded vacancies—or the supply of labour was in excess of the demand. Placements showed a steady falling off throughout the period.

The accompanying table presents in some detail the work of the offices for the four-week period ended November 6. It will be noted that at the beginning of the period, October 11, there were 4,279 applicants unplaced. This compares with 7,262 applicants unplaced on November 6 after allowance had been





## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD OCTOBER 11—NOVEMBER 6, 1920.

Offices	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements made during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Halifax.....	0	0	407	41	0	0	53	10	26	11	23	8
New Glasgow.....			144	14			21	1	19	1	13	1
	0	0	551	55	0	0	74	11	45	12	36	9
<b>Nova Scotia .....</b>	<b>0</b>		<b>606</b>		<b>0</b>		<b>85</b>		<b>57</b>		<b>45</b>	
Moncton.....	77	22	413	40	75	9	340	27	394	31	356	29
	77	22	413	40	75	9	340	27	394	31	356	29
<b>New Brunswick..</b>	<b>99</b>		<b>453</b>		<b>84</b>		<b>367</b>		<b>425</b>		<b>385</b>	
Hull.....	111	0	306	0	104	0	21	0	200	0	195	0
Montreal.....	154	30	582	153	144	17	325	142	446	126	380	91
Quebec.....	207	22	398	41	116	34	181	15	351	32	339	23
Sherbrooke.....	0	0	136	40	87	0	166	37	132	33	122	27
Three Rivers.....	25	4	88	16	136	1	80	14	55	18	41	8
	497	56	1,510	250	587	52	773	208	1,184	209	1,077	149
<b>Quebec.....</b>	<b>553</b>		<b>1,760</b>		<b>639</b>		<b>981</b>		<b>1,393</b>		<b>1,226</b>	
Belleville.....	0	0	130	7	0	0	130	7	130	7	123	7
Brantford.....	6	0	117	13	10	3	114	14	122	18	95	12
Chatham.....	0	0	384	0	0	0	374	0	373	0	338	0
Cobalt.....	1	0	147	3	243	0	356	3	143	3	121	3
Fort William.....	29	0	680	4	666	5	649	6	653	3	584	3
Guelph.....	102	17	237	10	116	484	231	39	224	9	146	8
Hamilton.....	62	51	611	161	361	191	425	161	568	112	540	65
Kingston.....	11	0	180	9	23	2	138	5	139	5	139	5
Kitchener.....	0	0	324	7	513	247	233	3	311	7	299	7
London.....	8	7	297	69	45	118	255	50	300	53	295	40
Niagara Falls.....	0	0	118	3	258	0	49	3	117	3	64	1
North Bay.....	0	0	420	0	2	0	675	0	358	0	293	0
Oshawa.....	1	0	145	2	260	0	48	2	102	2	102	2
Ottawa, Dalhousie St.....	11	0	123	0	31	0	50	0	120	0	110	0
Ottawa, Queen St.....	39	34	627	88	100	106	350	103	614	55	561	37
Pembroke.....	1	0	166	0	337	0	310	0	151	0	141	0
Peterborough.....	15	1	174	22	25	11	193	3	165	12	144	8
Port Arthur.....	2	0	1,482	4	151	8	1,527	1	1,490	4	619	3
St. Catharines.....	5	2	341	22	101	3	340	20	394	20	312	16
St. Thomas.....	2	2	111	2	67	7	85	2	96	1	96	0
Sarnia.....	0	0	120	5	4	0	117	2	115	2	115	2
Sault Ste. Marie.....	5	0	1,146	8	237	0	1,269	11	635	7	629	7
Sudbury.....	1	0	1,458	2	332	0	1,458	5	1,464	4	850	2
Timmins.....	0	0	394	2	0	0	392	2	394	2	211	2
Toronto—												
46 King St. W.....	699	354	1,881	1,359	388	979	909	1,065	881	544	693	513
47 King St. W.....	0	0	863	0	200	0	217	0	261	0	711	0
Windsor.....	12	2	491	5	18	1	188	2	196	4	379	4
	1,012	470	13,167	1,807	4,488	2,165	11,082	1,509	10,516	877	8,710	747
<b>Ontario.....</b>	<b>1,482</b>		<b>14,974</b>		<b>6,653</b>		<b>12,591</b>		<b>11,393</b>		<b>9,457</b>	
Brandon.....	7	12	324	60	61	62	302	61	303	46	267	31
Dauphin.....	0	0	79	2	6	0	104	3			78	2
Portage la Prairie.....	0	0	239	21	22	15	215	24	250	33	211	20
The Pas.....	0	0	142	2	1,216	1	52	2	140	2	139	2

## REPORT OF EMPLOYMENT SERVICE OF CANADA FOR FOUR-WEEK PERIOD OCTOBER 11—NOVEMBER 6, 1920—Con.

Offices	Applicants unplaced at beginning of period		Applicants registered during period		Vacancies unfilled at beginning of period		Vacancies notified during period		Applicants referred to vacancies during period		Placements made during period	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
<b>Winnipeg—</b>												
220 Bannatyne.....	35	0	1,297	0	838	0	1,142	0	1,175	0	894	0
179 Henry Ave.....	0	0	1,526	0	669	0	1,908	0	1,526	0	1,526	0
439 Main St.....	28	25	485	93	67	3	445	59	440	48	439	48
216 Bannatyne.....	0	215	0	161	0	220	0	144	0	138	0	94
210 Montreal Trust Building	0	95	0	410	0	129	0	455	0	366	0	289
	70	347	4,092	749	2,879	430	4,168	748	3,834	633	3,554	486
<b>Manitoba.....</b>	417		4,841		3,309		4,916		4,467		4,040	
Estevan.....	2	0	171	5	210	0	122	7	171	5	104	4
Moose Jaw.....	60	10	657	48	104	29	565	57	591	40	520	22
North Battleford.....	5	0	139	5	269	4	100	6	138	4	97	1
Prince Albert.....	2	0	637	4	1,213	4	198	10	634	2	343	0
Regina.....	20	4	695	275	181	38	344	223	686	270	620	256
Saskatoon.....	162	7	1,696	134	675	43	993	173	1,551	126	1,444	91
Swift Current.....	1	1	432	23	5	3	281	25	433	23	425	13
Weyburn.....	0	0	107	7	33	2	60	5	94	7	86	6
Yorkton.....	9	0	144	6	39	6	143	8	140	6	126	3
	261	22	4,678	507	2,729	129	2,806	519	4,438	483	3,763	396
<b>Saskatchewan...</b>	283		5,185		2,858		3,325		4,921		4,159	
Calgary.....	68	113	2,629	394	346	99	2,021	287	2,410	322	2,234	205
Drumheller.....	58	21	1,100	35	908	11	896	11	525	11	345	7
Edmonton.....	78	23	2,344	434	804	66	1,994	409	2,233	425	2,101	382
Lethbridge.....	0	0	516	27	345	0	352	27	516	27	377	27
Medicine Hat.....	0	0	256	30	79	6	171	37	233	30	233	30
	204	157	6,845	920	2,482	182	5,434	771	5,917	815	5,290	651
<b>Alberta.....</b>	361		7,765		2,664		5,205		6,732		5,941	
Cranbrook.....	3	0	318	0	140	2	283	1	315	0	209	0
Fernie.....	0	0	71	0	43	0	36	0	63	0	63	0
Grand Forks.....	0	0	38	1	8	0	31	1	38	1	15	0
Kamloops.....	19	5	718	17	49	2	563	13	565	15	211	12
Kelowna.....	1	0	18	3	0	0	19	3	19	3	19	3
Nanaimo.....	22	0	101	1	100	0	69	1	91	1	70	1
Nelson.....	30	13	471	3	342	2	441	2	447	0	233	0
New Westminster.....	50	1	223	1	1	1	97	1	109	2	94	2
Prince George.....	0	0	163	0	3	0	160	0	163	0	49	0
Prince Rupert.....	16	0	256	0	276	0	114	0	218	0	181	0
Revelstoke.....	0	0	369	0	0	0	346	0	223	0	49	0
Vancouver—												
Homer & Duns- muir St.....	145	74	1,044	226	3	10	238	175	321	224	285	167
Powell St.....	138	0	1,823	0	659	0	676	0	1,609	0	1,518	0
Vernon.....	2	0	215	10	125	6	136	8	195	9	164	9
Victoria.....	534	31	572	142	0	22	169	103	205	119	174	73
	960	124	6,400	404	1,749	45	3,378	308	4,581	374	3,334	267
<b>British Columbia</b>	1,084		6,804		1,794		3,686		4,955		3,601	
	3,081	1,198	37,656	4,732	14,989	3,012	28,055	4,101	30,909	3,434	26,120	2,734
<b>Total for Canada.</b>	4,279		42,388		18,001		32,156		34,343		28,854	

made for cancellations and placements. The number of vacancies remaining unfilled on October 11, totalled 18,001 as compared with 9,969 vacancies unfilled at the end of the four weeks' period, after making allowance for vacancies filled and cancelled. In comparing the above with corresponding period of last year, it will be of interest to note that the total number of applicants unplaced on November 8, 1919, was 7,005, and the number of vacancies unfilled was 16,868,

as against 7,262 applicants unplaced and 9,969 vacancies unfilled on November 6, 1920. During the period at present under review the number of applicants registered at the offices totalled 42,388, while the number of vacancies notified by employers to the Service was 32,156. When compared with the report for the preceding period, this represents a decrease in registration of 1,069 applications and a decrease in vacancies of 16,312.

### UNEMPLOYMENT IN TRADE UNIONS AT THE CLOSE OF OCTOBER, 1920, AS REPORTED BY UNIONS MAKING RETURNS

THE present article on unemployment among the members of local trade unions deals with unemployment as at the end of October, 1920, and is based on returns received from 1,509 labour organizations with a total membership of 215,212. For all occupations reporting, 5.99 per cent of the members were unemployed, as compared with 3.25 per cent at the end of September, 1920, and with 2.57 per cent at the close of October, 1919. Unemployment, as used here, has reference to involuntary idleness due to economic causes. Persons occupied in work other than their own trades, or who are idle because of sickness or as the direct result of strikes and lockouts, are not considered as unemployed. As the number of unions making returns varies from month to month with consequent variations in membership upon which the percentage of unemployment is based, it should be understood that the percentage of unemployment figures have reference only to those unions reporting.

That the percentage out of work at the end of October was somewhat larger than in the preceding month and also than in the corresponding month of 1919, may be attributed to increased slackness in the manufacturing and mechanical industries, particularly among garment and boot and shoe workers, and lumber workers.

Table I on this page summarizes the returns by provinces. There were declines in employment in every district as compared with the reports for September, 1920, the decreases in Quebec and British Columbia being specially noted.

TABLE 1.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY PROVINCES

Month	Nova Scotia & Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Canada
Dec. 1915....	.36	.7	9.9	8.1	3.2	7.0	4.3	14.3	8.01
June 1916....	.49	.8	1.8	1.7	1.2	2.6	3.03	5.53	2.1
Dec. 1916....	.74	1.66	3.6	.55	1.01	1.63	1.70	3.86	2.17
June 1917....	.25	.20	2.23	.94	.58	.25	.84	2.50	1.25
Dec. 1917....	2.64	3.07	2.96	2.44	1.07	2.41	1.55	3.05	2.42
June 1918....	.16	.27	.44	.37	.29	.18	.39	1.70	.59
Dec. 1918....	2.01	.42	3.46	2.95	1.31	2.15	2.07	3.81	2.76
Jan. 1919....	1.25	.84	4.07	4.64	3.62	5.73	1.97	5.20	3.94
Feb. 1919....	5.68	2.58	6.70	5.48	2.82	4.47	4.16	7.97	5.61
Mar. 1919....	2.41	2.93	6.93	5.65	1.20	5.31	3.56	8.05	5.62
Apr. 1919....	2.41	2.46	4.21	4.25	1.65	3.95	2.26	9.65	4.38
May 1919....	4.66	3.38	5.15	2.60	1.47	2.86	1.43	6.52	3.33
June 1919....	2.68	2.43	3.79	1.87	1.19	2.51	1.68	3.32	2.57
July 1919....	4.11	1.15	2.51	1.52	.92	2.77	1.90	5.82	2.40
Aug. 1919....	5.44	1.69	2.52	1.25	.81	1.95	1.09	5.81	2.32
Sept. 1919....	1.53	11.22	2.12	1.41	.73	1.29	.94	8.03	2.19
Oct. 1919....	3.19	1.06	2.39	.81	1.28	.59	.93	11.58	2.71
Nov. 1919....	1.21	1.53	2.93	2.02	2.07	1.20	.52	16.18	3.58
Dec. 1919....	1.47	5.80	5.39	1.99	4.97	6.01	2.79	18.62	4.98
Jan. 1920....	2.72	3.97	4.38	2.66	4.50	4.92	4.01	12.17	4.28
Feb. 1920....	5.08	2.31	1.93	3.04	4.62	5.24	5.12	14.58	4.33
Mar. 1920....	1.88	3.06	3.18	2.53	3.18	4.09	2.06	9.50	3.44
Apr. 1920....	.61	1.32	2.50	2.42	2.71	3.19	1.71	8.09	2.83
May 1920....	.38	.53	3.62	1.80	2.63	1.32	1.19	10.63	2.88
June 1920....	.56	.28	2.82	1.68	1.41	2.15	1.45	9.57	2.48
July 1920....	.10	.20	2.59	1.50	1.33	.89	1.43	12.10	2.64
Aug. 1920....	.26	1.02	6.97*	1.73	.31	.53	.67	13.69	4.00*
Sept. 1920....	.25	.07	6.99	1.88	.49	.14	.55	6.37	3.25
Oct. 1920....	.34	.42	10.26	3.02	3.34	.34	.83	15.65	6.35

\* Revised figures.



TABLE II.—PERCENTAGES OF UNEMPLOYMENT IN TRADE UNIONS BY GROUPS OF INDUSTRIES.

Month	Manufacturing and Mechanical Industries	Metals, Machinery and Conveyances	Food, Tobacco and Liquors	Textile, Carpets and Cordage	Clothing	Pulp, Paper and Fibre	Printing, Publishing and Paper Goods	Woodworking and Furniture	Leather, Boots, Shoes and Rubber	Glass Bottle Blowing	Jewelry Working	Oil Refining	Transportation	Steam Railways	Street and Electric Railways	Navigation	Teaming and Driving	Mining, Quarrying and Refining of Ores.	Building and Construction.	Public Employment	Fishing	Miscellaneous	All Occupations
Dec. 1915	3.1	0	.8	0	3.3	0	3.7	3.7	0	0	0	0	3.0	2.4	2.3	12.2	0	5.9	28.3	0	23.3	8.4	8.01
June 1916	1.1	0	4.9	0	.6	0	.8	5.9	0	0	0	0	5	5	3	2.3	0	1.2	8.6	0	0.3	1.2	1.7
Dec. 1916	2.3	.71	1.2	0	6.48	0	.34	.6	4.33	0	0	0	1.62	.62	.20	10.57	0	.65	5.24	.11	0	1.3	2.17
Dec. 1917	1.79	.11	1.50	0	4.95	0	.79	.62	6.28	0	0	0	.51	.35	.18	1.79	0	.32	3.21	.04	0	.99	1.25
Dec. 1917	2.77	.76	3.29	0	11.21	.34	.67	3.00	2.92	4.48	0	0	.70	.76	.17	.74	0	2.05	9.58	.17	0	1.58	2.42
June 1918	.42	.14	1.78	.05	.18	0	.72	2.20	0	0	0	0	.42	.21	0	2.12	.05	.18	1.57	.02	0	.49	.50
Dec. 1918	2.89	3.53	8.63	1.41	3.42	.43	.86	0	1.33	.32	0	0	1.48	.35	.06	7.80	2.57	1.24	8.68	.47	0	2.29	2.76
Dec. 1918	3.32	3.21	8.24	11.50	3.22	2.23	.69	10.57	1.19	0	.27	5.88	2.02	1.78	.33	6.73	2.98	1.42	16.29	.33	59.50	2.84	3.94
Jan. 1919	4.23	5.54	9.90	12.29	.26	.96	.70	2.78	4.00	9.44	.74	4.61	4.56	2.74	3.42	18.17	3.69	3.79	16.44	.48	17.54	.07	5.61
Feb. 1919	4.23	5.54	9.90	12.29	.26	.96	.70	2.78	4.00	9.44	.74	4.61	4.56	2.74	3.42	18.17	3.69	3.79	16.44	.48	17.54	.07	5.61
Mar. 1919	4.18	5.51	6.79	3.99	2.27	3.29	.59	2.21	4.22	10.03	.48	0	4.75	2.87	.38	17.73	2.63	1.87	16.45	.07	0	4.74	5.62
Apr. 1919	3.17	4.26	4.06	2.04	0	.76	.59	1.07	8.63	7.93	0	0	3.48	2.40	.20	9.60	4.26	2.69	12.05	.01	0	4.39	4.38
May 1919	4.05	4.27	3.82	.32	.73	1.17	.46	0	.13	5.96	0	0	2.21	1.62	.15	10.29	.82	2.84	8.68	0	4.10	2.36	3.83
June 1919	3.16	4.69	1.90	1.54	.32	1.61	1.64	4.08	0	.19	9.89	0	1.84	1.98	.53	2.93	2.28	.58	4.71	0	0	3.99	2.57
July 1919	2.95	4.84	1.83	.60	0	.34	1.86	0	.06	0	0	0	2.05	1.83	.14	3.99	1.25	.47	2.88	0	0	2.79	2.40
Aug. 1919	3.33	5.39	5.42	.87	.55	1.07	1.45	.59	.37	64.33	0	0	2.02	1.42	1.39	5.05	2.26	.45	2.86	.17	0	1.58	2.33
Sept. 1919	2.57	4.60	.80	1.08	.05	.30	1.71	.13	.15	1.18	0	0	2.06	.99	.13	8.62	.36	1.11	2.91	.11	0	2.07	2.19
Oct. 1919	2.27	4.80	1.29	.05	.85	.21	1.13	.14	.20	1.61	0	0	2.61	.76	2.19	10.88	1.36	.91	5.42	.06	0	0.95	2.71
Nov. 1919	3.16	5.73	1.58	.05	.44	2.23	1.05	.50	.47	2.71	0	0	3.87	1.17	.24	17.49	3.43	1.14	5.82	.47	20.75	3.24	3.58
Dec. 1919	2.79	3.72	1.32	.36	1.12	.62	1.08	.15	.44	6.22	0	5.60	5.03	1.59	.62	29.37	2.89	2.10	12.06	.91	72.16	4.23	4.98
Jan. 1920	2.96	4.11	1.79	.13	1.34	.54	1.31	.44	.39	8.92	.44	2.29	2.73	1.90	.13	13.13	.75	.94	11.77	.68	24.21	5.45	4.28
Feb. 1920	2.49	3.38	10.20	0	.15	.05	1.31	.26	.77	1.93	0	2.22	2.77	1.78	.20	9.74	12.4	1.18	12.14	.63	3.57	4.84	3.33
Mar. 1920	2.32	3.29	6.04	.03	.15	0	1.28	.38	1.38	14.42	0	...	2.61	1.80	.10	12.44	3.29	.65	9.88	.66	3.45	3.66	3.84
Apr. 1920	2.23	3.54	4.70	.05	.40	.02	1.24	.23	3.25	1.92	.11	...	2.57	1.95	.09	9.75	2.43	1.10	5.92	.43	0	1.67	2.88
May 1920	2.40	4.46	4.47	.02	2.56	0	1.17	12.17	5.87	1.53	.42	2.92	2.62	1.51	.09	10.18	0	1.16	4.32	.04	0	2.42	2.48
June 1920	2.17	2.00	7.00	.02	1.84	0	1.14	1.10	3.98	27.16	0	2.49	.79	.05	8.04	.23	.38	4.28	.01	0	1.84	2.64	
July 1920	2.86	2.09	4.33	0	1.57	0	1.53	1.56	1.88	1.87	8.18	5.38	2.52	.72	.09	14.48	.61	.94	3.99	.03	0	2.20	4.94
Aug. 1920	7.74	1.74	1.49	.08	22.40	.04	1.37	.35	43.56	17.36	3.05	3.38	2.78	.53	.03	16.80	.09	.24	2.99	.12	20.1	4.94	4.00
Sept. 1920	8.80	6.30	2.02	.02	38.96	1.20	1.68	8.18	16.27	16.57	6.02	6.52	.98	.77	.20	2.82	.79	.06	2.04	.02	1.00	1.86	3.25
Oct. 1920	8.27	4.67	2.64	.55	57.70	2.17	2.23	7.92	20.63	.48	5.82	0	.91	.53	.47	4.54	.56	.11	3.70	.01	1.40	4.44	6.35

\* Revised figures.

worthy. As compared with the returns for October of last year, improvement was shown in Nova Scotia, Prince Edward Island, New Brunswick, Saskatchewan and Alberta, while conditions in the remaining districts were not as good.

The percentages reported unemployed in the different groups of industries are indicated in table II on this page.

Unemployment in the manufacturing and mechanical industries, as indicated by 384 unions, having a combined membership of 56,034 persons, was more prevalent at the end of October than in September, 1920, and also than in October, 1919, 11.90 per cent of the members having been out of work as compared with 8.80 in the preceding month, and with 2.27 per cent in the corresponding month of last year. Most of this increase in unemployment occurred in the clothing and boot and shoe industries, largely in Quebec and Ontario. Workers in metals, machinery and conveyances

showed slightly more activity than in September, 1920, and October, 1919. This was true also of glass workers. In the food, tobacco and liquor, textile, cordage and carpets, pulp, paper and fibre, printing, publishing and paper goods, wood working and furniture industries, the percentages out of work were somewhat larger than in both September, 1920, and October, 1919. Jewelry workers, as registered by 3 organizations, recorded a slight decline in unemployment as compared with the returns for the preceding month; in October of last year, however, no members were shown as out of work. Considerable short time was reported by unions of moulders, machinists, boilermakers, metal polishers, pattern-makers, bakers and confectioners, cigar makers, brewery workers, tailors, garment workers, hat and cap makers, pulp and paper makers, compositors, pressmen, piano workers, leather, boot and shoe workers and jewelry workers.

TABLE III.—UNEMPLOYMENT ON OCTOBER 31, 1920

OCCUPATIONS	Nova Scotia & Prince Ed. Island				New Brunswick				Quebec				Ontario			
	No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed	
	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent
<b>1-Manufacturing and Mechanical Industries.</b>	15	1706	14	.82	18	2123	5	.24	73	24267	5809	23.93	192	19371	731	4.08
2-(a) METALS, MACHINERY & CONVEYANCES	11	1521	4	.26	13	1344	3	.22	23	6035	162	2.68	95	7228	105	1.45
3 Moulders.	3	184	0		2	86	0		3	990	7		17	958	2	
4 Blacksmiths.					2	165	0		3	233	0		9	483	8	
5 Boilermakers and iron shipbuilders.	1	42	0		2	261	0		4	2497	0		14	1036	25	
6 Patternmakers.									1	226	0		8	329	8	
7 Metal polishers, buffers and platers.	4	337	4		3	30	3		10	1659	154		30	193	7	
8 Machinists.	3	958	0		3	702	0		3	423	1		30	3212	20	
9 Sheet metal workers and tinsmiths.					3	100	0		4	339	27	3.22	9	1017	35	
10-(b) FOOD, TOBACCO & LIQUORS.					1	14	0	0					13	1355	44	3.25
11 Flour and cereal mill employees.										1	125	0				
12 Meat cutters and butchers.									1	360	2		7	613		
13 Bakers and confectioners.									2	354	25		3	412	20	
14 Cigar and tobacco makers.					1	14	0						3	330	20	
15 Brewery workers.													6	170	5	
16-(c) TEXTILES, CORDAGE AND CARPETS.	1	37	10	27.03					2	3140	1	.03	5	1221	13	1.05
17-(d) CLOTHING AND LAUNDERING.									7	7361	4240	57.60	14	1145	182	15.90
18 Tailors.													6	505	150	
19 Garment workers.									5	6644	4240		2	470	27	
20 Hat, glove and fur workers.									2	717	0		2	470	27	
21-(e) PULP, PAPER AND FIBRE.					2	644	0	0	10	1836	80	4.36	13	1300	2	.15
22-(f) PRINTING, PUBLISHING & PAPER GOODS.	3	148	0	0	2	121	2	1.65	10	1807	29	1.60	32	4934	89	1.79
23 Compositors.	3	148	0		1	90	2		3	757	5		16	2232	39	
24 Pressmen and assistants.					1	31	0		2	483	5		5	1146	41	
25 Bookbinders.									2	362	19		2	849	3	
26 Stereotypers and electrotypers.									1	47	0		2	99	0	
27 Engravers and lithographers.									2	158	0		7	608	6	
28 Others.																
29-(g) WOODWORKING AND FURNITURE.									4	442	0	0	4	362	69	19.06
30-(h) LEATHER, BOOTS, SHOES AND RUBBERS.									10	2420	502	20.74	11	1085	245	22.58
31-(i) GLASS BOTTLE BLOWING.									2	127	0	0	4	273	2	.73
32-(j) JEWELRY WORKERS.									1	260	2	.77	1	418	40	9.57
33-(k) OIL REFINING.																
<b>34-Transportation</b>	42	3230	20	.62	28	3315	20	.60	94	21535	161	.75	253	29491	119	.40
35-(a) STEAM RAILWAYS.	39	3067	17	.55	27	3183	20	.63	80	12647	121	.96	225	23293	92	.40
36 Conductors.	1	43	0		1	74	0		6	304	4		27	1291	3	
37 Locomotive engineers.	6	237	0		4	317	0		11	761	0		32	2267	0	
38 Locomotive firemen.	6	403	0		2	260	8		10	950	14		29	3035	6	
39 Carmen.	4	294	0		1	650	0		12	5276	51		29	3650	26	
40 Trainmen.	5	727	15		7	957	0		9	1801	35		23	4378	55	
41*Telegraphers (System Divisions).									1	21	0		1	68	0	
42 Telegraphers (Local Unions).	3	153	0						15	1873	4		44	5155	1	
43 Road Maintenance Men.	8	829	1		9	648	12									
44 Shop employees.																
45 Railway employees, n. e. s.	6	381	1		3	277	0		16	1661	13		41	3389	1	
46-(b) STREET AND ELECTRIC RY. EMPLOYEES.									4	3726	4	1.07	11	3917	0	0
47-(c) NAVIGATION.	2	117	3	2.56	1	132	0	0	6	4226	0	0	9	1747	23	1.32
48 Marine engineers.	2	117	3						2	117	0		3	148	0	
49 Longshoremen.									2	3465	0		4	431	23	
50 Others.					1	132	0		2	644	0		2	1168	0	
51-(d) TEAMSTERS AND CHAUFFEURS.	1	46	0	0					4	936	0	0	7	544	4	.74
<b>52-Mining, Quarrying and Refining of Ores.</b>	14	6177	0	0					3	388	0	0	2	504	12	2.38
53 Miners.	13	5852	0						2	351	0		1	158	12	
54 Quarry workers.	1	275	0						1	37	0					
55 Mill and smelter men.													1	346	0	
<b>56-Building and Construction.</b>	9	700	7	1.	9	721	3	.42	38	10007	79	.79	152	17986	591	3.29
57 Bricklayers, masons and plasterers.	3	285	0		1	13	0		4	1121	0		29	2607	249	
58 Carpenters and joiners.	2	203	0		4	593	1		20	6421	19		52	7699	219	
59 Electrical workers.	1	22	0						3	868	24		13	1410	24	
60 Granite and stone cutters.	1	35	0						2	146	5		10	362	18	
61 Painters, decorators and paperhangers.	1	140	7		2	61	2		1	375	0		15	1479	21	
62 Plumbers and steamfitters.	1	15	0		2	54	0		2	68	8		18	1320	30	
63 Tile layers, lathers and roofers.									3	465	20		5	201	5	
64 Bridge and structural iron workers.													5	809	2	
65 Steam shovel and dredgemen.													1	308	8	
66 Hod carriers and building labourers.									3	543	3		4	1791	15	
<b>67-Public Employment.</b>	3	80	0	0	5	336	0	0	8	1174	0	0	29	2962	1	.03
68 Civic employees.					3	281	0		5	1050	0		10	2469	1	
69 Letter carriers and postal employees.	3	80	0		2	55	0		3	124	0		19	493	0	
<b>70-Fishing.</b>													2	291	0	
<b>71-Lumber working.</b>													1	900	650	72.2
<b>72-Miscellaneous</b>	2	110	0	0	2	139	0	0	13	2466	90	3.65	72	4715	139	2.95
73 Retail clerks.	1	55	0						1	217	0		1	131	2	
74 Hotel and restaurant employees.									1	48	0		2	344	0	
75 Barbers.									1	252	15		19	931	1	
76 Musicians and theatre employees.									3	727	75		21	1727	12	
77 Stationary engineers and firemen.									2	129	0		15	759	55	
78 Others.	1	55	0		2	139	0		5	1093	0		14	823	69	
<b>All occupations.</b>	85	11953	41	.34	62	6634	28	.42	229	59837	5378	8.98	703	76220	2303	3.02

\*Commercial and Railway organized in interprovincial divisions.



AS REPORTED BY TRADE UNIONS.

Manitoba				Saskatchewan				Alberta				British Columbia				Canada						
No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unem- ployed		No. reporting		Unemployed				
Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent	Unions	Member- ship	Members	Per cent			
																			Sept., 1920	Oct., 1920	Oct., 1919	
14	3776	156	4.13	14	598	0	0	24	1328	15	1.13	34	2865	645	22.51	384	58034	6669	8.80	11.90	2.27	1
4	2441	100	4.10	5	186	0	0	9	707	0	0	14	1728	614	35.53	174	21190	988	5.30	4.67	5.03	2
1	35	0						1	20	0		1	120	40		28	2393	49	.68	2.05	4.60	3
1	26	0						1	112	0		1	6	0		15	915	8	.59	.87	.26	4
2	2380	100		1	25	0		1	9	0		4	940	470		29	7293	595	20.75	8.16	1.72	5
								1	112	0		1	42	18		11	606	26	.90	4.29	4.13	6
								1	9	0						9	223	10	0	4.48	0	7
				3	152	0		4	508	0		5	480	65		59	7050	243	1.21	3.45	6.02	8
				1	9	0		2	58	0		2	140	21		23	2710	57	.41	2.10	11.81	9
1	28	0	0	1	124	0	0	4	167	2	1.20	6	242	0	0	30	2769	73	2.02	2.64	1.29	10
																						11
				1	124	0						1	19	0		3	268	0	0	0	1.24	12
1	28	0						2	85	1		2	92	0		11	1086	7	2.35	.64	3.47	13
								1	66	1		3	131	0		9	888	45	0	5.07	0	14
																7	527	21	4.23	3.98	0	15
1	300	0	0									3	298	14	6.73	8	4398	24	.02	.55	.05	16
												3	278	12		25	9014	4436	38.96	49.21	.85	17
1	300	0						2	178	12		8	348	17		8	348	17	10.53	4.89	.35	18
								1	30	2		13	7479	4392		13	7479	4392	42.38	58.72	.97	19
												4	1187	27	0	4	1187	27	0	2.27	0	20
6	933	56	6.00	8	288	0	0	9	427	12	2.81	8	403	15	3.72	25	3780	82	1.20	2.17	.21	21
2	520	50		5	203	0	0	4	275	10		4	166	2		78	9111	203	1.68	2.23	1.13	22
1	35	4		2	58	0	0	2	108	0		2	143	10		38	4441	108	2.04	2.43	.93	23
1	26	0		1	27	0	0	1	31	2		2	94	3		15	2004	60	2.10	2.99	1.82	24
1	42	0						2	13	0		2				8	1363	27	1.16	1.98	.91	25
1	310	2										6	185	0	0	6	185	0	0	0	.51	26
1	30	0	0									10	808	6		10	808	6	.37	.74	.94	27
												1	310	2		1	310	2	.53	.65	1.14	28
												1	37	0	0	10	871	69	2.18	7.92	.14	29
1	44	0	0					1	10	10.00		1	120	2	1.67	23	3635	750	16.27	20.63	.20	30
								1	17	0		1	127	0	0	7	417	2	15.57	48	1.61	31
												1	127	0	0	3	722	42	6.02	5.82	0	32
48	7806	23	29	50	3561	0	0	43	3792	0	0	56	5239	368	7.02	614	77969	711	.98	.91	2.61	33
46	6893	23	33	46	3297	0	0	40	3342	0	0	44	2931	35	1.19	548	58643	308	.77	.53	.76	34
4	204	3		4	246	0	0	4	326	0	0	5	316	0		52	2804	10	.56	.36	.11	35
6	412	0		9	429	0	0	4	209	0	0	5	283	2		77	4915	2	.14	.04	.16	36
6	608	0		7	525	0	0	6	582	0	0	5	319	6		71	6732	34	.17	.51	.99	37
2	46	0		4	168	0	0	7	346	0	0	6	467	4		65	10997	81	3.29	.74	1.07	38
4	769	0		6	797	0	0	3	515	0	0	7	614	20		64	10558	125	.51	1.18	.79	39
1	89	0														6	8807	14	.16	.03	.41	40
16	2169	0		6	565	0	0	9	986	0	0	10	741	0		6	331	0	0	0	6.75	42
																117	12966	18	0	.14	.62	43
																						44
7	2596	20		10	567	0	0	7	378	0	0	6	191	3		96	6440	38	.15	.40	.76	45
1	891	0	0	3	221	0	0	1	232	0	0	2	561	5	.89	22	9548	45	2.20	.47	2.17	46
												5	1397	320	22.91	23	7619	346	2.82	4.54	10.88	47
												1	373	58		8	755	61	2.96	8.08	4.08	48
																6	3896	23	2.98	.59	14.66	49
												4	1024	262		9	2968	262	2.24	8.83	1.76	50
1	22	0	0	1	43	0	0	2	218	0	0	5	350	8	2.29	21	2159	12	.78	.56	1.38	51
								12	3137	0	0	4	1028	0	0	35	11184	12	.06	.11	.91	52
								12	3137	0	0	3	888	0	0	31	10386	12	.06	.12	.68	53
																2	312	0	0	0	0	54
																2	486	0	0	0	0	55
8	767	97	12.60	14	482	15	3.11	18	1721	65	3.78	13	1759	405	23.02	261	34143	1262	2.04	3.70	5.42	56
2	437	75		4	117	2		5	221	10		3	189	15		51	4990	351	1.35	7.03	1.73	57
1	51	0		5	191	10		3	667	21		3	1369	380		90	17194	650	2.42	3.78	9.17	58
				2	123	0		4	427	7						23	2850	55	1.49	1.93	3.36	59
1	70	0		1	12	0						1	49	5		16	674	28	13.62	4.15	1.71	60
				1	14	1		1	44	3		1	9	2		21	1747	36	0	2.06	2.87	61
2	111	0		1	25	2		4	168	2		2	66	3		31	2134	37	.85	1.73	.35	62
1	26	5										2	27	0		10	322	18	4.42	5.59	0	63
1	72	17														9	1346	39	4.24	2.90	2.21	64
								1	194	22		1	50	0		3	552	30	2.79	5.43	.90	65
																7	2334	18	0	.77	1.16	66
3	152	0	0	8	369	0	0	10	789	0	0	9	825	0	0	75	6687	1	.02	.01	.06	67
1	65	0		3	173	0		6	613	0		7	755	0		35	5406	1	.02	.02	.04	68
2	87	0		5	196	0		4	176	0		2	70	0		40	1281	0	0	0	.12	69
												3	1850	30	1.62	5	2141	30	1.00	1.40	0	70
												3	13475	3000	22.26	4	14375	3660	1.86	4.44	2.95	72
9	1856	203	10.94	7	285	3	1.05	14	1021	18	1.76	12	2087	110	5.27	131	12679	563	1.86	4.44	2.95	73
																3	403	2	0	.50	.65	74
1	75	0						2	193	12		2	599	70		8	1259	82	4.12	6.51	7.81	75
2	112	0		2	65	1		4	197	3		5	283	12		33	1840	32	.84	1.74	.36	76
3	598	3		2	133	0		5	482	0		2	82	2		38	3749	92	1.56	2.45	3.61	77
1																						



Reports from 614 organizations of transportation workers, having a combined membership of 77,969 persons, indicated that .91 per cent of the members were unemployed, as compared with .98 per cent in the preceding month, and with 2.61 per cent in the corresponding month of 1919. Employment for steam railway employees (whose returns constitute about 75 per cent of the entire group membership reporting) showed greater activity than in both of the months used here for comparative purposes. The percentage out of work among street and electric railway employees was somewhat larger than in September, but it was considerably smaller than in October, 1919. The same is true also of workers in the navigation sub-group. Among teamsters and chauffeurs there was slightly less unemployment than in the preceding month, and also than in October of last year. Some unions of conductors, engineers, firemen, trainmen, carmen, maintenance of way employees, longshoremen, and teamsters reported that their members were working on short time.

In the mining, quarrying and refining of ores group, as reported by 35 organizations with an aggregate membership of 11,184 persons, the percentage out of work was .11 as compared with percentages of .06 and .91 in September, 1920, and October, 1919, respectively. Miners were not quite as fully employed as in the preceding month, but the percentage of unemployment was considerably smaller than that recorded in October of last year. Quarry workers and mill and smelter men, as indicated by 2 unions in each sub-group, continued to be busy.

The percentage out of work in the building and construction group, as registered by 261 organizations, having a combined membership of 34,143 persons, was 3.70, as compared with 2.04 per cent in September, 1920, and 15.42 in October, 1919. The increase in unemployment as compared with the preceding month may be attributed largely

to seasonal causes. Bricklayers, masons and plasterers, plumbers and steam fitters, tile layers, lathers and roofers, steam shovel and dredgemen, and hod carriers and building labourers reported more unemployment than in both the preceding month and the corresponding month of last year. The percentages out of work among carpenters and joiners, electrical workers, and painters, decorators and paper hangers were more pronounced than in September, but smaller than in October, 1919. On the other hand, granite and stone cutters and bridge and structural iron workers registered smaller percentages of unemployment than in the previous month, but they were larger than in the corresponding month of 1919. Considerable short time was recorded by unions of bricklayers, masons and plasterers, carpenters and joiners, electrical workers, painters, decorators and paper hangers, plumbers and steamfitters and lathers.

In the public employment group, as indicated by 75 unions, having a combined membership of 6,687 persons, the percentage out of work was .01, as compared with .02 per cent in September, 1920, and .06 per cent in October, 1919. Civic employees recorded the same percentage of unemployment as in the preceding month, with a slight improvement in comparison with the returns for October, 1919.

The percentage out of work among lumber workers, as reported by 4 organizations with an aggregate membership of 14,375, was substantially larger than in September, mainly on account of the closing of saw mills for the season. Reports for October, 1919, for this group are not available for comparison.

Unemployment in the group of miscellaneous trades, as indicated by 131 organizations with a total membership of 12,679 persons, was slightly more prevalent than in September, 1920, and also than in October, 1919, the percentage of unemployment standing at 4.4, as compared with percentages of 1.86 in the

former month, and 2.95 in the latter. Retail clerks, as registered by 3 unions, showed a small percentage of unemployment as compared with no members out of work in September, and with a slightly greater percentage in October of last year. Hotel and restaurant employees, musicians and theatre employees, and stationary engineers and firemen registered larger percentages unoccupied than in September, but some improvement was shown in comparison with the

returns in October, 1919. In the unclassified trades unemployment occurred mainly among camp and agricultural workers in Manitoba, largely on account of seasonal causes. Some unions of barbers, stationary engineers, musicians and theatre employees, and unclassified workers reported that not all their members were working full time.

The tabular statement on pages 1632-3 presents the returns in some detail.

### EMPLOYMENT CONDITIONS IN CANADA DURING THE PERIOD OCTOBER 30 TO NOVEMBER 20, AS REPORTED BY EMPLOYERS

**W**EEKLY reports from employers to the Dominion Headquarters of the Employment Service of Canada, Department of Labour, during the four weeks from October 30 to November 20 inclusive, show a decline in the volume of employment afforded by these employers during each of the weeks under review.

The change reported for each week as compared with the preceding week is as follows:

Week ending October 30, a decrease of 2,671 persons or .4 per cent.

Week ending November 6, a decrease of 7,090 persons or 1.0 per cent.

Week ending November 13, a decrease of 4,850 persons or .7 per cent.

Week ending November 20, a decrease of 7,666 persons or 1.0 per cent.

During the four weeks' period under review employment conditions in the different parts of Canada, with the exception of the Prairie Provinces, were substantially the same, decreases being registered in the Maritime Provinces, Ontario and Quebec and British Columbia during all four weeks of the period. In the Prairie Provinces, however, increases occurred during the first three weeks with a decrease on November 20. In the provinces within the districts,

moreover, conditions were very similar. New Brunswick only of the Maritime Provinces, reported increased employment during the week ending October 30, while losses were registered by firms in that province in the three remaining weeks and in the other provinces during all four weeks. Quebec showed an increase also during the week of October 30 with reductions in the last three weeks of the period. In Ontario, steady declines were reported. Concerns in Manitoba and Alberta registered additions to their staffs during the weeks ending October 30, November 6 and 13, while in Saskatchewan there were gains during the first week of the period only.

A summary of the returns by industrial groups shows that firms in Logging and Coal Mining, only, registered increased employment during the four weeks of the period under review. Clay, Glass and Stone Products, Leather Goods, Telephone Operation, Retail and Wholesale Trade, Local and Railway Transportation, reported increases taking the period as a whole, with declines during one or more of the weeks under review. On the contrary, in Railway Construction, Edible Animal Products, Mineral Products, n.e.s., Non-Ferrous Metal Products, Wood Distillates and Extracts, Metallic Ores, Non-Metallic

Minerals other than coal, Hotels and Restaurants, Telegraph Operation and Water Transportation there were net reductions, with increases in employment during one or more weeks of the period. In Building Construction, Lumber and its Products, Edible Plant Products, Fur Goods, Iron and Steel, Pulp and Paper, Rubber Products, Textiles, Miscellaneous Manufacturing Industries (chiefly Tobacco and chemicals) and Personal Services (mainly laundries) there were reductions during all four weeks.

The most pronounced increases in the volume of employment afforded during this period, as during the last period considered, occurred in Logging, where the additions to staffs registered from week to week amounted to 2,450 persons. The bulk of this increase took place in Ontario and Quebec, though there were gains in other provinces also. The increases in this group and those reported in Coal Mining, which were also substantial, may be attributed to seasonal causes. In the latter, the additions were registered largely in Alberta and Nova Scotia. Most of the increases in Clay, Glass and Stone Products, were reported in the glass manufacturing sub-group, although some increases were also shown in the cement and brick industries. The increases in Leather while not particularly large, are interesting, because, since the beginning of June, weekly reductions in this group have been almost constant. In Retail Trade, the increases, which were recorded for the three weeks in November, indicate the commencement of Christmas activity in stores, and occurred largely in Quebec, Ontario and Manitoba.

The most substantial reductions reported during the four weeks under review took place in Lumber and Its Products, where 6,281 persons were released from employment during the four weeks. In Railway Construction, Textiles, and Iron and Steel Products, also, the decreases were large, in each group being over 3,800 workers. In the two groups

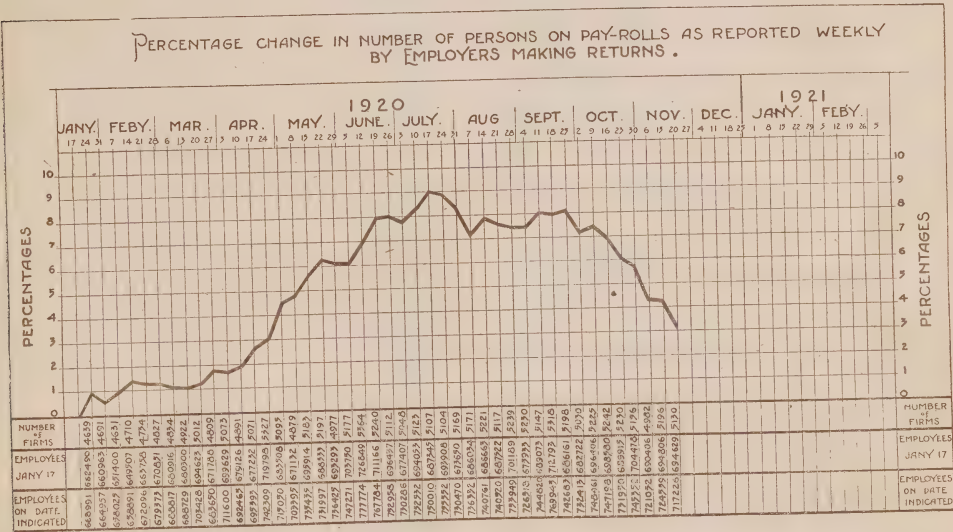
first named, the declines which were of a seasonal nature, were widespread in application. Most of the losses in Iron and Steel Products occurred in the vehicle sub-group and within that sub-group in the automobile and ship-building industries. There were also declines in the steel manufacturing and forgings sub-groups. In Textiles the bulk of the reductions were registered in the garment industry, but decreases in the thread, yarn, cloth, hosiery and knit goods sub-groups were also reported, particularly in the last weeks of the period. In Edible Plant Products, the declines were reported, for the most part, in the canning and sugar refining sub-groups, those in the former, which were seasonal in character, taking place in Ontario, while in the sugar industry they were reported in British Columbia and Nova Scotia. In Non-Ferrous Metal Products, the largest individual declines were reported in the lead, tin, zinc and copper sub-group in Quebec, but there were also decreases in the nickel refining industry in Ontario. In Pulp and Paper Products, most of the losses occurred in the Pulp and Paper sub-group largely in Ontario and Quebec, in some cases being caused by shortage of water and in others, by the closing down of mills for the winter months. Inactivity in the tire manufacturing and foot-wear sub-groups occasioned the decreases in Rubber Products, those in the former sub-group reflecting the slackness in the automobile industry. In the Rubber group the declines were reported almost entirely in Ontario and Quebec. In Miscellaneous Manufacturing Industries the reductions were spread over a large number of sub-groups, the losses in musical instruments, soap and beer manufacturing establishments, particularly in Ontario and Quebec, being the most pronounced.

The accompanying chart shows the weekly percentage of change in the number of persons on payrolls since the base week (January 17, 1920) as reported by those employers making returns, the number averaging over 5,100 firms a



week. The returns for the week of January 17 are being taken as base figures. It had been the intention to take the week of January 1, but this was found impracticable because of the abnormal situation at that time, due to the annual inventory and holiday period, and the consequent reduction in staffs. The week of January 17 coincides fairly closely with the termination of this season and accordingly reflects more normal conditions. The chart indicates percentage gains of varying size in the volume of employment during the weeks

under review, the curve showing, however, an almost steady downward tendency. The highest point reached during the period under review occurred in the first week, the statements for October 30 registering, for those employers reporting, an increase in staffs of 40,874 or 5.8 per cent over their payrolls on January 17. From then the curve dropped to 3.3 per cent over base on November 20, when the concerns making returns showed an increase of 22,597 employees as compared with their figures for the base week.



EMPLOYMENT IN THE BUILDING TRADES DURING OCTOBER, 1920, AS INDICATED BY BUILDING PERMITS

EMPLOYMENT in the building trades, as indicated by the value of building permits issued in 56 cities showed an increase during October as compared with the preceding month, the total value of building permits rising from \$8,921,374 in September to \$9,660,538 in October, an increase of \$739,164 or 8.3 per cent. Nova Scotia, New Brunswick, Ontario, Saskatchewan and Alberta registered

increases in this comparison, that of \$1,755,977 in Ontario being the most pronounced. Of the reductions recorded in the remaining provinces, that of \$1,418,954 in Quebec was the largest. As compared with the figures for the corresponding month in 1919 there was a decrease of \$729,916 or 7.0 per cent in the permits issued, the value for October, 1919, having been \$10,390,454. In this

comparison, however, increases were reported in all provinces except Nova Scotia, Quebec and Saskatchewan, that of \$1,321,412 or 27.9 per cent in Ontario being the most noteworthy. The most pronounced decrease in this comparison occurred in Quebec, where the value of building permits issued showed a decline of \$1,613,183 or 62.1 per cent.

Of the larger cities, Montreal and Winnipeg reported decreases both as compared with September, 1920, and October, 1919; but on the other hand, in Toronto there were increases in both comparisons. At Edmonton the value of building permits issued showed an increase over September, with a reduction as compared with the report for October of last year, while in Vancouver there was a decline as compared with the preceding month but an increase over the corresponding month of 1919.

Of the smaller centres, Sydney, Moncton, Brantford, Fort William, Kitchener, Ottawa, Peterborough, Sault Ste. Marie, Brandon, Calgary and South Vancouver registered increases in the value of building permits issued as compared with both September, 1920, and October, 1919.

The returns from 35 cities formerly used in this report (which are distinguished by asterisks, and which are also tabulated separately for statistical purposes), show that the total value of building permits issued by these cities amounted to \$9,018,593, an increase of \$1,075,430 or 13.5 per cent, as compared with the returns for September, 1920. In comparison with the figures for 1919, however, there was a decrease of \$457,034 or 4.8 per cent.

# ESTIMATED COST OF BUILDING WORK AS INDICATED BY BUILDING PERMITS

City.	September 1920	October 1920	October 1919
	\$	\$	\$
<b>Prince Edward Island...</b>	<b>10,000</b>	<b>1,200</b>	<b>.....</b>
Charlottetown.....	10,000	1,200	Nil
<b>Nova Scotia.....</b>	<b>199,450</b>	<b>501,558</b>	<b>1,524,803</b>
*Halifax.....	80,080	339,596	1,445,935
*New Glasgow.....	11,300	920	6,100
*Sydney.....	108,070	161,040	72,768
<b>New Brunswick.....</b>	<b>172,415</b>	<b>231,523</b>	<b>134,665</b>
Fredericton.....	12,800	5,600	7,000
*Moncton.....	50,915	166,573	43,125
*St. John.....	108,700	59,350	84,540
<b>Quebec.....</b>	<b>2,404,390</b>	<b>995,426</b>	<b>2,538,609</b>
*Montreal-Maisonneuve.....	1,350,740	725,526	1,519,992
*Quebec.....	174,290	112,335	518,747
Shawinigan Falls.....	12,800	25,000	5,500
*Sherbrooke.....	688,600	23,600	71,500
*Three Rivers.....	58,750	54,700	292,605
*Westmount.....	119,200	44,265	190,265
<b>Ontario.....</b>	<b>4,305,093</b>	<b>6,061,070</b>	<b>4,739,658</b>
Belleville.....	6,500	13,200	6,600
*Brantford.....	50,275	68,775	43,880
Chatham.....	27,790	24,615	5,800
*Fort William.....	10,025	505,490	14,475
Galt.....	63,850	4,500	57,255
*Guelph.....	35,585	28,870	83,642
*Hamilton.....	328,400	325,400	251,485
*Kingston.....	6,970	18,920	31,085
*Kitchener.....	71,925	187,490	26,695
*London.....	273,175	267,305	178,145
Niagara Falls.....	142,400	47,200	251,275
Oshawa.....	52,400	18,900	113,125
*Ottawa.....	312,255	721,049	298,680
Owen Sound.....	Nil	15,000	3,000
*Peterborough.....	20,685	211,966	99,390
*Port Arthur.....	21,396	10,910	33,465
*Stratford.....	42,705	34,093	7,636
*St. Catharines.....	58,656	40,925	112,236
St. Thomas.....	27,735	13,755	20,425
Sarnia.....	55,180	68,205	79,889
Sault Ste. Marie.....	58,925	124,325	39,950
*Toronto.....	2,180,000	2,844,372	2,490,936
Welland.....	19,600	12,565	48,050
*Windsor.....	373,530	424,025	425,715
Woodstock.....	65,131	29,305	16,324
<b>Manitoba.....</b>	<b>638,095</b>	<b>618,550</b>	<b>463,474</b>
*Brandon.....	1,100	275,975	6,304
*St. Boniface.....	41,195	12,425	83,920
*Winnipeg.....	595,800	330,150	373,250
<b>Saskatchewan.....</b>	<b>201,760</b>	<b>220,945</b>	<b>262,220</b>
*Moose Jaw.....	32,160	99,100	69,700
*Regina.....	141,100	68,050	151,250
*Saskatoon.....	28,500	53,795	41,270
<b>Alberta.....</b>	<b>211,425</b>	<b>493,820</b>	<b>273,211</b>
*Calgary.....	96,600	418,000	179,200
*Edmonton.....	41,925	72,680	80,541
Lethbridge.....	64,900	5,290	2,400
Medicine Hat.....	8,000	2,850	11,070
<b>British Columbia.....</b>	<b>778,756</b>	<b>541,448</b>	<b>393,814</b>
Nanaimo.....	19,265	11,185	16,574
*New Westminster.....	19,700	15,400	16,400
Point Grey.....	242,345	132,970	106,100
Prince Rupert.....	7,030	17,200	31,540
South Vancouver.....	56,800	69,490	22,855
*Vancouver.....	379,266	258,833	164,080
*Victoria.....	54,350	36,370	36,265
<b>Total—56 Cities.....</b>	<b>\$8,921,374</b>	<b>\$9,660,538</b>	<b>\$10,390,454</b>
<b>Total—35 Cities.....</b>	<b>\$7,943,163</b>	<b>\$9,018,593</b>	<b>\$9,475,627</b>

# REPORTS OF CIVIC EMPLOYMENT IN FIFTEEN CITIES, OCTOBER, 1920

**R** EPORTS from fifteen cities showing the number of workers temporarily engaged, and the wages paid to these employees during the month of October, showed a nominal decrease (.8 per cent) in the number of workers and a decline of 4.4 per cent in the amount of wages paid, as compared with the figures for the preceding month. In October, 1920, 10,489 persons were temporarily employed and the payrolls amounted to \$1,061,696.59 as compared with 10,578 persons and an aggregate payroll of \$1,110,175.94 in September.

In comparison with returns for the same period in 1919, increases of practically 5 per cent in the number of employees and of almost 25 per cent in the wages paid are indicated, there having been 9,993 employees with a total payroll of \$851,334.96 in October, 1919.

Ottawa, Toronto, London, Winnipeg, and Brandon registered increases in the number of persons employed on municipal work as compared with both September, 1920, and October, 1919. In Hamil-

ton, Calgary, Edmonton and Victoria there were gains in the former comparison with decreases as compared with the returns for October of last year. On the contrary, Montreal and Regina registered declines as compared with September with slight increases over October, 1919. At St. John, Moose Jaw, Saskatoon and Vancouver there were decreases in both comparisons.

As to wages, Ottawa, London, Winnipeg and Vancouver recorded increases both as compared with the preceding month and with the corresponding month of last year. At St. John, and Moose Jaw there were gains in comparison with the returns for September, with declines in comparison with the figures for October, 1919. On the other hand, Montreal, Toronto, Brandon and Regina registered reductions in the amount of wages paid as compared with September, but there were increases over October of last year. In Hamilton, Saskatoon, Calgary, Edmonton and Victoria there were decreases in both comparisons.

EMPLOYMENT (BOTH CONTRACT AND MUNICIPAL WORK) AFFORDED WORK PEOPLE TEMPORARILY EMPLOYED BY FIFTEEN CITY CORPORATIONS OCTOBER 1920, COMPARED WITH SEPTEMBER 1920 AND WITH OCTOBER 1919

City	Number of employees temporarily employed during the month of:			Amount of wages paid employees temporarily employed during the month of:		
	September, 1920	October, 1920	October, 1919	September, 1920	October, 1920	October, 1919
				\$	\$	\$
St. John.....	301	282	395	25,030.28	25,342.07	27,418.27
Montreal.....	3,445	3,077	3,054	305,962.30	260,027.12	207,817.32
Ottawa.....	610	727	707	52,907.89	65,288.14	60,277.43
Toronto.....	2,432	2,463	1,923	292,206.53	273,123.53	177,255.09
Hamilton.....	617	627	632	74,454.60	67,213.25	67,253.81
London.....	417	455	390	49,233.53	53,094.98	39,878.38
Winnipeg.....	1,130	1,217	959	137,835.63	143,611.06	90,145.47
Brandon.....	56	70	63	5,831.51	5,539.10	4,771.26
Regina.....	185	176	162	20,447.18	20,218.26	14,021.61
Moose Jaw.....	101	100	116	13,133.25	13,420.20	13,834.45
Saskatoon.....	118	107	147	13,701.38	11,905.42	14,132.58
Calgary.....	304	318	402	36,394.79	33,936.48	39,023.90
Edmonton.....	123	158	222	10,304.69	6,825.21	17,327.19
Vancouver.....	533	501	593	51,302.01	61,529.46	56,111.05
Victoria.....	206	211	228	21,430.37	20,622.31	22,067.15
Total.....	10,578	10,489	9,993	1,110,175.95	1,061,696.59	851,334.96



## FAIR WAGE CONTRACTS, NOVEMBER, 1920

**D**URING November the Department of Labour received for insertion in the LABOUR GAZETTE the following information relative to sixteen fair wage contracts, of which fifteen were awarded by the Department of Public Works, and one by the Department of Railways and Canals. All the contracts contained the usual fair wage clause which provides for the prompt payment of such wages as are current in the district in which the work is to be performed, and for observance on the various works under contract of the prevailing hours of labour, and which otherwise prevents abuses and secures the legitimate rights of the labour employed.

A statement was also received as to supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, etc.

### DEPARTMENT OF PUBLIC WORKS.

New partitions, fittings, sewage tank, Machinery Building, Lansdowne Park, Ottawa, Ont. Name of contractors, Cooper, McDonell and Beatty, Ottawa, Ont. Date of contract, November 1, 1920. Amount of contract, \$8,913.

Repairs to breakwater, West Chezzetcook, N. S. Name of contractors, A. W. Girroir & W. F. MacKinnon, Antigonish, N. S. Date of contract, October 26, 1920. Amount of contract, schedule of prices.

Reconstruction and repairing of portion of the Shore Protection, Three Fathom Harbour, N.S. Name of contractors, Naugle & Hiltz, Lawrencetown, N. S. Date of contract, October 26, 1920. Amount of contract, \$6,079.

Repairs to Breakwater, Seaforth, N.S. Name of contractors, A. W. Girroir & W. F. MacKinnon, Antigonish, N.S. Date of contract, October 26, 1920. Amount of contract, schedule of prices.

Construction of wharf, Bass River, N.S. Name of contractors, Naugle & Hiltz, Lawrencetown, N.S. Date of contract, October 26, 1920. Amount of contract, schedule of prices.

Sheet-pile wharf, Rondeau, Ont. Name of contractor, William Bermingham, Kingston, Ont. Date of contract, November 1, 1920. Amount of contract, schedule of prices.

Wharf and execution of repairs to crib and dredging, Hollyburn, West Vancouver, B.C. Name of contractor, William Greenlees, Vancouver, B. C. Date of contract, November 2, 1920. Amount of contract, schedule of prices.

Repairs to public wharf, Cap St. Ignace, Que. Name of contractors, E. Caron & Frère, L'Islet, Que. Date of contract, November 4, 1920. Amount of contract, schedule of prices.

Repairs to Breakwater, Port Lorne, N. S. Name of contractors, Denton & Condon, Digby, N.S. Date of contract, November 10, 1920. Amount of contract, schedule of prices.

Addition to East Breakwater, Port Maitland, N. S. Name of contractors, Denton & Condon, Digby, N. S. Date of contract, November 10, 1920. Amount of contract, schedule of prices.

Supply and installation of Freight Elevator in East Block, (Finance Dept.), Ottawa, Ont. Name of contractors, Otis-Fensom Elevator Co., Ltd., Montreal, Que. Date of contract, November 16, 1920. Amount of contract \$3,337.

Reconstruction of part of south half of south pier, Bayfield, Ont. Name of contractors, Weston Bros., Bayfield, Ont. Date of contract, November 9, 1920. Amount of contract, schedule of prices.

Alterations and additions to fittings in Post Office, Welland, Ont. Name of contractor, W. J. Hickey, Welland, Ont. Date of contract, November 12, 1920. Amount of contract, \$1,267.

Reconstruction of portion of super-structure of western pier, Toronto, Ont. Name of contractors, Border Cities Construction Co., Windsor, Ont. Date of contract, November 22, 1920. Amount of contract, schedule of prices.

Alterations to plumbing and toilet room in Post Office, St. Thomas, Ont. Name of contractors, Jones & Spry, London, Ont. Date of contract, November 25, 1920. Amount of contract, \$5,600.

#### DEPARTMENT OF RAILWAYS AND CANALS.

Sandblasting and painting Wellington Street and Seigneurs Street bridges on the Lachine Canal. Name of contractors, Canadian Sand Blast Co., Ltd., Montreal, Que. Date of contract, November 15, 1920. Amount of contract, Wellington Street bridge, \$1,375, Seigneurs Street bridge, \$750.

#### POST OFFICE DEPARTMENT.

The following is a statement of payments made in November for supplies ordered by the Post Office Department, subject to the Regulations for the Suppression of the Sweating System, the securing of fair wages, and the performance of work under sanitary conditions:

Nature of orders.	Amount of orders
Making metal dating stamps and type and other hand stamps and brass crown seals.	\$3,945.93
Making and repairing rubber stamps, daters, etc.	128.04
Supplying stamping material, pads, and ink.	2,006.54
Supplying mail bag fittings.	6,995.49
Supplying mail bagging.	9,185.36
Making up and supplying letter carriers' uniforms, etc.	41,695.85
Scales, new and repaired.	11,487.50
Repairing letter boxes, etc.	207.35
Making and repairing miscellaneous articles	72.52

#### RECENT INDUSTRIAL AGREEMENTS

THE following is a summary of the more important industrial agreements recently received by the Department. While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employees had been on strike. By verbal agreement is understood a schedule of rates and conditions agreed upon between the employees and the majority of the employers, and in effect although not signed. The agreements are arranged by industrial groups.

##### Metals and Machinery

AMHERST, N. S. — THE ROBB ENGINEERING WORKS, LIMITED, AND THE SHOP COMMITTEE REPRESENTING THE MACHINISTS, SPECIALISTS AND APPREN-

TICES, AMHERST LODGE, No. 605. Agreement in effect from September 1, 1920, until September 1, 1921.

Hours of labour: forty-eight per week. Overtime, time and one-half; Sundays and holidays, double time.

Apprenticeship: apprentices to be between sixteen and twenty-one years when starting trade, and to serve four years. A boy wishing to learn trade to be employed on probation for three months and then notified if unsatisfactory. Wages: Per hour—first year, 25 cents; thereafter, hourly increase of 5 cents every six months.

Reductions: In times of depression, management to favour reduction of working hours to forty per week when practicable in order to maintain working staff; Tractor Machine and Assembly Department to be separately on its own merits. Married men and those with

dependents to be given preference of employment, seniority and efficiency to govern in lay-off. Grievance Committee to have right to discuss efficiency with Superintendent. One week's notice of lay-off to be given, men laid off to be given preference over new men when seeking employment.

Minimum wages: Per hour—Machinists, 72 cents.

Grievances: Company to meet representatives of the Union to adjust grievances. In case of disagreement, work not to cease until highest officials of Company can be reached.

MONTREAL, QUE. — CANADIAN STEEL FOUNDRIES COMPANY, LIMITED, AND THEIR EMPLOYEES, MEMBERS OF THE METAL TRADES COUNCIL OF MONTREAL. Agreement in effect from May 16, 1920, until April 30, 1921.

Hours of labour: forty-five per week.

Overtime—day work men, until midnight, time and one-half; thereafter, double time. Holidays, double time; no work Sundays or Labour Day except to save life or property. A second shift in twenty-four hours to be paid overtime.

No cessation of work in case of a disagreement until highest local representatives of each party have failed to come to an understanding.

Any dispute must be referred to those interested; no strike or lockout to take place until it has been found impossible to adjust dispute satisfactorily; grievances to be reported to foreman, and failing adjustment matters to be taken up with superintendent by a shop committee and the Company representative.

In event of a shortage of workmen local unions to be notified where possible and to endeavour to secure help.

Bonus or piecework not to be extended to any trade or section of the trade where not now in effect.

Necessary reduction of expense to be effected by reduction of working hours or reduction of staff, married men and men with dependents to be given preference, seniority to govern.

Hours of labour, nine per day, five on Saturdays. Engineers and firemen to be allowed and paid an extra half-hour in the morning and at night, and to be paid for noon hour, owing to being on duty.

Apprenticeship: one apprentice for shop, and one for every five mechanics employed; apprentices to serve four years, and to be between sixteen and twenty-one on entering.

Minimum wages: Per hour—mechanics—blacksmiths, carpenters, electricians, electric welders, machinists, millwrights, plumbers and steam fitters, and sheet metal workers, 82½ cents; engineers, 71½ cents; machinists' specialists, 68 cents; helpers, 60 cents; labourers, 45 cents; apprentices, first year, 30 cents; each additional six months, 5 cents per hour increase.

KINGSTON, ONT. — CANADIAN LOCOMOTIVE COMPANY, LIMITED, AND INTERNATIONAL ASSOCIATION OF MACHINISTS, LODGE No. 54. Agreement in effect from June 15, 1920, to June 15, 1921.

Hours of labour, forty-five per week, to be worked in five shifts of nine hours on the first five days.

Overtime and holidays, time and one-half. Second shift in twenty-four hours, time and one-half.

Minimum wages: Per hour—machinists, 70 cents; first class specialists, 52½ cents; non-skilled machine operators, including turret lathe operators, bolt threaders, bolt cutters, lassiters and automatic machine operators, 42 cent; drill operators on accurate work, 50 cents; drill operators on general work, 45 cents; air drillers, 44 cents; first-class helpers, 46½ cents; second-class helpers, 42 cents; grinders, 44 cents; belt men, oilers and pump men, 46 cents; first-class carpenters, 76½ cents; second-class carpenters, 58 cents; helpers for superheater tube fitters, 43 cents; pipe fitters, 58½ cents; pipe fitters' helpers, 43 cents; tinsmiths and sheet metal workers, 55 cents; sheet metal workers' helpers, 44 cents; night forces in machine shops, 3 cents per hour additional. Ap-



prentices: Per hour—first year, 17½ cents; second year, 21½ cents; third year, 25½ cents; fourth year, 30 cents.

Before any reduction in staff of machine shop be made, working hours to be reduced to eight per day, five days per week.

Apprentices to serve four years, and not to leave without reasonable cause.

Grievances to be taken up by shop committee with foreman; if not then settled, with supervisor of locomotive construction; and if still not settled, with executive members of the Company. In case of disagreement, no cessation of work to take place until the highest representatives of the parties have failed to come to an understanding.

Company to maintain right to discharge men for inefficiency or breaches in shop discipline.

All employees represented by the International Association of Machinists, Local No. 54, to receive an increase in their hourly rate of not less than ten per cent on and from June 15, 1920.

#### Foods, Liquors and Tobacco

FORT WILLIAM AND PORT ARTHUR, ONT. — MASTER BAKERS, AND BAKERS' UNION, CANADIAN FEDERATION OF LABOUR. Agreement in effect from May 1, 1920, to May 1, 1921.

Hours of labour: fifty-four per week; nine per day. Holiday work, time and one-half after forty-seven hours.

Wages: Per week—foremen, \$33; second men, \$30; third men, \$27; helpers, \$23; Sunday doughing, \$1 extra above regular wage.

Female employees to have same wages as men for same class of work.

If cost of living goes up or down five per cent, a joint committee to discuss same.

HAMILTON, ONT. — MASTER BAKERS, AND NATIONAL BAKERS' UNION, No. 2, CANADIAN FEDERATION OF LABOUR. Verbal agreement in effect from May 1, 1920 to May 1, 1921.

Wages: Per week of 50 hours—second men and oven men, \$33; round table hands, \$30. Helpers to receive 20 per cent over last year's wages.

Overtime for every hour worked over eight hours in any one day, excepting Fridays and holidays, when overtime shall be after ten hours.

CALGARY, ALTA. — TWELVE LOCAL FIRMS, AND BAKERY AND CONFECTIONERY WORKERS' INTERNATIONAL UNION OF AMERICA, No. 197. Agreement in effect from May 1, 1920 to May 1, 1921.

Minimum wages: Per week—foremen, \$39.25; doughmen, \$37.25; ovenmen, \$37.25; bakers and confectioners, \$34.25. Overtime, time and one-half; in a holiday week, time and one-half after 5¼ hours' overtime have been worked. Jobbers, per hour, \$1.00.

Hours of labour: eight per day.

No "early man" (maker of bread dough) to be asked to start before 3 a.m.

No man to be paid in any week less than his full weekly wage. Bread bakers working on Saturday, and cake bakers on Sunday, double time.

Apprenticeship: one helper or one apprentice to five or less men, and one additional for every additional five journeymen employed. Apprentices to be between sixteen and twenty years at beginning of period, except in case of returned soldiers, to whom every facility to be apprentices is to be given.

No bakery wagon driver to be allowed to do the work of a journeyman baker or confectioner.

Bakery and confectionery shops under this agreement to be "closed shops."

Disputes: workman concerned, with assistance of union officials, to endeavour to effect a settlement with firm. Failing settlement, dispute to be referred to a joint committee of two members of the Union and two representatives of employers—none of whom shall be actual parties to the dispute or members or employees of the firm involved; this committee to appoint an independent chairman not a member of the trade; decision reached to be binding.

Should cost of living increase or decrease, wages to be governed accordingly; thirty days' notice of change in wage schedule to be given by either party. Readjustments to be made September 1, January 1, and May 1. Calgary prices to govern increase or decrease.

MOOSE JAW, SASK. — GORDON, IRON-SIDES AND FARES, PACKERS, AND AMALGAMATED MEAT CUTTERS AND BUTCHER WORKMEN OF NORTH AMERICA, No. 305. Agreement in effect from June 1, 1920 to June 1, 1921.

Hours of labour: forty-eight per week; forty hours per week to be guaranteed excepting in holiday weeks, when number shall be thirty-three and one-third.

Overtime (after regular day's work), first four hours, time and one-half; thereafter, and Sundays and holidays (excepting in case of men who work regularly on Sundays or holidays) double time.

Grievances: appeals to be made to General Manager by employee with a committee of fellow-employees; failing adjustment an officer of local union to join the above at an additional conference. No employee to be suspended, reduced or dismissed without just cause, or because of trade union membership or activity.

No discrimination to be made against any employee or prospective employee on account of creed or colour.

In reducing or increasing forces, seniority to govern.

A permanent committee of seven to be appointed to adjust grievances.

Returned soldiers returning to work in any plant in which they were employed previous to enlistment to be assured of their seniority.

Wages: Per hour (minimum except where range is given). Cattle killing: butchers, 60 to 80 cents; labourers, 50 cents; freezers, 50 to 60 cents; box factory, 30 to 52½ cents; beef boning, labourers, 50 cents; hides department, 52½ to 57½ cents; lard refinery, 31½ to 50 cents; janitors, 50 cents; loading

gang, inexperienced, 52½ cents, experienced, 57½ cents; tank department and bones, 52½ to 59½ cents; country ship-ping, 52½ cents; produce department: labourers, 50 cents, girls, 31½ cents; temperature men, 50 cents; firemen, 60 cents; hog killing and cutting: butchers, 50 to 65 cents, labourers, 50 cents; export packing and cellars, 50 to 57½ cents; fertilizer department, 52½ to 59½ cents; pork trimming: labourers, 50 cents, girls, 31½ cents; sausage department: men, 30 to 62 cents, girls, 31½ cents; smoked meats: labourers, 50 cents, girls, 31½ cents; casings, 50 to 55 cents; ham boner, 60 cents; elevator operators, 50 cents; tripe department, 30 to 55 cents; labour in boiler room, 52½ cents; scalers, 50 cents. Boys under eighteen years of age, not less than 25 cents.

HAMILTON, ONT. — HAMILTON BREWERS, AND INTERNATIONAL UNION OF UNITED BREWERY, FLOUR, CEREAL AND SOFT DRINK WORKERS OF AMERICA, No. 312. Agreement in effect from April 1, 1920, to March 31, 1921.

Only union members to be employed. List of unemployed members to be kept by Union for use when vacancies occur.

Brewers and foremen to be exempt from the agreement.

Sickness not to constitute a reason for discharge.

Grievances to be adjusted by a joint arbitration committee consisting of two members from each side and a fifth disinterested member. No strike or lockout to occur until a board of arbitration shall have been appointed and award made.

Hours of labour: fifty per week from April to December inclusive, and forty-five hours from January to March inclusive. Overtime, time and one-half.

Minimum wages: Per week—April 30, 1920 to May 31, 1920—bottlers, machine operators, drivers, chauffeurs, stablemen, watchmen, cellarmen, fermenting room and cold storage, \$25; other bottlers, drivers' and chauffeurs' helpers, wash-

house men, \$23; engineers (56 hours per week and one week's holidays with pay), coopers, \$28; kettlemen, maltsters (54 hours per week), \$24. From June 1, 1920 to April 30, 1921, each item in above schedule to be increased \$1, with the exception of coopers, who shall receive \$32 on and after June 1. Foremen and other union members not mentioned above to receive a proportionate increase.

Certain specified holidays, double time; other legal holidays, time and one-half.

LETHBRIDGE, ALTA. — LETHBRIDGE BREWING AND MALTING COMPANY, AND INTERNATIONAL UNION OF THE UNITED BREWERY, FLOUR, CEREAL AND SOFT DRINK WORKERS OF AMERICA, No. 354. Agreement in effect from July 1, 1920 to May 31, 1921.

Only good-standing members of the union to be employed, or extra help, working under a permit card.

Hours of labour: forty-eight per week; eight and one-half per day, five and one-half hours on Saturdays.

Minimum wages: Engineering Department: Per month—chief engineer, \$210; per hour—operating engineer, 79 cents (working not less than 8 hours per shift, with an ash wheeler while brewing); machinists, 72½ cents. Brewing Department: Per week—washhouse and cellar helpers, \$34.50; first cellarmen, first kettlemen, \$36; men starting in brewery, \$31.50. Others: Per week—men starting in bottling department; first year, \$30; other men, after first year, \$33; tight barrel coopers, \$36; slack barrel coopers, \$36. Beer drivers, per month—\$140, 48 hours per week (exclusive of stable work).

Apprenticeship: one apprentice in each department; to serve two years. Minimum wages: Per week—first year, \$18; second year, \$21.

Sickness to be no excuse for discharge.

In event of stagnation of business, if reduction of staff is necessary, men to be laid off for equal periods of from one

day to one week, extra help being laid off two days previous to Union men.

All employees to receive their beer and soft drinks at wholesale prices.

Differences to be referred to a joint board of two from each side and a fifth disinterested member if necessary.

All materials to be union-made if procurable.

VICTORIA, B. C. — TWO LOCAL BREWERIES, AND INTERNATIONAL UNION OF UNITED BREWERY, FLOUR, CEREAL AND SOFT DRINK WORKERS OF AMERICA. Agreement in effect from July 1, 1920 to December 31, 1920.

Any competent man in his branch of the trade—brewer, cooper, bottler, engineer, fireman, or teamster, may be hired, and must then join the union within 15 days.

If union help is not procurable, as in busy season, non-union men may be employed. Extra help to have a permit card good for one month.

No discrimination against employees for upholding union principles.

Hours of labour: eight per day, six days per week; firemen, seven days.

Engineers and firemen, after one year, two weeks' vacation with pay, in August.

In event of reduction of working force, no man to be discharged; employees to be laid off impartially, never for less than one day at a time, first men in cellar and brew-house to be exempt.

Employees to receive beer during working hours, under the supervision of the management.

Work on Sundays and legal holidays, double time, except for engineers and firemen. Overtime, time and one-half.

Minimum wages: Per week—brewers in cellar and kettle, \$28; coopers with tools, \$30; wash-house men, \$27; engineers (seven days), \$31.50; firemen (seven days), \$29.50; bottlers, machine operators, \$26; all other labourers above 18 years, \$24.50; beer drivers (automobiles and operators) \$29; beer drivers (horses), \$28; helpers on autos and waggons, \$26; stablemen, \$28. Higher



paid men to receive an advance of 50 cents per day. Drivers and helpers to take care of their horses and waggons and autos as heretofore.

Apprenticeship: each brewery to be entitled to three apprentices in the bottling department, to be between sixteen and eighteen years, to serve two years.

Minimum wages: Per week—first year, \$20; second year, \$22.

Differences to be adjusted by a board of arbitration composed of two representatives from each side and one disinterested person (if necessary); decision to be binding. If board is unable to agree on choice of fifth person, either party to apply to Minister of Labour for the appointment; decision to be final.

Pending settlement of a dispute or arbitration of same, no strike or lockout to take place.

If no competent union men with references are available, company to have right to employ as they see fit. Union-made materials to be given preference.

All members of local 280 to be or become citizens of Canada as soon as residential qualifications have been complied with.

### Clothing

HAMILTON, ONT. — JOHN MCPHERSON SHOE COMPANY, AND BOOT AND SHOE WORKERS' UNION, No. 444. Agreement in effect from May 1, 1920 to April 30, 1921.

Wages: Per week, in sole leather department; channeller, \$35; outsole cutter, outsole sorter, stock fitter, lift cutter, \$28; insole cutter, insole sorter, \$26; rounder, \$24; lip turner, gemmer, \$22; general work, \$13 to \$23.

Overtime, time and one-half; Sundays and holidays, double time.

Hours of labour, forty-seven per week.

### Pulp and Paper

IROQUOIS FALLS, ONT. — ABITIBI POWER AND PAPER COMPANY, LIMITED, AND INTERNATIONAL BROTHERHOOD OF

PULP, SULPHITE AND PAPER MILL WORKERS, No. 109. Agreement in effect from May 1, 1920 to May 1, 1921.

Questions of jurisdiction to conform to the regulation as fixed by the American Federation of Labour.

Preference to be given by the Company, when hiring or laying off help, to union members, length of service being considered among equally efficient employees. New men to join union within fifteen days. Permanent employees to be good-standing union members.

Hours of employment: day workers, eight hours per day; six days per week. Overtime, time and one-half. Tour workers: three 8-hour shifts, starting at 8 a.m., from 8 a.m. Sunday to 8 a.m. Monday, time and one-half. Special rates for holidays.

No strikes or lockouts to occur during the life of this agreement.

Grievances: to be reported to the Superintendent, preferably in writing, reply to be given within 48 hours; if unsatisfactory, question to be referred to the General Manager or President of the Company and the President of the Union, and on their failure to agree, question to be left to arbitration. Arbitration Committee to consist of one man from each side, and a third selected by them or, in failure to agree, by the Minister of Labour.

Union agrees not to impose on Company higher minimum rates or more onerous conditions than are given to the chief competitors of the said Company.

Wages: Per hour—wood room: foreman, 84 cents; saw filer, 81 cents; drum operators, assistant foreman and knife changer, 61½ cents; sawyers, 57¾ cents; oilers, 57 cents; knife grinders, 55½ cents; eveners, conveyors (inside, out), bark cleaners, stackers, chippers, splitters, barkers, chip tank, chip screen, all cleaners, all operating labour, 54 cents. Grinder room: foreman, 84 cents; assistant foreman and jiggerman, 63¾ cents; crankman, floorman, oilers, 57¾ cents. Sulphite mill: cooks, 92½ cents; acid makers, 86½ cents; stock runners, 72 cents; cook's first helper, 66 cents;

riffer men, 60 cents; cook's second helper, burner man,  $57\frac{1}{2}$  cents; lime rock handlers, blowpits, screenman, 54 cents; oiler and cleaner,  $57\frac{1}{2}$  cents. Wet room: foreman, 84 cents; refiner man, oilers, 57 cents; screenman, wet machines, truckers, press men, loaders, 54 cents. Mixing room: mixers, broke beaters, broke hustlers, swipers, 54 cents. Electrical: operators, 81 cents; motorman, 72 cents; wheelman, 60 cents. Finishing room: foreman, head coremaker, 72 cents; finishers, weighers, coremakers  $57\frac{3}{5}$  cents; markers,  $55\frac{1}{5}$  cents; car liners, truckers, wrapper cutters, loaders, cleaners, 54 cents. Steam plant: head fireman, 84 cents; engineers 2 and 3,  $80\frac{2}{5}$  cents; engineers, 1 and 4, 72 cents; coal crusher,  $71\frac{1}{10}$  cents; fireman, 66 cents; pump man, oilers, 63 cents; fire cleaners, coal trimmers, bunkermen,  $57\frac{3}{5}$  cents; refuse conveyors, sweepers, 54 cents. Sanitary department and miscellaneous; fire inspector,  $84\frac{3}{10}$  cents; store men, 66 cents; bull gang, 57 cents; loading crew, cleaners and swipers, store labour, sanitary crew, 54 cents. Yard: locomotive engineer, crane engineer,  $84\frac{9}{25}$  cents; yard blacksmith,  $77\frac{1}{10}$  cents; yard foreman,  $77\frac{7}{10}$  cents; conductor, 77.65 cents; locomotive fireman, locomotive brakeman,  $70\frac{4}{5}$  cents; teamsters,  $56\frac{2}{5}$  cents; labourers, 54 cents. Saw mill: foreman, 84 cents, sawyer, 96 cents; machine man, 84 cents; engineer, 75 cents; edger,  $67\frac{1}{2}$  cents; canter, checker, fireman, 60 cents; tail sawyer, 57 cents; jackladder, tail edger, slab man, sorters, oiler, piler, slab car, 54 cents. Mechanics: machine shop foreman, salary: A-1 machinists,  $91\frac{1}{5}$  cents; A-1 blacksmiths,  $85\frac{4}{5}$  cents; tinsmith,  $87\frac{3}{5}$  cents; No. 2 machinist,  $84\frac{3}{10}$  cents; No. 2 blacksmith, No. 3 machinist, welder,  $77\frac{7}{10}$  cents; driller,  $73\frac{1}{2}$  cents; machinist's helper, blacksmith's helper, tinsmith's helper,  $62\frac{4}{5}$  cents. Pipe fitters: foreman,  $\$1.01\frac{1}{10}$  cents; pipe fitters,  $84\frac{3}{10}$  cents; pipe machine, 78 cents; pipe fitters' helper,  $64\frac{1}{5}$  cents. Electricians: motor winder,  $87\frac{3}{5}$  cents; electrician and electrical hoist runner, 78 cents; lineman, 63 cents; electrician helpers, 60 cents. Carpen-

ters, painters and masons: masons and bricklayers,  $85\frac{4}{5}$  cents; carpenters,  $77\frac{7}{10}$  cents; painters and glaziers, 72 cents; masons' first helpers,  $71\frac{1}{10}$  cents; masons' second helpers, painters and glaziers' helpers, 60 cents. Millwrights, etc.: digester mason,  $\$1.14\frac{3}{5}$ ; roll grinder,  $\$1.01\frac{1}{10}$ ; paper mill millwright foreman,  $99\frac{3}{10}$  cents; groundwood millwright foreman,  $92\frac{3}{5}$  cents; lead burner,  $91\frac{1}{5}$  cents; steam plant millwright,  $87\frac{3}{5}$  cents; pump repairs,  $85\frac{4}{5}$  cents; hydraulic wet press repair,  $84\frac{2}{5}$  cents; sulphite millwright,  $84\frac{3}{10}$  cents; head oiler, 81 cents; millwrights,  $77\frac{7}{10}$  cents; scales repair man, 72 cents; steam plant millwright helper,  $71\frac{1}{10}$  cents; screen coverer,  $67\frac{1}{2}$  cents; millwright helper (tools),  $64\frac{1}{5}$  cents; hydraulic wet press repair helper,  $64\frac{1}{5}$  cents; millwright helper 60 cents. Minimum of 72 cents for all mechanics; minimum of 60 cents for all mechanics' helpers.

#### Printing and Publishing

KINGSTON, ONT. — LOCAL EMPLOYERS, AND INTERNATIONAL TYPOGRAPHICAL UNION, No. 204. Verbal agreement in effect from September 30, 1920 to April 30, 1921.

In all printing offices under jurisdiction of this union, printers and foremen to be active union members.

Minimum wages: Per week of 48 hours —machinist operators, \\$33; operators, \\$31; all other journeymen employed by the week, \\$31; night work, \\$2 additional.

All work to be time work. Overtime, first 3 hours, time and one-half; thereafter, double time.

Night work 48 hours per week, worked on five nights.

Apprenticeship: one apprentice for five journeymen or major fraction—number in no office to exceed two. One member of union, as well as Proprietor, to be employed in the composing room before an apprentice may be employed. Apprentices to be not less than fifteen years of age and possessed of a common school education.

Wages: Per week—first six months of third year, \$10; \$2 per week increase every six months until end of term of apprenticeship. Term of apprenticeship to be five years.

ST. THOMAS, ONT. — THE TIMES-JOURNAL, LIMITED, THE SUTHERLAND PRESS, LIMITED, THE MUNICIPAL WORLD, LIMITED, OF ST. THOMAS, AND INTERNATIONAL TYPOGRAPHICAL UNION No. 459. Agreement in effect from February 1, 1920 to January 31, 1921.

Only union members to be employed in composing rooms.

Minimum wages: Per week—stone hands, floormen, operators and machine tenders, \$28; foreman, \$30.

Hours of labour: eight per day; seven and one-half per night. Overtime, time and one-half; Sundays and holidays, double time.

Apprenticeship: in composing rooms, one apprentice to four journeymen or fraction thereof. Hours same as journeymen. Wages: Per week—\$7, with not less than \$1 raise every six months.

In shops with five or more machines in operation, a machinist to be employed.

A superannuated member may be permitted to work, with permission from this union at less than regular journeymen's rate, provided there are journeymen in the office, not more than one such member to an office.

WINNIPEG, MAN. — EMPLOYING PRINTERS' AND BOOKBINDERS' ASSOCIATION, AND INTERNATIONAL TYPOGRAPHICAL UNION, No. 191. Agreement in effect from July 1, 1920 to June 30, 1921.

Disputes: Committees to be appointed and maintained by each party. In case of failure of adjustment by one party, an arbitration committee of three, one from each committee and a third member chosen by them to attempt settlement.

Parties guarantee each other against walkouts, strikes, lockouts or boycotts or any form of interference with operation.

Hours of labour: forty-eight per week, day, forty-five per week, night; on and after May 1, 1921, hours to be forty-four per week. Three shifts: day shift, eight hours; second shift, seven and one-half hours; third shift, seven hours, the last two being considered night work.

Overtime, first three hours, and until 6 p.m. Saturdays, time and one-half; thereafter, double time. Each day to stand on its own; maximum overtime in any one week, nine hours, except in emergency. Holidays, double time.

Union to furnish capable help at all times. Help may be borrowed between offices if union is unable to carry out obligations. Scale for members learning machine operation:

	Day.	Night.
First three weeks	\$15.00	\$18.75
Second " "	17.50	21.25
Third " "	20.00	23.75
Fourth " "	22.50	26.25
Fifth " "	25.00	28.50

Situations of men on active service to be restored to them on their return unless men are physically or mentally incapable, when if possible suitable positions will be given to them.

Wage scale: Per week, day work, July 1, 1920 to June 30, 1921, job compositors, composing machine operators, and proof readers, \$44; Per hour, July 1, 1920 to May 1, 1921, 92 cents; thereafter, \$1.00. Night work: Per week—\$47; per hour, until May 1, 1921, \$1.05; thereafter, \$1.15.

Apprenticeship: one for the house and one for every five men employed. Employing printer or local official examiner to examine applicants and determine if mentally and physically fitted to learn trade; apprentices to take a course of lessons in printing and to pass examinations.

Wages: Per week—third year, first half, \$21; second half, \$22.50; fourth year, first half, \$25; second half, \$27.50; fifth year, first half, \$30; second half, \$32.50. Right to increases in wages to be judged by standing in half-yearly examinations; if apprentice fails, extension of



three months to be given to current wage period.

**Monotype Caster Apprentices:** one for four casting machines or less, and one for each additional four. Apprentice to take course on Monotype Machine during second or third year, \$1 per week having been set aside from his previous wages for this purpose.

**WINNIPEG, MAN. — MANITOBA FREE PRESS CO., LIMITED, TRIBUNE PUBLISHING CO., TELEGRAM PUBLISHING CO., GRAIN TRADE NEWS, AND INTERNATIONAL TYPOGRAPHICAL UNION No. 19.** Agreement in effect from July 1, 1920 to July 1, 1921, and thereafter on thirty days' notice of change.

**Employers to employ only union members.**

Committees of two members from each party to be appointed. Union committee to take up questions about agreement, and joint committee to meet when questions are referred to it by officers of either party. Should committee be unable to agree, matter to be referred to a board of arbitration, of which one arbiter is selected by each pair of representatives, the two to agree on a third.

When machine work is substituted for hand composition, wages to be arranged by joint committee. Employers not to enter into any association or combination hostile to printing trades unions. Parties to agreement guarantee each other against walkouts, strikes, lockouts, or boycotts.

**Wages:** Per week—day work—machine operators, make-ups, proof-readers, bankmen, machinists and employees engaged in hand composition and distribution, \$45; 8 hours per day, Monday to Friday inclusive; night work, same classes, \$48, 7¼ hours per night, middle shift to come under night scale. Overtime, all shifts: first three hours, time and one-half; thereafter, double time. At end of six months' period, July 1, 1920 to January 1, 1921, wage scale to be opened for readjustment according to figures of weekly Budget in the LABOUR GAZETTE; basis to be the average figures

for December, 1919 to May, 1920 inclusive (\$24.84 per week). Should the average for June, 1920 to November, 1920 inclusive, show an increase over this basic figure, wages to be increased for period January 1, 1921 to end of contract in same proportion.

**Machine learners' scale:** Per week—first three weeks, \$16; second, \$18; third, \$21; fourth, \$24; fifth, \$27; sixth, \$30. Night scale, \$3 in advance of day. When learner has reached standard of efficiency he shall be employed on regular scales, if not competent at end of sixth three weeks he may be granted two months' extension.

Holidays, double time, not less than four hours per day and three hours forty minutes night being worked.

Overtime to be equally distributed where possible.

**Apprenticeship:** two journeymen and under ten, one apprentice; ten journeymen and under fifteen, two; fifteen and under thirty, three; thirty and under forty, four; five to be maximum. Apprentices to try yearly examination and show qualification for wage increase provided in following scale. Apprentices failing to qualify may have three months' extension.

**Wages:** Per week—start, \$16; six months, \$17; one year, \$18; one year and six months, \$19; two years, \$22; two years and six months, \$25; three years, \$28; three years and six months, \$32; four years, \$36; four years and six months, \$40. Night shifts, \$2 above scale.

Machinist's assistant to be classed as apprentice, not to interfere with allotment, and to receive apprentice scale.

**LONDON, ONT. — MASTER PRINTER AND BOOKBINDING ASSOCIATION, AND INTERNATIONAL BROTHERHOOD OF BOOKBINDERS, No. 206.** Agreement in effect from November 18, 1920 to May 18, 1921.

All offices conforming to this scale to be considered as "fair" offices.

**Wages:** Per week—November 18 to December 31, \$34; January 1, to April 30, \$35. Overtime, first four hours after

quitting time; no one to work more than three hours at time and one-half rate on any one day; thereafter, double time. Forty-eight hours to be worked before overtime commences, unless employee has lost time through lay-off, sickness, or holidays.

Hours of labour, per standard week, forty-eight hours.

Sundays and holidays, double time.

Night staffs, 15 per cent over day rates; forty-five hours per week; overtime after forty-five hours, time and one-half.

Apprentices to be indentured; no boy to be indentured under legal age. One boy for first four men or under, and one for each additional four.

Wages: Per week—first year, first 6 months, \$10; second 6 months, \$11; second year, \$14 and \$15; third year, \$18 and \$21; fourth year, \$24 and \$30; thereafter minimum wage scale.

Women's section: Female apprentice-ship term, three years.

Wages: Per week—first 6 months, \$8; second 6 months, \$9; second year, \$10 and \$11; third year, \$12 and \$15; thereafter minimum scale of \$16.50 per week.

Overtime for women, same as men. Holidays and Sundays, double time. Hours per week, forty-eight.

REGINA, SASK. — LOCAL PUBLISHING COMPANIES, AND INTERNATIONAL BROTHERHOOD OF BOOKBINDERS, No. 205. Agreement in effect from May 28, 1920 to April 30, 1921.

Men's scale:

Hours per week, forty-eight. Wages per week—journeymen, \$42.

Overtime, first three hours, time and one-half; thereafter and Sundays and holidays double time.

Apprentice scale: Per week—first year, first six months, \$10; second 6 months, \$12; second year, \$14 and \$17; third year, \$21 and \$25; fourth year, \$30 and \$35; thereafter, \$42. One apprentice to four journeymen.

Girls' scale:

Hours per week, forty-eight. Wages per week, \$21.

Overtime, first three hours, time and one-half; thereafter and Sundays and holidays, double time.

Wage scale: first 6 months, \$10; second 6 months, \$12; third 6 months, \$15; fourth 6 months, \$20; thereafter, minimum \$21.

Wages of bindery women in local 205 not to be less than 5% above the pending Winnipeg scale, same to be retroactive from May 1, 1920.

In event of reduction of staff, priority of employment to govern. Persons last discharged to be first reinstated.

Disputes to be submitted to arbitration.

TORONTO AND HAMILTON, ONT. — CANADIAN LITHOGRAPHERS' ASSOCIATION AND AMALGAMATED LITHOGRAPHERS OF AMERICA, Nos. 12 and 42. Agreement in effect from July 1, 1920 to July 1, 1921.

No discrimination against union labour on part of employers, or against non-union employees on part of union labour.

Hours of labour, forty-eight per week except in case of artists and engravers whose time shall remain as at present.

Apprentice committee of two members from each organization to review the labour situation each six months and agree on ratio of apprentices to journeymen for following six months.

Standing committee of four representatives from each party to be formed to consider all matters affecting the welfare of employees and the lithographic trade in general.

Minimum wage scale: Per week—process, crayon and stipple artists, engravers on stone and litho plates, \$45. Feeders, sizes up to 4½ size 36 x 52, \$25; sizes up to 5 and 5½ size 42½ x 62½, \$28; offset presses, \$30; one colour rotary, \$28; two colour rotary, \$30 (men on stone or direct rotary machines). Press men, flat bed presses: presses up to 4½ size 32 x 52, \$42; presses up to 5 and 5½ size 42½ x 62½, \$44. Rotary presses: single colour, size 30 x 40, \$41; single colour, above 30 x 40 up to 44 x

64, \$43; two colour, size 44 x 64, \$48; three colour size 44 x 64, \$53. Offset presses: one colour size 30 x 40, \$42; one colour size above 30 x 40 up to 34 x 48, \$45; one colour size above 34 x 48 up to 44 x 64, \$50; two colour, \$58. Proovers, \$43; commercial transferers, \$42; colour transferers, \$45; stone and plate preparers, \$30; photo lithographers, \$50.

Men incapable of earning the minimum wage to be classified by committee mentioned above.

Employees in shops included in this agreement to receive in July 1920 an increase of at least 10 per cent. of weekly wage as in effect for May 1, 1920.

Should cost of living as reported in the LABOUR GAZETTE, during period covered by this agreement, show an increase of over 5% over figures published in July 1920, wages to be advanced accordingly.

TORONTO, ONT. — CANADIAN PRESS LIMITED, AND COMMERCIAL TELEGRAPHERS' UNION OF AMERICA, CANADIAN PRESS DIVISION, No. 52. Agreement in effect from September 1, 1920 with 60 days' notice of change.

Only union members to be employed if available.

No telegrapher working under this agreement to participate in sympathetic strike or walkout of any nature.

Salaries—full time Morse leased wire telegraphers—salaries payable weekly, overtime twice monthly—Bureau offices at New York, Halifax, Ottawa, Toronto, Winnipeg, Calgary, Vancouver, Victoria and Seattle.

Bureau operators—Per week—day, \$50; night, \$51; line operators (extra operators engaged exclusively in individual newspaper offices) Per week—day, \$45; night \$46.

Hours of labour: eight, including 30 minutes for lunch by day or 45 minutes at night, and two rest periods of not more than 10 minutes each day and night; six days or six nights to constitute a week. Seventh day or night worked to be paid double time. All other over-

time, time and one-half, each day being reckoned separately.

Vacancies to be filled by promotion, other things being equal, length of service to decide.

Two weeks' vacation with pay to each telegrapher who has been in the service at least one year—holidays to be taken between May 1 and November 1.

In reduction of staff, junior operator to be first dispensed with.

In case of vacancies, appointments to be open only to operators in same division as vacancy, there being two divisions, Eastern and Western.

Grievances to be referred to District Traffic Manager or other official. Case may be presented in writing or in person, employee being accompanied by a fellow employee. Failing adjustment, case may be referred personally or through the general committee, to the General Manager. Failing settlement, case to be submitted to a Board of Arbitration.

Disputes in regard to this agreement to be submitted to a Board of Arbitration of three members—one representative of each party and a third, selected by these or by the Department of Labour. This shall be resorted to only if negotiations between general manager of Company and union chairman have failed.

#### Transportation—Electric Railways

QUEBEC, QUE. — QUEBEC RAILWAY LIGHT AND POWER COMPANY, MONTMORENCY DIVISION, AND WORKMEN EMPLOYED ON MAINTENANCE OF WAY. Agreement in effect from July 1, 1920, with 90 days' notice of change.

Hours of labour: eight consecutive hours, exclusive of meal hours, per day. The Company to have right to extend days' work to ten hours. Overtime after ten hours' work, time and one-half, holidays, time and one-half.

Permanent employees to be promoted to section foremen by grade of seniority, if qualified.

In case of reduction of staff, length of service to be considered. Employees dis-



charged in reduction of staff to be first reinstated when staff is increased. Preference to be given to actual employees in opening new lines or in extension work.

An employee with a grievance to be entitled to a just and impartial inquiry within ten days if he submits claim in writing. Employee may bring along to the enquiry two or more fellow workmen. Appeals from decisions to be made in writing by employees to immediate superior within ten days of having been advised of decision.

Holidays and free transportation to be granted to members of committees employed by the Company and appointed for settlements of disputes. Pay to be given permanent employees when attending court.

Employees moving by order of the Company to have furniture moved free.

Foremen and road labourers to fix place of residence inside limits of respective sections.

Wages: Per hour—section foreman, first class (section No 1), 50 cents; second class (sections Nos. 2 and 5), 49 cents; third class (sections Nos. 2A, 3, 4 and 6), 48 cents. Section men of more than three months' service, 40 cents; less than three months, 35 cents.

MONTREAL, QUE. — MONTREAL AND SOUTHERN COUNTIES RAILWAY COMPANY, AND EMPLOYEES. Agreement in effect from August 1, 1920, to August 1, 1921, and thereafter, with 90 days' notice of change.

Employees attending court cases or inquests to be reimbursed.

In reduction of staff, and reinstatement, seniority and proficiency to govern.

Employees may not, except for intoxication, be disciplined or dismissed without proper investigation. If dissatisfied with decision, they may on written request have a hearing before next proper official, and if still dissatisfied before the next highest official. Other grievances to be reported to immediate superior. No discrimination to

be made because of membership or non-membership in trade unions.

Employees on a monthly salary to be granted one week's leave with pay after one year's service, and two weeks' after two years, pay to be withheld until employee has returned to work.

Only such employees as are necessary to be required to work on Sundays and holidays.

Wages: Per month—Agent, according to locality, \$90, \$95, \$100, \$110 and \$125; ticket seller, \$110; assistant agent, according to locality, \$70 and \$95; baggage agent, \$55. Superintendent's Office, St. Lambert: chief clerk and time-keeper, \$150; clerk and relief agent, \$125; clerk and stenographer, \$120. Substation operators: store keeper, \$120; assistant storekeeper, \$95; helper, \$85. Motormen and conductors: Per hour—Suburban division—1st year, 45 cents; 2nd year, 47 cents; 3rd year, 50 cents; 4th year, 53 cents. Interurban division, 2 cents additional per hour for each class. Trainmen on Interurban division to be paid same rates as motormen and conductors on Suburban division. Despatchers: Per month—chief, \$175; trick, \$150. Shopmen: Per month—foreman, \$155; foreman (night), \$150; Per hour—assistant foreman, 58 cents; armature winder, car inspector, machinist, painters, carpenters, blacksmith, air brake inspector, motor repairer, 55 cents; repairman electrician, 50 cents; armature winders' helper, car inspectors' helper, blacksmiths' helper, motor repairers' helper, electricians' helper, repairers' helper, 42 cents: chief car cleaner, 40 cents; car cleaners, 35 cents. Maintenance of way foremen, 45 and 50 cents; trackmen, 35 and 40 cents; switchmen, 37½ cents; towermen, 28 and 35 cents. Overhead: 1st class linemen, 55 cents; 2nd class linemen, 50 cents; groundmen, 40 cents; hole diggers, 37½ cents. Miscellaneous; Per month—car starter, \$135; Per hour—operators, 58 cents; station cleaner, 32½ cents.

Employees other than motormen, conductors and trainmen, required to work over ten hours, time and one-half.

Freight train, snow-plow, and sweeper service: five cents per hour over regular rate.

NORTH COBALT, ONT. — NIPISSING CENTRAL RAILWAY COMPANY, AND EMPLOYEES. Agreement in effect from November 1, 1919, amended June 1, 1920.

Employees may if eligible join the Amalgamated Association of Street and Electric Railway Employees of America, No. 700, within 60 days of accepting employment.

Wages: Per hour—motormen and conductors in passenger service—first 3 months, 40 cents; second 3 months, 42½ cents; second 6 months, 45 cents; third 6 months, 47½ cents; thereafter, 50 cents. Freight and snow-plow service, motormen and conductors, 60 cents; brakemen, 55 cents. Hours per day, eight. After tenth hour and from midnight to 5 a.m., double time.

Shop employees: Per hour—armature winders, electricians, machinists, 67 cents; blacksmiths, 62 cents; general repairmen, 57 cents; car cleaners, 42 cents. Car cleaners with 6 months' experience to receive maximum rate. Substation operators, per hour—1st year, 46 cents; thereafter, 49 cents. Hours per day, eight. Midnight to 8 a.m., double time; other overtime, time and one-half. Holidays and Sundays, for armature winders, electricians, machinists and blacksmiths time and one-half.

Line employees: Per month—line foreman, \$130; lineman, \$115; linemen assistants, \$110. Hours per day, eight; overtime, time and one-half. Line foremen, after one year's service to have two weeks' leave of absence each year, with pay.

Company willing at all times, upon reasonable notice, to interview employees or any committee appointed by them on any matter for mutual benefit of employees and Company in relation to the General Public.

BRITISH COLUMBIA. — BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED, AND THE AMALGAMATED ASSO-

CIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA. Supplementary agreement, effective from October 1, 1920, with 30 days' notice of change. For previous supplementary agreement see the June, 1920 issue of THE LABOUR GAZETTE, page 721.

Schedule to govern all employees except conductors, motormen and trainmen employed on Lulu Island Branch, Fraser Valley Line and Saanich Division.

Wages: Per hour—city and suburban lines, motormen and conductors, first 6 months, 54 cents; second 6 months, 59 cents; third 6 months, 62 cents; thereafter, 65 cents; in work train service, 2 cents per hour in addition.

On interurban lines: Per hour—motormen and conductors, first 6 months, 54 cents; second 6 months, 60 cents; third 6 months, 64 cents; thereafter, 67 cents. Freight motormen and conductors: first 6 months, 57 cents; second 6 months, 63 cents; third 6 months, 67 cents; thereafter, 70 cents. Passenger brakemen: first 6 months, 54 cents; second 6 months, 58 cents; third 6 months, 61 cents; thereafter, 64 cents; freight brakemen, 65 cents; trolleyman, 62½ cents.

Sundays and holidays, time and one-half.

Shop and barn wages: Motor car repairers and freight car repairers: Per hour—first 6 months, 59 cents; second 6 months, 64 cents; third 6 months, 67 cents; thereafter, 70 cents. Armature winders' helpers, blacksmiths' helpers, carpenters' helpers, machinists' helpers, sawyers: first 6 months, 54 cents; second 6 months, 59 cents; third 6 months, 62 cents; thereafter, 65 cents. Barn janitors, and car cleaners, first 6 months, 51 cents; thereafter, 58 cents; freight car inspectors, 72 cents; freight car repairers' helpers, 59 cents, painters, 77c.; freight car painters, 62 cents; brush hands, 59 cents; carpenters, 77 cents; freight car carpenters, 70 cents, machinists, 80 cents; babbitter, 72 cents; trolley retriever repairer, 72½ cents; blacksmiths, 80 cents; car wiremen, 74½

cents; air brake fitters, 74½ cents; armature winders, first class, 80 cents; second class, 75 cents; third class, 72 cents; leading hands while so acting to receive 3 cents per hour additional.

Apprentices: Per hour—first year, 32 cents; second year, 37 cents; third year, 44 cents; fourth year, 49 cents.

Freight Shed Department: Per hour—checkers, 60 cents; truckers, 57 cents. Per month—auto drivers, switching clerk, first abstract clerk, \$128.50; rate and chief clerk, \$153.50; cashier, \$148.50; accountant, \$143.50; billing clerk, demurrage clerk, \$118.50; shedman, \$123.50.

Track maintenance men: Per hour—interurban, first 3 months, 50 cents; thereafter, 55 cents; city, first 3 months, 55 cents, thereafter, 60 cents. Per month—foremen, regular gang, \$133.50; extra gang, \$143.50. Where section houses are not provided, \$5 per month extra to be paid. Per hour—track welders, 71½ cents; track welders' helpers, 62 cents.

Monthly employees: Per month—baggage room, \$123.50 and \$128.50; auto drivers, \$128.50; interlocking tower men, \$118.50; depot master, \$128.50; ticket clerks, \$128.50; train dispatchers, \$188.50.

Bridge and building masters' maintenance gang: carpenters, painters and pipe fitters, per hour, 75 cents. Station agents: Per month—\$128.50 to \$148.50 according to station; assistant agents, \$123.50 and \$83.50.

#### Transportation—Water

PORT ARTHUR, ONT. — CANADIAN NATIONAL RAILWAYS, AND EMPLOYEES ON THE PORT ARTHUR COAL DOCK. Agreement in effect from May 1, 1920, to May 1, 1921, and thereafter with thirty days' notice of change.

Hours per day, eight. Men working less than one day to receive minimum of four hours' pay. Overtime, time and one-half. A man sent home during day in order to work at night to be paid overtime for night work; but if going home by own request, or if starting late

in morning, overtime to start after eight hours' work. Sundays and holidays, double time.

An employee to be disciplined or dismissed only after having been proven guilty on full and impartial investigation.

No discrimination against union labour. Promotion by seniority, fitness and ability.

Wages: Per hour—cable road men, 69¼ cents; tower hoisters, 83 cents; firemen (power house), engineer's helper, 72 cents; cable splicer, repairmen (over one year), 77½ cents, foreman, 74¾ cents; H. C. operator (scraper), 70½ cents; H. C. Shed foreman, 76 cents; engineers' assistant (power house), 83 cents; car loader operator, 73¼ cents; labourers, 65 cents.

FORT WILLIAM, ONT. — CANADIAN PACIFIC RAILWAY COMPANY, AND EMPLOYEES ON THE MEAD AND ISLAND COAL DOCKS AT FORT WILLIAM. Agreement in effect from May 1, 1920, to April 30, 1921, and thereafter with 30 days' notice of change.

Hours per day, eight. Men working less than one day to receive minimum of four hours' pay.

Overtime, time and one-half. A man sent home during day in order to work at night to be paid overtime for night work; but if going home by own request, or if starting late in morning, overtime to start after eight hours' work. Sundays and holidays, double time.

An employee to be disciplined or dismissed only after having been proven guilty on full and impartial investigation. No discrimination against union labour. Promotion by seniority, fitness and ability.

Wages: Per hour—Hulett Dock: Hulett operator, 88½ cents; Hulett bridge operator, 83 cents; Hulett transfer car operator, 72 cents; conveyor car operator, 74¾ cents; head repairman, 80¼ cents; repairman, 72 to 77½ cents; box car loader, 73¼ cents; oiler, 69¼ cents; weighman, 66¼ cents; coalman, 65 cents; watchman, 53¼ cents. Mead dock: tower or pick-up operators, start,



80¼ cents. after one year, 83 cents; trolley man, 83 cents; fireman on towers, 72 cents; fireman in boilerhouse, 69¼ cents; cable splicer, 77½ cents; boat repairman, 74¾ cents; repairmen, 67½ to 77½ cents; operator No. 5 hard coal sheds, 73¼ cents; scraper operator, 70½ cents; oiler, 69¼ cents; carpenter, 74 cents; bridge engineer, 72 cents; men changing cables, cable road men, 69¼ cents; car checker and sealer, 67½ cents; spur track foreman, foreman No. 5 hard coal shed, 74¾ cents; dockmen, car trimmers, 65 cents; night watchman, 53¼ cents; box car loader, 73¼ cents.

### Building and Construction

ST. CATHARINES, ONT. — BUILDERS' EXCHANGE, AND UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA, Nos. 38 and 2632. Agreement in force from May, 1919, to April 30, 1921.

Agreement published in August, 1919, issue of the LABOUR GAZETTE, page 957.

Minimum wage rate per hour changed on May 1, 1920, from 70 cents to 85 cents.

SARNIA, ONT. — FOUR LOCAL CONTRACTORS, AND INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, No. 1004. Verbal agreement in effect from May 1, 1920, to May 1, 1921.

Hours of labour, eight per day; four hours on Saturday. Overtime, until midnight, time and one-half; thereafter and Sundays and holidays, double time.

Any workman reporting five or more minutes late to be docked one-half hour; if more than one-half hour late, to be docked one hour.

Wages: Per hour—journeymen wiremen, \$1.00; improver wiremen, 65 to 80 cents; apprentice, one year's experience, 55 cents. Electricians, same classes and rates as wiremen. Improvers to receive increases in pay on passing examination. Foreman to receive 50 cents per day above scale.

POINT EDWARD, ONT. — CENTRAL CANADA STONE COMPANY, LIMITED, AND JOURNEYMEN STONE CUTTERS' ASSOCIATION OF NORTH AMERICA. Agreement in effect from April 15, 1920, to

April 14, 1921, with three months' notice of change.

Wages: Per hour—journeymen stonecutters, 87½ cents; planermen, 72½ cents. Stonecutters employed as planermen or lathemen to receive 5 cents above regular rate.

Hours of labour: Per day—stonecutters, eight hours, machinemen, ten hours; in each case, four hours on Saturdays. Overtime in necessity only.

Apprentices: term for machine men who are not stonecutters, one year. Wages: Per hour—start, 45 cents; end of year, 72½ cents.

BRANDON, MAN. — GENERAL CONTRACTORS' SECTION OF BRANDON BUILDERS' EXCHANGE, AND BRICKLAYERS AND MASONS' INTERNATIONAL UNION, No. 2. Agreement in effect from May 1, 1920, until May 1, 1921—although not signed until October 25, 1920.

Hours of labour, eight per day, four hours on Saturdays. Time and one-half until 10 p.m., thereafter and Sundays and holidays, double time.

Minimum wage: Per hour—bricklayers and masons, \$1.25; foreman, at least 10 cents per hour above journeymen's rate.

Employer to pay car-fare if necessary or walking time to be allowed, three miles per hour.

Disputes to be referred to a joint committee of three from each party. No strike or stoppage of work to be permitted while readjustment is in process.

Parties to meet during February, 1921, to formulate a new agreement.

SASKATOON, SASK. — BUILDERS' EXCHANGE AND BRICKLAYERS', MASONS' AND PLASTERERS' INTERNATIONAL UNION, No. 3. Verbal agreement in effect from May 1, 1920.

Hours of labour, eight per day, four hours on Saturdays.

Wages: Per hour—\$1.25. Work on holidays, only when extremely urgent, double time.

VANCOUVER, B. C. — CONTRACTORS, AND PILE DRIVERS, BRIDGE, DOCK AND WHARF BUILDERS OF BRITISH COLUMBIA, CHARTERED BY THE UNITED

**BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA, No. 2404.** Verbal agreement in effect from January 1, 1920.

Hours of labour, eight per day, four on Saturdays. Overtime, double. On road jobs outside twenty-five miles' radius from Victoria and Vancouver, forty-eight hours per week.

Wages: Per day—pile drivers; boom-men, \$7.50; bridge men, \$7; wharf carpenters, \$7; firemen and crew, \$7; foreman not less than \$2 per day more than crew. Double time for the second shift in twenty-four hours, and for holidays.

No personal grievance to be recognized by the union unless for promotion of union principles. Member accepting less than minimum to be fined or expelled or both.

Members may go on sympathetic strike to uphold union conditions and principles.

Union members not to work in open shop, under police protection or where an injunction has been issued against maintaining union principles.

#### **Glass, Stone, Cement, etc.**

**REDCLIFF, ALTA. — EMPLOYERS, AND AMERICAN FLINT GLASS WORKERS' UNION - CHIMNEY BRANCH.** Verbal agreement in effect from September 15, 1920, to September, 1921.

Piece rate earnings per turn, on listed move; off-hand chimneys: blower, \$4.60; gatherer, \$3.45. Special chimneys: blower, \$5.18; gatherer, \$3.74. Reflectors: per turn, gaffer, \$5.85; gatherer, \$4.00. Paste mould chimneys: (German system), blower \$5.18; blocker, \$4.31; gatherer, \$3.74; (American system) blower, \$4.89; gatherer, \$3.45. German method, chimneys blown in paste mould, two blowers, each, \$4.74½; one ball gatherer, \$3.74; or one blower, \$5.18; one blocker, \$4.31; one ball gatherer, \$3.74.

No work before 6 a.m. Monday or after noon on Saturday.

Hours per day, eight; nine if necessary. Four hours of turn to be worked

continuously; paste mould chimney shops, 4¼ hours per turn.

Every member to be fined \$5 if he does not insist on seeing all chimneys deducted from his wages broken down.

One new finishing boy once a year to each shop short of a boy. Eleven turns per year of 4½ hours' work on an average turn's pay. A new boy to be one who has had no experience in finishing.

Any disagreement to be settled in factory in which it occurs; in case of failure to agree, matter to be referred to manufacturers' and workers' committee for settlement. Pending decision, no lockout, strike or cessation of work by employer or employed. Decision of committee to be binding. Union to assist in procuring competent workmen to fill place of employees violating this rule.

#### **Domestic and Personal Services**

**BROCKVILLE, ONT. — CERTAIN MASTER BARBERS AND JOURNEYMEN BARBERS' INTERNATIONAL UNION OF AMERICA, No. 283.** Verbal agreement (By-laws) in effect from July 1, 1920.

Minimum wage: Per week—\$20, and half over \$28 on gross receipts.

No union man to work in non-union shop except when given permission.

One half-day off each week. Union shops to close Monday and Friday nights at 6 p.m., Tuesday, Wednesday and Thursday nights at 7.30 p.m., and Saturday nights, Christmas Eve, New Year's Eve at 10 p.m., and on all holidays, except when falling on Saturday, shops to close at noon. No Sunday work except in case of sickness.

Union shops to have their blinds raised or leave doors unlocked on holidays and Sundays.

Any member not taking his half-day off, or returning to work on night of his half-day, to be fined \$1.

Any member out of work to report same to secretary without delay.

**WINDSOR, ONT.—MASTER BARBERS, AND JOURNEYMEN BARBERS.** Agreement

in effect from May 1, 1920, until May 1, 1921.

Wages, guarantee, Per week — journeymen barbers, \$25 and 65 per cent of gross receipts over \$35.

REGINA, SASK.—MASTER BARBERS, AND JOURNEYMEN BARBERS. Agreement in effect from July 26, 1920, to July 26, 1921.

Wages: Per week—65 per cent with a minimum of \$25.

Hours of labour; nine per day, between 8 a.m. and 6.30 p.m.; Saturdays, between 8 a.m. and 10 p.m.

One week's holiday per year at minimum pay, after January 1, 1921.

Present Wednesday half-holiday to remain for balance of this year.

VANCOUVER, B. C.—EMPLOYERS, AND SOFT DRINK DISPENSERS. Verbal agreement in effect from January 1, 1920.

Only good standing members to be employed. Wages: Per day, men \$5. Eight hours per day. Overtime: 75

cents per hour. Extra shifts: men, \$6 per day of eight hours.

CALGARY, ALTA. — LOCAL THEATRES AND MOVING PICTURE OPERATORS, No. 302. Agreement in effect from September 6, 1920, to September 5, 1921.

Only union men to be employed.

Wages per week of six six-hour days, \$45. Extra work, per hour, \$1.25. Sunday work, \$2 per hour or less. Day work, \$1.25.

Employer to regulate working conditions and management of performances but not to enforce anything which conflicts with agreement.

If Government reports show an increase in cost of living in any quarter of term agreement, wage schedule to be increased or decreased for and during the succeeding quarter in the same proportion or percentage as said total increase or decrease in cost of living is shown in reports. Provided scale in this agreement shall be a minimum basis.

## WAGES IN THE AGRICULTURAL IMPLEMENT INDUSTRY IN CANADA

THE Dominion Bureau of Statistics continues its detailed industrial census of Canada with a preliminary report, issued in November, on the agricultural implement industry in 1919. The statistics presented in the report cover the operation of 86 plants distributed by provinces as follows:—Ontario, 51; Quebec, 20; Manitoba, 7; Alberta, 3; Saskatchewan, 3; and Prince Edward Island, 2. The selling value of factory products during the year aggregated \$36,703,943, the largest items in the list in value being harvesters, ploughs, drills and threshers. The total capital invested in the industry was \$83,276,450, while the annual expenditure including materials used, fuel and miscellaneous operating expenses, but excluding wages and salaries, totalled \$19,856,234.

The total average number of employees in the industry was 10,808 (of whom 566 were females), with wages or salar-

ies aggregating \$11,858,013. Of the employees 9,234 males and 301 females were on wages, which amounted to \$10,011,029 during the year; while officers and other salaried employees numbered 1,263, receiving \$1,844,940 for their services during the year. The employees on wages are classified in groups as follows:—

Wage group.	16 years and over		Under 16 years		Total
	Male	Female	Male	Female	
Under \$10 per week	114	9	80	11	214
\$10-\$15 per week..	611	111	32	..	754
\$15-\$20 per week..	2,235	87	11	..	2,333
\$20-\$24 per week..	2,193	20	4	..	2,217
\$24-\$28 per week..	1,751	13	..	..	1,764
\$28-\$30 per week..	670	..	..	..	670
\$30 and over.....	1,601	2	..	..	1,603



## AGREEMENT IN THE ANTHRACITE COAL MINING INDUSTRY OF THE UNITED STATES]

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ON June 3 last, a Commission was appointed by President Wilson to award a new scale of wages for anthracite coal miners after the failure of a joint conference of operators and mine workers to reach an agreement. The report of the Commission with its findings and award was made public on August 30. A minority report was also submitted by Commissioner Neal I. Ferry, representative of the men. On September 2, representatives of the miners and operators signed a two-year agreement embodying the terms of the award of the Commission.

The agreement provides for an increase in the contract rates at each colliery amounting to 65 per cent above the rates effective in April, 1916, as established under the agreement of May 5, 1916. The hourly rates of outside and inside company men receiving \$1.545 or more per day under the agreement of May 5, 1916, are increased by 17 per cent of the total rate in effect, namely, the base rate established under the agreement of 1916, plus the war allowance granted under the supplementary agreement of November 15, 1918, but the new rate must not be less than 52½ cents per hour for those employed on the basic eight-hour day. The shift rate is also increased 17 per cent but must not be less than \$4.20 per shift. Consideration miners also receive an increase of 17 per cent. The hourly rates of outside and inside employees receiving less than \$1.545 per day under the old agreement are increased 4 cents an hour over the total

rate in effect. Contract miners' labourers and consideration miners' labourers shall receive the same increase per day as company labourers, but in the case of contract miners' labourers the miner is to pay so much of the increase "as shall be represented by the application of 65 per cent to the rate per basic shift," the balance being paid by the operator. Monthly men coming under the old agreement shall be paid an increase of 17 per cent over the existing rate. The increased rates are made retroactive to April 1, 1920, and the amounts due to employees who have died since that date will be paid to their legal representatives. The case of inside pumpmen and inside and outside hoisting engineers working a 12-hour cross shift will be referred to a Board of Conciliation which shall work out a basis of 8-hour shifts and the rate to be paid for an 8-hour day. The Board of Conciliation shall report to the joint conference at the expiration of this contract, or sooner, on the matter of uniformity in day rates for the several occupations of day men of the respective collieries. Compensation for work of contract miners under abnormal conditions shall be referred to the grievance committee, if the foreman and men affected cannot agree upon the compensation. Work shall be continued pending adjustment, and whatever decision is made shall be retroactive.

A summary of an agreement similarly arrived at in the bituminous coal mining industry of the United States appeared in the LABOUR GAZETTE of May last.

## PRICES, RETAIL AND WHOLESALE IN CANADA, NOVEMBER, 1920

**T**HE downward movement in prices since the early summer continued, decreases appearing again in the wholesale prices index numbers as well as the weekly family food budgets. The chief changes were in grains, in live stock and meats, flour, and sugar. In textiles, metals, and in some lines of building materials, there were also considerable decreases.

In retail prices the average cost of a list of staple foods in sixty cities at the middle of November was \$15.32 as compared with \$15.93 at the middle of October, \$14.23 in November, 1919, and \$7.96 in November, 1914. The chief decrease for the month was in sugar, but there were slight decreases in nearly all of the 29 items included, except in potatoes and eggs which advanced. In coal, wood, and coal oil there were slight increases, and rents were higher in several of the cities.

In wholesale prices the departmental index number fell to 304.2 for November as compared with 317.6 for October, 307.7 for November, 1919, and 137.5 for November, 1914. The chief decreases for the month were in grains and fodder, animals and meats, miscellaneous foods, textiles, metals, coke, paints, oils, glass, chemicals, and raw furs. There were slight increases in dairy products and in fresh vegetables.

The accompanying tables and notes give details as to the prices movement during the month and as compared with the same month in previous years.

The table of retail prices gives statistics for some 60 localities in Canada, having a population of approximately 10,000 or over. Quotations are obtained by the correspondents of the LABOUR GAZETTE, resident in each locality, from representative dealers doing a considerable trade with workingmen at the middle of the month. All prices are for

delivered goods. The exact quality for which the quotation is given is set forth in the case of each commodity, and every effort has been made to ensure that the quotations in each case refer to the same class of commodity in order that the statistics may be available for purposes of comparison from month to month, from city to city, etc. The list of commodities includes over one hundred staple foods, and groceries, coal, wood and coal oil, the number of articles having been increased twice since January, 1910, when the regular publication of these statistics was begun.

The quotations for rent are the prevailing rates for six-roomed houses of two classes in districts extensively occupied by workingmen. The first class is of houses in good condition, favourably located in such districts, with good modern conveniences. The second class is of houses in fair condition less desirably located, but still fairly central, without modern conveniences or with incomplete conveniences.

The weekly family budget calculated in terms of the average prices in the cities for which reports are received includes twenty-nine staple foods, laundry starch, coal, wood, coal oil, and rent, these being the items for which statistics have been obtained each month and published in the LABOUR GAZETTE since January, 1910. The quantities of each commodity included are modifications of those employed in similar calculations by various authorities. For some articles comparatively large quantities are included owing to the absence of other important items of the same class. For instance the only fruits are evaporated apples and prunes, and the only fresh vegetable is potatoes. As market conditions affecting these usually affect the prices of other fruits and vegetables somewhat similarly, the relative proportion of expenditure on the various foods

therefore tends to be maintained.\* In fuel and lighting the quantities are estimated on a similar principle, anthracite coal being used chiefly east of Manitoba, and soft coal and wood in the western provinces, while no allowance is made for the quantities required in the various localities owing to climatic conditions, nor for the difference in quality. It was estimated, when the budget was first published in 1912, that these calculations represented from sixty to eighty per cent of the expenditure of an ordinary family, according to the total income. For the average family of five the expenditure on these items of food, fuel, light, and rent would be perhaps two-thirds or about sixty-five per cent of the total income. While the budget serves to show the increase or decrease from time to time in the cost of the items included, it does not purport to show the minimum cost of food and fuel supplies for an average family in the Dominion or in any one province. The quantities of meats, dairy products, cereals, etc., included were designed to afford a liberal supply for the healthy family of a man at hard physical work. On the other hand an average family with an income sufficient to do so would buy less meat, etc., but more fruit, fresh and canned vegetables, etc.; so that the comparative expenditure would be little changed.

The index number of wholesale prices is based on the quotations for 271 commodities, and is the simple average of the percentages of current prices of the several commodities in relation to the average prices for the base period, 1890-1899, these being therefore made equal to 100. The quotations for most farm products are obtained weekly and averaged for the month, the quotations for other commodities are taken for the middle of the month. The table of index numbers shows the changes by groups and sub-groups for the previous

month and for corresponding months back to 1913.

### Retail Prices

In meats there were slight declines in nearly all lines following decreases in live stock, as is usual in the autumn. Lard averaged lower. Eggs advanced as is usual for the season, but averaged 5 to 7 cents per dozen higher than the year before. Milk was higher at Halifax, Moncton, Brockville and Kingston, but was lower at Toronto, Hamilton and Stratford. Butter averaged 2 to 3 cents lower, having declined in several cities, but there were slight advances in others. Bread, flour and rolled oats were lower. In tapioca there were decreases in a number of cities. Canned tomatoes declined in 5 cities and canned peas in 9. Beans averaged slightly lower. Potatoes were down in some of the cities, but up in others, the average being slightly higher. Evaporated apples and prunes were slightly lower. Sugar averaged 3 cents per pound lower, being down to 14 and 15 cents per lb. in Ontario and Quebec, but 18 to 20c. and 22c. in some cities. Anthracite coal was higher and bituminous coal also advanced in several cities. Wood advanced in a number of the cities. Rent was higher at Windsor, Winnipeg and Edmonton.

### Wholesale Prices

GRAINS AND FODDER.—Manitoba wheat, No. 1, Northern, had recovered slightly at the beginning of the month, reaching \$2.31 per bushel, but was down to \$1.87 in the last week. Ontario winter wheat was down from \$2.10 to \$1.70. Barley fell at Winnipeg from \$1.18 per bushel to 93c. At Toronto, barley fell from \$1.15 to 83c. Oats fell at Winnipeg from 68c per bushel to 53c. and at Toronto from 64c. to 48c. American corn fell from \$1.23 per bushel to \$1.05 at Toronto. Flaxseed fell at Winnipeg from \$2.80 per bushel to \$1.86 but recovered in the last week to \$2.00. Peas came on the market at \$2.10-\$2.15 per bushel at Toronto but fell to \$1.75-\$1.80. Rye fell

\*At times when the price of an article heavily weighted for this purpose rises (or falls) abnormally the increase (or decrease) in food prices so indicated is exaggerated and this should be taken into account in using the budget as an indicator of changes in the cost of living.



## COST PER WEEK OF A FAMILY BUDGET OF STAPLE FOODS, FUEL AND LIGHTING, AND RENT IN TERMS OF THE AVERAGE PRICES IN SIXTY CITIES IN CANADA.

Commodities.	Quantity	1900*	1905*	1910	1911	1912	1913	Nov., 1914	Nov., 1915	Nov., 1916	Nov., 1917	Nov., 1918	Nov., 1919	Oct., 1920	Nov., 1920
		c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Beef, sirloin, steak.....	2 lbs.	27.2	30.4	37.6	39.8	41.6	44.4	48.8	47.4	52.2	62.6	75.2	69.2	80.2	75.6
Beef, shoulder, roast.....	2 "	19.6	24.6	26.0	27.8	28.0	29.6	34.2	32.4	34.2	43.4	53.2	46.6	50.4	48.4
Veal, roast, forequarters.....	1 "	10.0	11.3	12.8	14.0	14.4	15.7	18.0	17.6	19.8	24.3	27.6	26.5	29.0	28.7
Mutton, roast, hindq'r.....	1 "	11.8	12.2	16.8	18.0	17.8	19.1	20.9	29.9	24.3	29.7	35.2	33.0	36.3	35.2
Pork, fresh, roast ham.....	1 "	12.2	13.1	18.0	17.8	17.5	19.5	20.0	19.8	23.4	32.5	37.3	36.6	42.3	41.7
Pork, salt, mess.....	2 "	21.8	25.0	34.4	33.0	33.2	35.2	37.6	36.2	42.6	59.8	70.0	70.6	74.4	73.4
Bacon, break'ast.....	1 "	15.4	17.8	24.5	23.8	22.5	24.7	26.4	26.2	30.6	44.1	51.4	53.7	60.1	58.5
Lard, pure leaf.....	2 "	26.2	28.2	40.6	36.0	35.6	38.4	36.8	36.4	45.0	64.8	74.2	79.2	74.4	73.8
Eggs, fresh.....	1 doz.	25.7	30.0	33.3	32.6	34.3	33.7	40.3	42.6	50.1	58.1	67.1	74.7	75.0	81.7
Eggs, storage.....	1 "	20.2	23.4	28.4	27.9	31.2	23.1	32.5	34.6	41.3	50.7	58.5	65.0	68.3	70.3
Milk.....	6 qts.	36.6	39.6	48.0	49.2	49.8	51.6	52.8	51.6	56.4	69.6	81.0	87.0	92.4	93.0
Butter, dairy, solid.....	2 lbs.	44.2	49.4	52.0	53.0	58.4	58.0	60.0	64.6	82.8	94.4	104.2	122.4	125.8	123.0
Butter, creamery, prints.....	1 "	25.5	27.7	31.9	31.5	31.7	33.9	34.5	36.8	45.6	51.4	57.2	67.3	69.1	66.5
Cheese, old.....	1 "	16.1	17.6	18.5	19.2	20.1	20.5	22.1	24.3	28.7	34.0	32.4	40.0	41.2	40.7
Cheese, new.....	1 "	14.6	15.7	17.5	17.8	19.5	19.1	20.2	21.3	26.9	30.1	32.3	37.0	38.6	38.4
Bread, plain, white.....	15 "	55.5	53.5	66.0	64.5	60.0	61.5	66.0	66.0	87.0	112.5	118.5	118.5	144.0	141.0
Flour, family.....	10 "	25.0	28.0	33.0	32.0	34.0	32.0	38.0	34.0	54.0	65.0	69.0	66.0	80.0	75.0
Rolled oats.....	5 "	18.0	19.5	21.0	21.0	22.0	22.0	24.5	23.5	27.0	33.0	41.0	38.5	42.5	40.0
Rice, good, medium.....	2 "	10.4	10.6	10.4	10.6	11.6	11.4	13.2	11.8	13.4	18.8	25.2	28.8	33.2	33.0
Beans, handpicked.....	2 "	8.6	9.7	10.8	10.4	11.6	12.4	13.6	15.8	22.4	32.6	33.0	22.4	23.4	22.2
Apples, evaporated.....	1 "	9.9	7.7	11.5	13.8	13.5	12.0	12.8	12.1	13.6	16.8	23.5	26.7	29.2	28.5
Prunes, medium size.....	1 "	11.5	9.6	9.9	12.2	12.9	11.9	13.1	12.8	13.3	16.5	19.2	24.4	27.4	26.6
Sugar, granulated.....	4 "	21.6	22.0	24.0	24.0	26.0	23.6	32.4	30.4	37.6	42.8	49.2	51.2	86.4	64.0
Sugar, yellow.....	2 "	10.0	9.8	10.3	11.0	12.0	11.0	14.8	14.0	17.6	19.8	22.6	23.8	40.8	30.8
Tea, black, medium.....	$\frac{1}{4}$ "	8.2	8.3	8.7	8.9	8.8	8.9	9.8	9.6	9.9	12.5	15.6	15.5	16.4	15.7
Tea, green, medium.....	$\frac{1}{4}$ "	8.7	8.7	9.1	9.4	9.5	9.3	9.8	10.0	9.8	11.9	15.0	16.2	17.0	16.5
Coffee, medium.....	$\frac{1}{4}$ "	8.6	8.8	8.9	9.2	9.3	9.4	9.9	9.9	9.9	10.1	11.6	14.0	15.1	15.4
Potatoes.....	2 pks.	24.1	28.0	30.3	44.6	46.3	36.0	31.7	38.3	61.0	67.0	48.0	71.3	69.4	73.2
Vinegar, white wine.....	$\frac{1}{8}$ pt.	.7	.7	.7	.7	.8	.8	.8	.7	.8	.9	.9	.9	1.0	1.0
<b>All Foods.....</b>		<b>\$5.48</b>	<b>\$5.96</b>	<b>\$6.95</b>	<b>\$7.14</b>	<b>\$7.34</b>	<b>\$7.34</b>	<b>\$7.96</b>	<b>\$8.02</b>	<b>\$9.81</b>	<b>\$12.10</b>	<b>\$13.49</b>	<b>\$14.27</b>	<b>\$15.83</b>	<b>\$15.32</b>
Starch, laundry.....	$\frac{1}{8}$ lb.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
		2.9	3.0	3.1	3.1	3.2	3.2	3.3	3.2	3.3	4.5	4.8	4.7	4.9	4.8
Coal, anthracite.....	$\frac{1}{8}$ ton.	39.5	45.2	48.1	48.8	51.9	55.0	54.0	52.8	62.4	69.7	78.4	82.9	125.3	127.2
Coal, bituminous.....	" "	31.1	32.3	35.0	35.0	37.5	38.7	37.4	36.3	44.2	54.9	63.6	63.3	90.7	93.8
Wood, hard.....	" ed.	32.5	35.3	38.8	41.4	41.3	42.5	42.6	41.3	48.5	59.6	79.0	78.5	83.7	87.0
Wood, soft.....	" "	22.6	25.5	29.4	30.0	30.0	30.6	31.4	30.2	32.7	43.5	57.3	59.9	66.1	67.4
Coal, oil.....	1 gal.	24.0	24.5	24.4	23.1	21.0	23.7	23.7	23.1	22.9	26.0	27.8	28.6	39.8	39.9
<b>Fuel and lighting.....</b>		<b>\$1.50</b>	<b>\$1.63</b>	<b>\$1.76</b>	<b>\$1.78</b>	<b>\$1.82</b>	<b>\$1.91</b>	<b>\$1.89</b>	<b>\$1.84</b>	<b>\$2.14</b>	<b>\$2.54</b>	<b>\$3.06</b>	<b>\$3.13</b>	<b>\$4.06</b>	<b>\$4.15</b>
Rent.....	$\frac{1}{4}$ mo'th	\$2.37	\$2.89	\$4.05	\$4.05	\$4.60	\$4.75	\$4.38	\$3.97	\$4.10	\$4.51	\$4.85	\$5.54	\$6.52	\$6.62
<b>Grand Totals.....</b>		<b>\$9.37</b>	<b>10.50</b>	<b>12.79</b>	<b>13.00</b>	<b>13.79</b>	<b>\$14.02</b>	<b>\$14.25</b>	<b>\$13.86</b>	<b>\$16.07</b>	<b>\$19.19</b>	<b>\$21.45</b>	<b>\$22.99</b>	<b>\$26.46</b>	<b>\$26.13</b>

## AVERAGE COST OF STAPLE FOODS BY PROVINCES.

Nova Scotia.....	\$5.61	\$5.83	\$6.82	\$6.78	\$7.17	\$7.29	\$7.76	\$8.07	\$9.68	\$12.15	\$13.54	\$14.63	\$16.21	\$15.75
Prince Edward Island.....	4.81	5.26	5.81	5.80	6.11	6.34	6.73	7.02	8.20	10.66	12.02	12.67	14.05	13.17
New Brunswick.....	5.38	5.83	6.55	6.84	7.13	7.04	7.72	7.87	9.66	12.05	13.52	14.35	15.51	15.16
Quebec.....	5.15	5.64	5.33	6.46	6.97	6.87	7.44	7.58	9.38	11.66	13.16	13.66	14.96	14.45
Ontario.....	5.01	5.60	6.50	6.67	7.25	7.20	7.72	7.95	10.03	12.20	13.61	14.30	15.75	15.24
Manitoba.....	5.35	6.19	7.46	7.41	7.88	7.87	8.15	8.19	9.30	11.53	13.05	13.91	16.34	15.26
Saskatchewan.....	6.86	6.92	7.86	8.08	8.16	8.25	8.82	8.18	9.83	11.95	13.70	14.51	16.09	15.36
Alberta.....	6.02	6.50	8.00	8.08	8.15	8.33	8.41	8.18	9.75	12.06	13.51	14.65	15.70	15.43
British Columbia.....	6.90	7.74	8.32	8.79	9.03	9.03	9.32	8.62	10.27	12.63	14.19	15.40	16.83	16.58

\*December only.

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	BEEF					Veal, shoulder roast, per lb.	Mutton, leg roast, per lb.	Lamb, leg roast, per lb.	PORK			BACON	
	Sirloin steak, per lb.	Round Steak, per lb.	Rib roast, prime, per lb.	Shoulder roast, pr. lb.	Stewing per lb.				Fresh, leg roast, per lb.	Fresh chops, loin, per lb.	Salt mess, short cut, per lb.	Breakfast, not sliced, per lb.	Breakfast, sliced, per lb.
<b>Dominion Average.....</b>	cents 37.8	cents 33.0	cents 30.1	cents 24.2	cents 20.3	cents 28.7	cents 35.2	cents 38.1	cents 41.7	cents 45.5	cents 36.7	cents 58.5	cents 63.3
<b>Nova Scotia (Average).....</b>	39.6	35.8	33.6	29.0	24.0	23.5	.....	34.5	35.0	39.0	35.0	54.5	59.6
1-Sydney.....	40	35	35	28-32	25-27	.....	.....	40	40	40	40	60	65
2-New Glasgow (a).....	40	35	33	.....	25	.....	.....	30	30	33	35	53	58
3-Amherst.....	33	32	25	22	18-20	.....	.....	28	32	32	30	.....	60
4-Hali ax.....	45	35	40	32	25	25	35	40	40	50	35	60	65
5-Truro.....	40	37	35	32	25	22	.....	.....	33	35	35	45	50
<b>6-P.E.I.—Charlottetown.....</b>	23-25	20-23	23-25	18-20	15	.....	.....	23-26	32	33	32	52	54
<b>New Brunswick (Average).....</b>	39.4	33.8	38.9	23.0	19.5	20.0	31.3	35.0	35.0	35.0	35.3	59.8	63.8
7-Moncton.....	40	35	28-32	24-28	18-20	.....	35	40	35	35	35	58	60
8-St. John.....	50	40	35	25	22	12	35	35	40	40	35	60	65
9-Fredericton.....	35	30	28	23	20	18	30	35	35	35	36	52	65
10-Bathurst (b).....	30-35	30	20-25	18	17	20	25	30	30	30	35	65	65
<b>Quebec (Average).....</b>	31.5	30.7	27.0	20.8	18.6	25.9	31.0	34.2	35.7	36.6	34.5	56.8	60.4
11-Quebec.....	29-30	28-30	23-24	16-19	14	22-27	25-28	25-28	30-32	28-30	30-32	48	48
12-Three Rivers.....	40	38	30	25	25	25	30	35	35	35	35	60	70
13-Sherbrooke.....	25	25	25	20	18	.....	.....	35	40	40	35	60	65
14-Sorel.....	38	38	30	25	22	30	35	35	35	35	35	65	65
15-St. Hyacinthe.....	20	20	16	16	.....	20	20	28	30	.....	.....	.....	.....
16-St. John's.....	35	35	35	22	20	35	35	40	35	35	35	70	70
17-Thetford Mines.....	35	35	35	20	23	.....	35	.....	40	40	35	45	50
18-Montreal.....	25-27.5	25-27.5	22-25	14.5-18	12.5-14.5	18-25	37.5	39.5-40	40	42-45	33-38	47-58	49-60
19-Hull.....	35	30	25	25	13	25	30	35	35	35	.....	54	.....
<b>Ontario (Average).....</b>	39.8	35.4	31.2	26.0	21.5	31.4	35.3	39.7	43.8	47.2	36.6	56.4	60.9
20-Ottawa.....	38	35	28	25	18-20	25-28	35-38	40	38	42	.....	60	60-70
21-Brockville.....	32-35	30-32	25	25	18	20-23	25-28	30-32	35	35	35	60	68
22-Kingston.....	35-40	30-35	25-30	20-24	15-18	22	30	35	38-40	40	32	55	55
23-Belleville.....	35	30	32	24	18-20	30	32	35	32	35	.....	58	60
24-Peterborough.....	45	40	30	28	22-26	35	40	45	50	50	30	68	70
25-Orillia.....	35	30	25	20	12.5-18	30	25	.....	35	40	.....	63	65
26-Toronto.....	25-35	25-30	25-35	15-20	12.5-15	20-30	25-30	35-40	33-40	40-50	35-40	50-55	55-60
27-Niagara Falls.....	50	45	35	25	25	35	40	50	50	50	38	60	60
28-St. Catharines.....	35	32	30	25-28	18-22	27-32	35-37	38	.....	44	35	45	50
29-Hamilton.....	34	30	30	26	20	28	30	33	35	45	38	50-55	55
30-Brantford.....	45	40	35	30	25	35	40	40	50	55	40	60	65
31-Galt.....	45	40	40	35	30	35	45	45	45	55	40	50	55
32-Guelph.....	40	35	32	28-30	25-30	30-35	33	45	45	48	35	55	57
33-Kitchener.....	40	38	28	25	23-25	40	.....	45	48	48	43	55	60
34-Woodstock.....	45-48	35-38	35	28	25	35-40	30	35	48-50	50	.....	55	60
35-Stratford.....	38	36	34	32	28	28	40	38	48	45	30	60	60
36-London.....	38-45	35-40	30	28-30	20-22	40	40	45-48	50	55	.....	56	60
37-St. Thomas.....	34	32	28	22	20	35	38	43	50	50	38	55	58
38-Chatham.....	40	35	30	22	20	30	30	35	45	50	35	55	60
39-Windsor.....	39	36	.....	.....	24-28	35	42	40	38-45	55	.....	60	66
40-Owen Sound.....	38	35	30	25-28	20-25	28-30	35	35	40	40	32-35	50	.....
41-Cobalt.....	48	40-45	40	20-30	15-30	35	.....	45	40	40	.....	50-58	60
42-Sault Ste. Marie.....	45	40	30	25	15-20	35	35	35	45	45	.....	55	60
43-Port Arthur.....	40	35	32	25-28	18	25	40	45	50	60	45	60	65
44-Port William.....	40-45	30-35	30-35	24-30	17-25	30	40	45	55	55-60	.....	70	.....
<b>Manitoba (Average).....</b>	35.0	30.0	27.5	20.0	17.8	28.8	35.0	37.5	42.5	47.5	.....	62.5	70.0
45-Winnipeg.....	30	25	25	15	12.5	25	30	35	40	50	.....	65	70
46-Brandon.....	40	35	30	25	23	30-35	40	40	45	45	.....	60	70
<b>Saskatchewan (Average).....</b>	36.8	27.5	26.0	23.3	19.0	25.8	35.8	38.0	43.3	48.8	38.5	69.5	75.6
47-Regina.....	40	30	28	25	18	28	38	38	50	50	.....	70	75
48-Prince Albert.....	32	26	25	25	25	28	35	35	40	40	.....	68	70-75
49-Saskatoon.....	40	25	25	18	10	20	35	40	40	50	45	70	80
50-Moose Jaw.....	35	30	.....	25	23	27	35	35	50	50	32	70	75
<b>Alberta (Average).....</b>	34.0	26.8	27.5	20.0	14.4	25.8	35.5	39.5	47.5	56.3	38.3	62.5	68.8
51-Medicine Hat.....	35	25	25	20	12.5	25	35	40	45	50	38	60	70
52-Edmonton.....	25	20	25	15	12	18	35	35	45	55	35	60	65
53-Calgary.....	38	30	35	20	15	30	40	45	55	60	40	60	65
54-Lethbridge.....	38	32	25	25	18	30	32	38	45	60	40	70	75
<b>British Columbia (Average).....</b>	41.6	34.5	32.6	24.9	21.1	30.3	41.0	43.0	46.9	53.4	40.3	60.9	65.5
55-Fernie.....	40	36	33	28	18	25	40	.....	55	70	35	62	64
56-Nelson.....	40	35	30	20	15-20	20-25	32-38	45	45	40-45	40	50-70	50-70
57-Trail.....	45	40	35	23-28	20-25	25-28	45	.....	40-45	50-55	.....	60-70	65-75
58-New Westminster.....	40	30	25	25	18-22	30	45	45	40	45	40	60	70
59-Vancouver.....	38	30	40	21	18	28-32	35	35	45-50	40-55	45	50	55
60-Victoria.....	35	30	25	20	18	38	38	38	40	55	42	50	55
61-Nanaimo.....	50	40	38	35	30	40	45	50	50	50	35	70	75
62-Prince Rupert.....	45	35	35	25	25	30	45	45	55	65	45	70	75

AND RENTALS IN CANADA AT MIDDLE OF NOVEMBER, 1920

FISH																								
Ham, boiled, sliced, per lb.	Cod steak, fresh, per lb.	Cod steak, frozen, per lb.	Haddock, fresh, per lb.	Haddock, frozen, per lb.	Halibut, fresh, per lb.	Halibut, frozen, per lb.	Herrings, fresh, per lb.	Herrings, frozen, per lb.	Herrings, frozen, per doz.	Whitefish, fresh, per lb.	Whitefish, frozen, per lb.	Other fish, fresh, per lb.	Other fish, frozen, per lb.	Salt herrings, per lb.	Salt herrings, per doz.	Salt cod boneless, per lb.	Finnan haddie, per lb.	Canned salmon, sockeye, lb. tin.	Canned salmon, med. per lb.	Canned salmon pinks, per lb.				
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.				
78.8	17.4	17.0	15.7	17.0	31.5	27.7	14.0	13.1	45.8	38.8	21.0	20.6	27.5	24.9	14.2	65.0	24.1	21.7	51.7	41.4	30.6			
71.3	15.6		13.3		31.9											60	25							
85	10				25-30											50-60	25							
65	15		15		30								35	20		60	25			35				
75	15				35											40	25			40				
60	18		10		30-40	30	7	7	50	50						60	25	18	45	40				
			15																					
62	12		13										40			70	15		45					
76.7	13.3		13.7		36.7								40.0		12	61.3	24.8	18.5	37.5	31.0				
75	12		12		35											70	24	20	35	35				
75	15		15		40								20			60	25	20	35	30				
80	18		14		37		12						60			70	25	16	40	28				
	8															45	25	18						
78.4	14.0		16.1	11.5	35.2					25.2		28.0		10.2	72.5	21.9	22.4	49.8	40.3	33.6				
70	10		10	10		30				15					75	12	30	50	40	30				
90			15	13	40											30	20	55	45	40				
75										25					12.5			45		35				
										26										15				
90			30		30					35					10	60			45	40				
			17		40															17				
78-80	10-18		8.5-11		30-38				70-100	25			10		8	70-90	22-25	15.5-18	38-50	30-33				
70	18		15		32	12				25			18-45			22	20	50	40	30				
										25										19				
77.5	18.5	15.7	14.5	11.2	33.7	28.6	15.9	15.0	40.6	21.3	20.7	23.8	26.1	15.7	67.0	24.2	21.4	51.8	41.4	30.3				
75	18		15		32					25		18-45	28			22	20	50	35	25				
75	13				35					20-22	15-18		28-45			25	50	40	28	21				
65-70	12.5-15	10	12.5	10	35	25	10	10	50	18						60	17-25	18-20	45-50	38				
	16		16							25							25	50	40	25				
75	15		15		35		12			15						75	25	50	45	30				
75										20							20	60	40	25				
65-75	20		14		25-30	15				33-35	18-22					70	22	18	50	25				
80			14		30	17				25							20	60	50	26				
70	22									30-35	25-30					15	25	55	40-45	30-40				
80	20		15			30-35	22			30		28-35				75	25-35	20	50	28				
75	18		15		35	15				17		25					30	55	40	25-35				
80										20								50	50	30				
80										15							20	55	40	25				
80										17								55	40	25				
80										17								60	40	35				
80										20								50	40	30				
80										17								45	40	35				
80										17								55	40	25				
80										18								18	50	30				
75-80	18		10	10	30	30	15	15		25		18						20-23	55	42				
80	25		15		35		12-15	15		18-25								30	55	45				
75					35					20								30	55	38				
80										20								45-50	35	30				
80										25								60	40	40				
80										22								70	25	40				
85	16-18	16-18	17		30	25-30			25	15-20			15-20					25	50-55	40-45				
90	20	20	15	15	35	25-30			25-30	17			17					75	25	50				
																		18-20	50	40-45				
80.0										19.0									55.0	47.5				
90										20									60	55				
70										18									50	50				
																			40	25				
80.0	17.5	16.3			26.3	24.0				16.5														
80	20	20	30	28	30	28																		
65					30																			
85					20					18														
90	15	12.5			25	20	10			15														
82.5	22.0				27.5		14.4			16.4		35.0		17.5		27.0	22.3	53.8	43.8	27.5				
80	25				30		15			20		40		20		20	25	55	50	30				
80					25	23	15	12.5		12.5		30		15		25	25	55	45	20				
85	25				25		15			18				15		25	28	60	40	25				
85	18				30		12.5			15				20		25	25	45	40	35				
85.6	19.5	19.2	20.7	21.0	27.9	28.3	12.1	12.5				27.0				12.2	23.5	48.4	40.4	27.1				
80		20			30	30	11									15	23	50	50	25				
95	22	22	22	22	30	30	15	15								13-16	25	45	40	25				
90	25	20			30		18										25	50	40	25				
80	18				25		10					30		25			25	50	40	25				
80	20				30		8					28					28	50	40	25				
85	16				28		6			23		25					25	18	44	25				
90	18				25							25					25	50	40	35				
85	17.5	17.5	20	20	25	25	10	10								10	17.5	25	50	35				



## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Lard, pure leaf, best, per lb.	Eggs					Milk per quart.	BUTTER		Oleomargarine, best, per lb.	CHEESE	
		Fresh, specials per doz	Fresh, extras, per doz	Fresh, No. 1's, per doz	Fresh, No. 2's, per doz	Storage, per dozen.		Dairy, obids per lb.	Cre. ery. prints, e. lb.		Old, per lb.	New, per lb.
<b>Dominion Average</b> .....	cdtns 36.9	cents 81.7	cents 75.8	cents 71.2	cents 69.0	cents 70.3	cents 15.5	cents 61.5	cents 66.5	cents 42.9	cents 40.7	cents 38.4
<b>Nova Scotia (Average)</b> .....		75.0	75.7				16.4	63.8	71.8	44.5	40.0	
1-Sydney.....	45		80				20		75	48	40	
2-New Glasgow.....	42-45	70					16	65	70		40	
3-Amherst.....	38		72				15	60	64	40	40	
4-Halifax.....	40	80	75				17	65	75	45	40	
5-Truro.....	38	75					14	65	75	45		40
<b>6-P.E.I.—Charlottetown</b> .....	35	65	58	55			12-15	56	62		35	35
<b>New Brunswick (Average)</b> .....	37.0	73.3	75.0				14.9	62.0	69.8	43.3	40.0	37.0
7-Moncton.....	35	75	70				15-16	65-68	68-70	45		35
8-St. John.....	40		80	70			17	65-68	70	43		35
9-Fredericton.....	35	80	75			65	15	60	70	42	40	38
10-Bathurst.....	38	65					12	55	70		40	40
<b>Quebec (Average)</b> .....	35.6	83.9	75.6	72.0		69.5	14.7	66.6	60.5	38.6	39.9	35.6
11-Quebec.....	30	80-90		70		65	16	52-55	58-60	38	38-40	34-36
12-Three Rivers.....	40					75	16	58	60	35	40	38
13-Sherbrooke.....	35	85					14		70	40	40	
14-Sorel.....	35	90	80				14.3		70	40	40	
15-St. Hyacinthe.....	32	75	70				14		54	40	35	35
16-St. John's.....	40	80	80	75	70	70	14		58			30
17-Theford Mines.....	35		70				13	63	65	40	45	35
18-Montreal.....	35-36	75-90	69-78			68	15	55	60	40	40	
19-Hull.....	38	90	75			68	16	50-58	57-60	40		38
							14	56	60	30-42		38
<b>Ontario (Average)</b> .....	36.0	80.2	75.4	75.8	68.0	69.7	15.2	61.8	64.9		41.3	38.9
20-Ottawa.....	38-40			73.85			14		60-65	42.0	45	40
21-Brockville.....	33		70				13-14	55-60	65	37-43	35	35
22-Kingston.....	33	75		68			14	55-60	60-65	37-40	37	33
23-Belleville.....	35	75	70				c13	60	60	40	40	
24-Peterborough.....	40	75	70			65	c12.5	63	63	45	44	40
25-Orillia.....	35	70					15-c15.5	65	68	42	45	40
26-Toronto.....	37	1.00		80			c15.4		65	42	40	
27-Niagara Falls.....	36	82					16		64	42	40	
28-St. Catharines.....	33-35						15	55-60	68	42	40	38
29-Hamilton.....	30	75-80	70-75				15	64	65	42-45	40	38-40
30-Brantford.....	36		85				14-15	62	65	40	40	37
31-Calt.....	33	70	80			72	c12.5	63	61	40	45	42
32-Guelph.....	37	85	85				c14.3	60	63	40-42	35	30
33-Kitchener.....	37		80			70	c14.3	65	66	45	45	40
34-Woodstock.....	35	75					14	60	62	45	42	
35-Stratford.....	35		80			69	c13.3	55	58	45	45	40
36-London.....	35	83					14	63	63	40-42	40	42
37-St. Thomas.....	35	72	72				c13.5	60	62	40	40	38
38-Chatham.....	37	75	75			72	16	63	65	42	40	38
39-Windsor.....	40-45	75	72	72	68		16-20	72	75	40	48	45
40-Owen Sound.....	35		70				15	60	60	42	40	38
41-Cobalt.....	40	85	70				20		70	42	40	40
42-Sault Ste. Marie.....	32	1.00	75					68	70	45	40	40
43-Port Arthur.....	35-40	90	80				20		70	45	40	
44-Fort William.....	40-45	75					20		70	45	40	40
<b>Manitoba (Average)</b> .....	42.5	70.0		55.0			15.5	61.0	70.0	45.5	40.0	
45-Winnipeg.....	40	80		70			16	62	70	46	40	
46-Brandon.....	45	60		40			15	60	70	45	40	
<b>Saskatchewan (Average)</b> .....	41.0	66.7	62.5				16.8	59.4	65.8	45.0	41.7	40.0
47-Regina.....	38	65		65			16	60	63	45	40	40
48-Prince Albert.....	40	65	60			60	16	55-60	65	45	40	40
49-Saskatoon.....	45		65				17	65	75	45	40	
50-Moose Jaw.....	45	70					18	55	60	45	45	
<b>Alberta (Average)</b> .....	37.8	80.0	72.5				15.5	65.0	68.1	45.0		40.0
51-Medicine Hat.....	36	75					17	65	70	45	40	40
52-Edmonton.....	40	75	70	70			c13.3		65	45	40	40
53-Calgary.....	40	85				75	15		60-65	45	40	40
54-Lethbridge.....	35	85	75				c16.7	65	75	45	40	40
<b>British Columbia (Average)</b> .....	35.8	100.6	96.7	81.7		74.8	17.1	64.6	72.4	46.5	40.7	39.6
-Fernie.....	40	80		75			c16.7	60	75	50		40
-Nelson.....	32.5-35	90		75			c19	65	75	45	40	
-Trail.....	31.5	110	90			75	16.5	60	70	50	40	
-New Westminster.....	35	95					16	62	75	45	40	40
-Vancouver.....	33	100	95			68-70	16	70	64	45	38	35
-Victoria.....	33	110		95			c15.4	65	80	42	42	38
-Nanaimo.....	45	110					18		75	50	45	45
-Prince Rupert.....	35	110	105			85	20	60	65	45	40	

(a) Including Westville, Stellarton and Trinton. (b) Representing the former Newcastle District. (c) Price per single quart higher. (d) Dairy prints. (e) Calculated from weight of loaf before baking.

## AND RENTALS IN CANADA AT THE MIDDLE OF NOVEMBER, 1920—(Continued)

Bread, plain white, per lb.	Soda Biscuits (bulk), per lb.	FLOUR		Rolled oats, per lb.	Cornmeal, per lb.	Barley, pearl, per lb.	RICE				Tapioca, medium, pearl, per lb.	CANNED VEGETABLES			
cents.	cents.	Spring wheat, in 24-lb. bag, per lb.	Ordinary family, in 24-lb. bag, per lb.	cents.	cents.	cents.	Rangoon per lb.	Patna, per lb.	Japan, per lb.	Siam, per lb.	cents.	Tomatoes, 2½ s, per can.	Peas, standard, 2 s, per can.	Corn, 2 s, per can.	
9.4	22.0	7.9	7.5	8.0	8.7	11.2	16.5	19.0	21.8	16.9	17.3	20.8	20.7	20.6	
10.0	22.4	8.6	8.8	8.5	6.3	9.4	15.0	18.4	.....	18.5	19.8	23.6	22.4	23.0	1
10	24	10	.....	9	9	9	15	.....	.....	.....	18-20	25	25	25	2
10	20	.....	8.8	8.9	.....	8.10	.....	18	.....	.....	20	25	25	25	3
10.7	22	8.3	.....	8	9	9	.....	.....	.....	20	18	20	20	20	4
9.3	22	7.2	8.3	8	10	10	.....	.....	.....	17	22	23	22	23	5
10	24	8.8	9.4	9	9	10	15	18	.....	.....	20	25	20	22	6
9.3	22	7.9	7.3	8	8	8	15	.....	13	.....	20	18-20	18-20	18-20	7
10.6	21.0	8.1	7.6	8.5	8.4	9.3	17.0	.....	16.5	18.0	19.0	20.5	19.5	20.0	8
10-10.7	22	8.8	8.3	7-9	9	9	.....	.....	.....	18	20	20-22	18-20	20-22	9
10.7	22	7.9	7.5	9	5-8	10	18	19	.....	18	20	20	20	20	10
10.7	20	7.9	7.7	9	8	10	15	.....	18	18	18	18-20	18-20	18-20	11
10.7	20	7.9	6.9	8	10	8	18	.....	15	18	18	22	20	20	12
8.6	21.7	8.2	7.9	8.0	9.7	11.9	16.1	19.2	19.8	18.0	19.8	19.7	20.2	19.6	13
9.5	18	8	8	6	.....	.....	.....	10	12	.....	13	20	20	20	14
8.7	22	9	9	8	12.5	12	15	20	.....	.....	20	20-25	19-20	23-25	15
9.3	.....	8.3	.....	10	10	12.5	15	20	25	.....	23	20	20	20	16
8.3	22	.....	7.9	5.8	10	12	17	22	.....	.....	18	20	20	20	17
7.7	.....	.....	7.3	.....	10	.....	15	20	.....	.....	25	20-22	20	20-22	18
8.7	22	8.3	8.3	10	8	9	.....	.....	.....	14	20	20	25	18	19
8.7	25	7.9	7.3	8	10	12-13	15-18	22-25	22	22	13-20	18-20	18-20	16-20	18
8.3-9.7	22-24	7-8.8	7-7.9	8-9	7.5	12	.....	20	.....	16	17.5	17.5	17.5	15	19
8	20	8.3	.....	7.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
9.0	22.1	7.8	7.5	7.7	8.6	11.3	17.3	19.1	36.2	17.3	17.0	19.2	19.4	19.2	21
8	22	8.3-8.8	7.9	8.3-10	8.3-10	10-12	.....	25	.....	15	12.5-15	17-20	17-20	17-20	22
8.7	25	7.3	7.3	8	8	10	18	.....	.....	.....	20	18	18	18	23
8.3	22	7.9	7.3	6	6	10	13	20	.....	.....	13	18	17	15	24
7.7	25	7.9	8.3	7	7	12.5	18	18	.....	25	20	18-20	18-20	18-20	25
8.7	22	9	7.9	8	10	10	15	.....	25	15	18	19-20	17-20	20-22	26
9.3	22	6.3	7.7	7	7	15	15	25	25	15	20	20	20	20	27
8.7	22	8.5	7.3	6.7	10	12	15	15	18	.....	15	18	18	19	28
8.7	24	7.1	7.1	8	10	22	22	25	25	.....	15	20	20	20	29
9.3	18	8.8	6.7	7.1	8.3	10	18	20	20	18-20	18-20	18-20	18-25	18-25	30
8	20	7.1	6.3	5	6.3	10	.....	18-20	17	15	16.7-17	17	22	22	31
8.7	20	7.9	7.1	8	8	10	20	18	16	18	18	22	18	14-15	32
8.7	20	6.5	6.9	7.1	8.3	9	13	20	20	15	15	15	15	15	33
8.3	22	7.7	6.9	8.3	8.3	15	15	15	25	15	18	20	20	20	34
8.7	24	7.7	7.1	8.3	10	15	.....	15	25	.....	15	15	15	15	35
9.3	22	.....	6	7.1	8.3	12.5	15	20	20	15	18	15	20	20	36
9.3	22	.....	7.3	8	8	10	20	25	25	.....	15	20	20	20	37
9.3	22	8.8	8.3	8.3	9	10	15	20	22	.....	18	20	15.22	20	38
9.3	22	6.5	6.9	7	10	10	15-25	.....	.....	.....	18	23	22-25	18-20	39
9.3	25	7.3	7.3	8	8	10	18	20	20	20	18-20	23-25	20-22	20-22	40
8.7	22	8.8	8.1	9	15	15	15	18	18	18	15	18-20	18-20	20	41
8.7	25	7.3	6	8	8	10	15	20	18	.....	20	24-25	24-25	24-25	42
10	20	8.3	8.3	10	10	10	20	25	25	.....	20	20-23	20-23	20-23	43
11.0	20	7.9	.....	8	8	12	25	25	25	.....	23	16.7-20	19-20	24-25	44
11.1	22	.....	7.7	8.3	8	12.5	12.5	15	15	12.5	15	20	19-20	20	45
11.1	18-20	7.3	7.3	7.5-8	8	12	15	.....	.....	.....	.....	16.5	24.0	21.0	24.0
8.0	.....	7.8	.....	7.7	10.0	11.5	16.5	.....	.....	.....	.....	15	25	25	46
6.4	22	7.9	.....	8.3	10	13	20	.....	.....	.....	13	18	23	23	47
9.6	.....	7.7	.....	7	10	10	13	15	.....	.....	.....	.....	.....	.....	48
9.3	26.0	7.4	7.1	7.9	8.4	12.5	15.0	.....	.....	17.8	19.4	23.9	24.0	24.5	49
8.9	.....	7.3	7.3	7	8	12.5	.....	.....	.....	18	15	23	23	23	50
8.3	.....	7.1	6.4	4.5	5.3	10	12.5	.....	.....	20	20	22.5-25	25	25	51
10	22	.....	7.5	10	10	10	15	.....	.....	18	17.5	22.5-23	23	25	52
10	30	7.9	7.1	10	10	10	15	.....	15	15	25	25	25	25	53
9.1	21.5	7.0	7.2	7.6	7.1	10.8	.....	.....	19.0	16.1	14.3	23.3	23.9	22.6	54
e7	20	6.7	6	7	7.5	8	.....	.....	20	17.5	17.5	20.5-25	21-25	21-25	55
10	21	7.3	7.3	7	8	10	.....	.....	20	12.5	12.5	22.5	22.5	22.5	56
9.6	25	7.1	.....	7.5	7	12.5	.....	.....	18	17	12	23	25	25	57
9.6	20	.....	7.1	10	7	12.5	.....	.....	18	17.5	15	25	25	20	58
11.1	21.6	7.7	8.1	8.7	8.8	12.1	.....	.....	17.1	13.5	13.1	22.2	21.9	21.3	59
10	22	7.7	8.8	9.5	10	15	.....	.....	22.5	.....	17.5	25	22.5	22.5	60
12.5	22	7.9	.....	9	9	12	.....	.....	18	17	17.5	25	25	25	61
11.5	17.5	.....	.....	8.3	7	12.5	.....	.....	17.5	.....	12.5	22-23	22-23	23	62
10.7	20	.....	.....	9	9	12.5	.....	.....	20	15	12.5	22.5	20	20	63
9.8	22	7.7	7.5	6	7.5	10	.....	.....	12	10	10	20	20	20	64
10.7	28	8.1	8.1	9	9	12.5	12	.....	.....	12	12.5	20	20	20	65
10.7	.....	7.3	.....	10	10	12.5	.....	.....	20	.....	10	20	20	20	66
12.5	20	7.5	.....	9	9	10	.....	.....	15	.....	12.5	22.5	22.5	20	67

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	Beans, dry, common, white, per lb.	Onions, yellow, red, etc per lb.	POTATOES		APPLES				Raisins, seedling, choice, per packet (15 oz.)	Currants, per lb.
			Per bag, 1½ bu. (30 lb.)	Per peck, (15 lbs.)	Fresh, best or eating, per gal.	Fresh, cooking, per gallon.	vaporized, bright, per lb.	runes, medium size, per lb.		
<b>Dominion Average.....</b>	cents. 11.1	cents. 5.1	\$ 2.197	cents. 41.2	cents. 41.4	cents. 29.6	cents. 28.5	cents. 26.6	cents. 29.8	cents. 30.5
<b>Nova Scotia (Average).....</b>	12.2	5.6	2.200	40.0	.....	36.5	27.5	27.1	30.5	31.7
1-Sydney.....	13	5	3.00	50	.....	33	25	25-30	30-35	30
2-New-Glasgow (a).....	12	5-9	c2.10	.....	.....	40	25	28	30	30
3-Amherst.....	10	5	1.80	30	60	40	25	28	30	30
4-Hali ax.....	14	5	2.40	45	.....	.....	30	30	35	35
5-Truro.....	12	6	1.70	35	.....	.....	30	23	25	.....
<b>6-P.E.I.—Charlottetown.....</b>	11	5	1.20	20	.....	20	30	24	25	25
<b>New Brunswick (Average).....</b>	11.0	5.5	2.313	42.5	30.0	20.0	26.8	25.8	30.0	33.3
7-Moncton.....	13	5	2.25	40	.....	.....	30	22	25	35
8-St. John.....	11	5	3.00	50	30	20	25	30	30	30
9-Fredericton.....	10	4	2.50	45	.....	.....	27	26	35	35
10-Bathurst (b).....	10	8	1.50	35	30	20	25	25	30	33
<b>Quebec (Average).....</b>	10.9	6.0	1.979	39.4	50.3	36.5	27.9	26.9	28.5	30.6
11-Quebec.....	8	7	1.75-2.00	50	.....	.....	20	30	20	.....
12-Three Rivers.....	12.5	.....	c2.25	40	50	35	30	3	30	35
13-Sherbrooke.....	12.5	5	2.25	40	60	38	.....	35	25	35
14-Sorel.....	13	.....	1.50	35	40	.....	30	25	30	30
15-St. Hyacinthe.....	10	.....	1.5	.....	25	15	.....	18	.....	.....
16-St. John's.....	10	.....	c1.73	30	45	35	35	30	25	25
17-Theb ord Mines.....	10	5	2.25	35	60	50	20	22	35	30
18-Montreal.....	11	4	2.40-2.50	40-50	50-75	35-60	30-35	25-30	30-32	35
19-Hull.....	11	5	2.00	40	60	35	.....	25	32	24
<b>Ontario (Average).....</b>	11.6	6.4	2.199	42.8	32.0	23.9	27.3	26.9	30.4	28.9
20-Ottawa.....	12.5	5	2.00	40	40-60	40-50	30	20-30	30	30
21-Brockville.....	10	8	1.80	35	35-40	20-25	30	25	25-30	30-32
22-Kingston.....	10	5	1.50	35	25	18	.....	22	25-30	25
23-Belleville.....	12.5	10	1.50	35	.....	.....	30	35	30	30
24-Peterborough.....	10	5	1.60	30	25	20	30	28	28	25
25-Orillia.....	8.3	4.2	1.85	35	20	20	.....	25	35	30
26-Toronto.....	10	5	2.75	50	25	25	.....	25	35	28
27-Niagara Falls.....	13	7	2.60	45	30	25	.....	30	30	30
28-St. Catharines.....	12.5	.....	c2.63	80	.....	.....	.....	25	25	28-30
29-Hamilton.....	10	8.5	2.50	50	30	.....	.....	25	35	27
30-Brantford.....	.....	5	2.50	45	.....	.....	20	30	35	25
31-Galt.....	12	3.1	2.60	.....	.....	.....	28	25-30	33	25
32-Guelph.....	12.5	8.3	2.25	45	30	25	.....	25	35	25
33-Kitchener.....	12.5	6.3	2.00	35	.....	10	15	35	30	30
34-Woodstock.....	10	4	2.75	40	.....	15	30	25	30	30
35-Stratford.....	10	.....	2.00	35	20	15	.....	20	35	33
36-London.....	12.5	5	2.25	45	.....	13	.....	30	34	25
37-St. Thomas.....	12.5	10	2.25	40	.....	15	.....	25	35	20
38-Chattham.....	10	2.5	2.25	40	30-40	.....	30	25-30	30	28
39-Windsor.....	.....	12.5	2.00	40	20	15	30	32	25	32
40-Owen Sound.....	12.5	5	1.90	40	25	15	.....	25	30	25
41-Cobalt.....	15	12.5	2.25	37	50	30	30	35	35	35
42-Sault Ste. Marie.....	12.5	6	2.25	50	50	40	25	28	35	35
43-Port Arthur.....	12.5	4.3	2.50	50	.....	35-45	25	20	25-30	30
44-Fort Williams.....	10-15	4.3	2.50	50	40	35-45	30-35	20	20	35
<b>Manitoba (Average).....</b>	13.0	4.1	2.250	40.0	.....	.....	.....	27.5	22.5	30.0
45-Winnipeg.....	13	4.2	3.00	50	.....	25	.....	25	27	30
46-Brandon.....	13	4	1.50	30	.....	.....	35	30	18	30
<b>Saskatchewan (Average).....</b>	11.9	6.8	2.388	38.3	.....	.....	31.7	25.8	28.8	35.0
47-Regina.....	12.5	5	2.80	50	90	75	.....	23	35	30
48-Prince Albert.....	12.5	6	c2.25	25	.....	.....	35	30	25	35
49-Saskatoon.....	12.5	6.3	c2.25	.....	.....	.....	35	25	30	35
50-Moose Jaw.....	10	10	2.25	40	.....	.....	25	25	25	40
<b>Alberta (Average).....</b>	9.3	4.8	2.213	38.3	.....	.....	30.5	25.0	30.0	31.3
51-Medicine Hat.....	7	8.3	2.80	.....	.....	.....	35	25	30	30
52-Edmonton.....	10	3	1.50	25	.....	.....	30	20	35	25
53-Calgary.....	10	2.8	c2.05	45	.....	.....	27	30	.....	35
54-Lethbridge.....	10	5	2.50	45	.....	.....	30	25	25	35
<b>British Columbia (Average).....</b>	9.6	4.9	2.380	44.4	.....	.....	28.9	27.0	31.3	31.5
55-Fernie.....	10	12.5	c2.70	.....	75	70	25	30	30	35
56-Nelson.....	12	4	c2.84	50	.....	.....	30	25	32.5	35
57-Trail.....	10	4.1	c2.25	40	.....	.....	30	27	28	35
58-New Westminster.....	10	4	c1.80	.....	.....	.....	25	25	30	30
59-Vancouver.....	7.5	2	1.80	32	.....	.....	28	26	37	25
60-Victoria.....	8	3	c2.25	40	.....	.....	34	33	33	27
61-Nanaimo.....	10	5	2.70	60	.....	.....	.....	25	30	35
62-Prince Rupert.....	9	.....	c2.70	.....	.....	.....	30	25	30	30

(a) Including Westville, Stellarton and Trenton. (b) Representing the former Newcastle District. (c) Calculated price per bag from price quoted.



## AND RENTALS IN CANADA AT MIDDLE OF NOVEMBER, 1920—(Continued)

JAM		CANNED FRUITS			Marmalade, orange, per 4-lb. tin.	Corn syrup, per 5-lb. tin.	Honey, clover, strain- ed, per 5-lb. tin.	SUGAR		TEA			
Strawberry, pure, per 4-lb. tin.	Raspberry, pure, per 4-lb. tin.	Peaches, 2's, per can.	Pears, 2's per can.	Plums, 2's, per can				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium (in bulk), per lb.	Black, medium (packets), per lb.	Green, medium (in bulk), per lb.	Green, medium (packets), per lb.
\$ 1.541	\$ .505	cents. 42.2	cents. 41.3	cents. 31.9	\$ 1.223	cents. 73.0	\$ 1.877	cents. 16.0	cents. 15.4	cents. 62.6	cents. 63.2	cents. 66.7	cents. 65.6
1.325	1.325	43.3	.....	.....	1.175	72.5	.....	16.6	15.7	64.0	66.5	.....	.....
1.20	1.20	.....	.....	.....	.....	.....	.....	18	17	60-75	70	.....	.....
1.00	1.00	40	40	30	1.35	.....	.....	14.3	13.3	65-70	60-65	.....	.....
1.85	1.85	50	.....	.....	.....	80	.....	18	17	60	65	.....	.....
1.25	1.25	40	.....	.....	1.00	65	.....	16	15	65	65	.....	.....
1.50	1.50	35	40	25	1.25	60	1.75	13	13	55	60	.....	.....
1.550	1.500	40.8	41.9	38.3	1.133	61.7	.....	15.1	14.1	60.0	65.0	70.0	70.0
1.45	1.35	40	40	40	1.00	65	.....	17	16	65	65	.....	.....
1.35	1.35	40	40	35	1.00	50	.....	14	13	60	65	70	65
1.85	1.80	.....	.....	.....	1.40	70	.....	14.3	13.3	55	65	70	.....
.....	.....	40-45	40-47	40	.....	.....	.....	15	14	60	65	.....	75
1.525	1.479	43.6	43.6	31.4	1.254	72.1	1.830	15.3	14.4	64.4	60.9	65.6	58.8
.....	.....	.....	.....	.....	.....	.....	2.50	14	13.5	70	65	70	65
1.50	1.40	40	40	30	1.25	60	1.25	20	18	60	50	70	50
1.50	.....	50	50	35	1.25	85	2.25	15	15	50	55	50	55
1.50	1.50	45	45	25	.....	.....	.....	15	14.5	70	.....	70	.....
1.50	1.50	45	40	35	1.50	70	1.50	14.3	13.3	.....	60	.....	60
1.50	1.50	40	40	35	1.60	65	.....	15	14.3	70	70	70	50
1.50-1.65	1.45-1.50	40	45	30	.95-1.10	70-85	1.50-1.80	16.7	15.4	70	55-70	60	55-75
1.60	1.50	45	45	30	1.00	75	.....	13	12	60	65	65	65
.....	.....	.....	.....	.....	.....	.....	.....	15	14	65	.....	.....	.....
1.528	1.498	40.7	39.0	30.4	1.223	70.5	1.769	14.7	14.9	62.7	64.3	63.1	64.3
1.35-1.75	1.35-1.75	40-50	40-50	30	1.25	60-75	1.75-1.85	13-15	13-14	60	53-60	53-60	53-60
1.50	1.50	40	40	35	1.20	65	1.75	14.3	13.8	65	65	65	65
1.50	1.40	40	35	25	1.25	60	.....	14	16	45	50-55	60	50-55
1.60	1.45	35	50	25	1.25	75	1.75	16.7	16	65	60	65	60
1.35	1.25	40	40	35	1.25	70	1.50	14.3	14.3	70	70	75	70
1.50	1.50	.....	20	1.10	70	.....	1.50	13	15	40-50	60	50	70
1.25	1.25	40	30	1.15	.....	.....	1.75	15	12	60	55	60	55
1.85	1.75	40	40	1.25	75	.....	1.75	15.4	14.3	60-70	70	55-65	70
1.50	1.40	35-40	45	35-45	1.00	75-85	.....	17.5	14.3	70	70	60	70
1.50	1.45	32	35	23	1.10	70	1.75	12	11.8	60	70	70	70
1.60	1.60	40	30	1.25	70	.....	1.90	14.3	14.3	70	70	70	70
1.40	1.40	30	30	1.15	60	.....	1.65	16	14.8	60	.....	75	.....
1.50	1.40	50	50	1.25	80	.....	1.75	14	14	65	70	65	70
1.95	1.95	40	35	1.50	70	.....	1.90	14.3	13.8	70	70	70	70
1.50	1.50	45	40	1.25	75	.....	1.85	14.3	13.8	65	60	60	65
1.50	1.50	25	25	1.00	80	.....	1.50	14	14	65	60	68	70
1.65	1.65	.....	30	1.25	59	.....	1.90	13.3-16.7	13.3-16.7	68	50	55	55
1.40	1.40	35	30	1.25	65	.....	1.80	14.3	14.3	50	55	50	55
1.75	1.75	50	45-50	1.40	70	.....	1.85	15.4	15.4	60-80	70-80	60-80	70
1.60	1.60	45	45	1.40	90	.....	1.75	15.4	14.3	50-80	50-80	50-80	50-80
1.50	1.50	.....	30	1.25	60	.....	1.75	14.3	13.8	70	55	60	55
1.50	1.45	35	35	1.25	85	2.00	.....	.....	.....	65	70	70	70
1.60	1.60	60	50	1.60	70	1.90	15	14.3	.....	80	70	70	70
1.40	1.35	40-60	35	1.60	65	1.75	16	16	16	60-70	65	60-70	60
1.25	1.25	30-50	35-40	1.00	60	1.90	16.7	16.7	16.7	60-70	55	55-60	55
1.550	1.550	42.5	40.0	35.0	1.300	85.0	1.875	17.5	16.5	72.5	65.0	72.5	.....
1.65	1.65	40	35	35	1.10	85	1.85	15	13	75	60	75	.....
1.45	1.45	45	45	35	1.50	85	1.90	20	20	70	70	70	70
1.450	1.388	42.5	40.0	29.5	1.113	73.3	2.033	17.0	14.9	68.8	69.0	71.7	70.0
1.50	1.35	45	35	28	1.00	75	.....	16.7	16.7	65-75	60	65-75	85
1.65	1.60	40	40	30	1.10	80	2.00	18	.....	75	.....	80	.....
1.40	1.35	45	45	30	1.10	.....	2.10	19	18	65	.....	65	65
1.25	1.25	40	40	30	1.25	65	2.00	14.3	10	65	60	65	60
1.738	1.650	46.3	47.5	31.3	1.288	82.5	2.213	17.9	16.3	56.3	60.0	73.3	72.5
1.65	1.65	40	40	35	1.50	80	1.85	17.5	16	55	60	75	60
1.50	1.40	50	50	30	1.25	75	2.10	16	14	50	60	75	75
2.00	2.00	45	50	30	1.15	90	2.65	18	17	60	60	.....	80
1.80	1.55	50	50	30	1.25	85	2.25	20	18.2	60	60	70	75
1.650	1.619	43.8	43.6	36.4	1.248	79.6	2.043	19.5	18.2	59.3	61.3	72.5	72.0
1.50	1.50	45	45	45	1.50	85	2.25	22	20	60	60	85	.....
1.75	1.75	50	40	30	1.35	90	2.00	20.8	20	55-60	65	75	.....
1.65	1.65	40	40	.....	1.20	75	2.00	20	20	55-60	65	60	65
1.60	1.50	50	.....	50	1.20	85	1.85	22	21	70	60	80	.....
1.70	1.70	40	40	30	1.10	75	1.85	16.7	14.3	50	60	70	80
1.65	1.65	50	50	20	1.18	62	210	18.2	16.7	55	60	75	80
1.60	1.50	40	45	40	1.25	85	.....	18.2	16.7	65	70	75	75
1.75	1.70	45	45	40	1.20	80	2.25	18	16.7	.....	50	60	62

## RETAIL PRICES OF STAPLE FOODS, GROCERIES, FUEL, LIGHTING

LOCALITY	COFFEE		Cocoa, pure, unsweetened, per ½-lb. tin.	Vinegar, white wine, XXX, per quart.	Salt, fine, table, per 2-lb. bag.	Pepper, pure, black, ground, per ½ lb.	Cream of tartar, per lb.	Baking Soda, per lb.	Starch, laundry, per lb.	SOAP	
	Ground, medium, per lb.	Beans roasted Rio, etc., per lb.								Laundry stand-ard, per bar.	Toilet, castile, per lb.
<b>Dominion Average.....</b>	cents. 61.7	cents. 57.6	cents. 32.7	cents. 15.8	cents. 11.4	cents. 14.7	\$ 1.150	cents. 9.5	cents. 14.4	cents. 10.4	cents. 33.4
<b>Nova Scotia (Average).....</b>	63.0	67.5	34.3	12.8	10.4	14.4	.975	8.6	15.5	12.0	.....
1-Sydney.....	60	.....	33	13	8	14	1.00	10	17	12	30
2-New Glasgow (a).....	60	.....	35	10	12-15	12-14	1.00	6-10	15-16	12	.....
3-Amherst.....	70	.....	.....	12	15	.....	.....	7	15	12	.....
4-Hali'ax.....	65	70	35	15	.....	15	90	8	15	12	.....
5-Truro.....	65	65	.....	13	8	15	1.00	10	15	12	.....
<b>6-P.E.I.—Charlottetown.....</b>	65-70	60	25	22	12	18	1.00	6	15	10.5-11	25
<b>New Brunswick (Average).....</b>	67.5	60.0	30.0	12.5	8.3	14.3	79.8	6.3	13.5	11.3	30.0
7-Moncton.....	65	60	30	12	6	15	.80	6	15	10-12	25
8-St. John.....	65	60	30	13	12	12	.80	6	12	11	.....
9-Fredericton.....	65	.....	30	10	8	15	.75	7	16	12	30
10-Bathurst (b).....	75	.....	30	15	7	15	.80	.....	11	.....	35
<b>Quebec (Average).....</b>	61.6	62.2	30.4	14.9	11.6	15.2	1.257	8.2	14.8	10.3	31.3
11-Quebec.....	55-60	55	25	18-22	8	10-12.5	.....	.....	12-14	8-10	.....
12-Three Rivers.....	60	50	30	15	10	15	1.20	.....	15	9-10	.....
13-Sherbrooke.....	65	.....	35	15	15	15	1.20	6	15	12	25
14-Sorel.....	50	70	30	15	15	15	2.00	10	15	10	50
15-St. Hyacinthe.....	.....	60	.....	13	.....	.....	.....	.....	15	.....	.....
16-St. John's.....	70	70	25	16	16	20	.80	.....	18	12	.....
17-Theftord Mines.....	70	80	30	15	10	.....	.90	5	14	9.5-10	25
18-Montreal.....	50-70	50-55	32-35	15	7-8	12.5-18	1.00-2.40	10	15	8.3-10	25
19-Hull.....	60	60	35	10	.....	15	1.00	10	13	10	.....
<b>Ontario (Average).....</b>	62.1	57.1	32.9	13.4	10.6	14.9	1.205	9.4	13.7	11.1	33.8
20-Ottawa.....	60-70	60	30-35	10-15	8-10	15	1.20-1.40	10	12.5-15	10-11	25
21-Brockville.....	65	.....	30	15	10	20	1.00	8	13	10	.....
22-Kingston.....	55	60	35	12.5	10	15	1.00	8	15	10	25
23-Belleville.....	60	60	35	12.5	10	15	.80	10	12.5	9-10	39
24-Peterborough.....	65	60	40	15	12	15	1.20	8	14	9-11	.....
25-Orillia.....	50	60	30	15	.....	10	1.00	10	15	12	24
26-Toronto.....	60	60	35	15	.....	15	.....	10	13	10	30
27-Niagara Falls.....	65	.....	35	.....	12	15	.....	10	15	11-12	35
28-St. Catharines.....	60-70	40	13	.....	10	15	1.50	10	15-17	12	40
29-Hamilton.....	50	40	30	10	7-10	15	.....	5	14	10	27
30-Bramford.....	65	65	35	13	12	20	1.25	10	15	11	40
31-Galt.....	60	60	32	12	.....	13	.80	7	12	10	27
32-Guelph.....	75	60	35	15	14	15	1.00	10	13	11	30
33-Kitchener.....	50	40	35	12	10	17	1.00	10	15	10-12	.....
34-Woodstock.....	65	50	35	13	7	15	1.40	10	15	10-13	.....
35-Stratford.....	60	60	25	15	14	10	1.60	10	12.5	11-12	.....
36-London.....	70	70	35	15	10	15	.....	.....	15	12	40
37-St. Thomas.....	60	50	35	12.5	10	15	1.00	10	15	12.5-15	35
38-Chatham.....	60	50	25	13	10	12	1.25	8	15	11-12	35
39-Windsor.....	50-65	50-65	.....	12	10	18	1.50	.....	12	12	39
40-Owen Sound.....	75	65	35	12.5	5	15	1.10	7	12.5	10	25
41-Cowal.....	65	55	35	15	15	15	1.25	10	15	12-12.5	35
42-Sault Ste. Marie.....	65	55	35	15	15	15	1.25	15	15	11.7-12	35
43-Port Arthur.....	50-60	55-70	25	15	10	15	1.40	10	10	10	40
44-Fort William.....	70	.....	25	10	10	12.5	1.70	10	10	10-12.5	50
<b>Manitoba (Average).....</b>	60.0	.....	32.5	15.0	.....	.....	.....	10.0	15.0	6.4	30.0
45-Winnipeg.....	65	.....	40	15	.....	15	1.20	10	15	5	30
46-Brandon.....	55	.....	25	15	8	.....	.....	10	15	7.5-8	30
<b>Saskatchewan (Average).....</b>	58.8	67.5	36.7	21.7	16.7	13.8	.....	.....	15.3	10.3	34.0
47-Regina.....	65	.....	40	15	15	15	1.25	10	18	12	28
48-Prince Albert.....	60	.....	.....	.....	15	15	.....	.....	.....	.....	.....
49-Saskatoon.....	50	50	40	30	15	15	.....	.....	18	8-10	.....
50-Moose Jaw.....	60	65	30	20	20	10	.....	.....	10	10	40
<b>Alberta (Average).....</b>	57.5	48.8	35.0	18.8	16.3	13.8	1.175	10.0	15.6	10.0	32.5
51-Medicine Hat.....	65	45	35	25	15	15	1.35	10	17.5	8-10	25
52-Edmonton.....	50	50	30	15	25	10	1.10	10	15	10	35
53-Calgary.....	50	50	40	15	15	15	1.10	10	15	11	30
54-Lethbridge.....	65	50	35	20	10	15	1.15	10	15	10	40
<b>British Columbia (Average).....</b>	59.1	55.3	33.0	24.4	12.1	15.2	1.194	10.5	15.0	8.4	35.7
55-Fernie.....	65	65	25	15	12.5	15	1.40	12	15	10	30
56-Nelson.....	60-75	60-65	35	25	15	15	1.20	10	20	8	45
57-Trail.....	50-60	50	30	p25	15	15	1.20	10	16	8.8-10	35
58-New Westminster.....	65	60	40	20	10	15	1.20	10	15	7	40
59-Vancouver.....	45	35	30	p30	10	12.5	1.15	10	10	5-6	20.5
60-Victoria.....	60	60	34	p30	9	14	1.10	12	17	6.8-8	35
61-Nanaimo.....	60	60	35	25	10	15	1.30	10	12	10	40
62-Prince Rupert.....	55	50	35	25	15	20	1.00	10	.....	10	40

(a) Including Westville, Stelarton and Trenton. (b) Representing the former Newcastle district. (c) Calculated price per cord from price quoted. (d) Natural gas used. (e) Jack pine, poplar, etc. (f) Lignite.

## AND RENTALS IN CANADA AT MIDDLE OF NOVEMBER, 1920—(Concluded)

COAL		WOOD						RENT			
Anthracite, per ton.	Bituminous per ton.	Hard (long), per cord.	Hard (store lengths), per cord.	Soft, (long), per cord.	Soft (store lengths), per cord.	Millwood cuttings, etc., per cord.	Coal oil, per gallon.	Matches, parlour (500) per box.	Six-roomed house with modern conveniences per month.	Six-roomed house with incomplete modern conveniences, of none, per month.	
\$	\$	\$	\$	\$	\$	\$	c.	c.	\$	\$	
20.350	15.007	13.924	15.947	10.781	12.671	9.679	39.9	14.9	26.460	18.875	
25.000	11.690	10.625	12.000	9.360	7.500	8.750	39.0	15.6	22.700	16.500	1
.....	7.20	6.00	7.00	5.00	6.00	.....	40	15	16.00-25.00	10.00-14.00	2
.....	8.75	8.00	c8.00	8.00	c8.00	.....	40	15	18.00-25.00	12.00-18.00	3
24.00	14.00	.....	14.00	9.50	.....	7.00-8.00	40	15	15.00	12.00	4
26.00	14.50	14.50	15.00	9.30	9.00	10.00	40	18	30.00-45.00	25.00-35.00	5
.....	14.00	14.00	16.00	6.00	7.00	.....	35	15	18.00-20.00	12.00-15.00	6
24.50	12.50	11.00	13.00	9.00	11.00	c10.50	35-37	15	16.00-18.00	12.00-13.00	7
21.125	13.375	15.667	16.500	8.625	10.000	7.327	34.8	15.0	24.500	18.000	8
22.00	10.75-15.00	12.00	14.00	8.00	9.00	.....	36-38	15	25.00-45.00	18.00-24.00	9
23.00	13.25-17.00	15.00	16.00	8.00	9.00	c7.58	29-35	15	18.00	15.00	10
20.00	13.00	20.00	22.00	10.00	12.00	c6.40	32-38	15	25.00	18.00	
19.50	12.50	.....	14.00	8.50	10.00	c8.00	35	15	20.00	18.00	
18.183	15.857	14.214	18.852	11.634	13.155	8.383	37.6	15.0	18.888	13.188	11
18.50	16.00	c16.00	c16.00	c13.33	c13.33	c*9.75	35	15	20.00-25.00	.....	12
20.00	18.00	12.00	18.00	9.00	12.00	c8.00	38-45	15	20.00	12.00	13
18.00	18.50	13.00	15.00	.....	.....	.....	40	15	20.00	18.00	14
18.50	17.00	14.00	15.00	13.00-14.00	14.00-15.00	c8.00	35-45	15	14.00	7.00	15
17.00	.....	.....	c13.67	.....	c14.67	.....	38-40	15	15.00	10.00	16
18.65	10.00	14.00	17.00	9.00	10.00	c12.00	30-35	15	15.00-20.00	10.00-15.00	17
18.00	12.00-17.00	15.00-18.00	13.00	17.00	17.00	6.00	38	15	18.00	15.00	18
17.00	17.00	14.00	17.00-19.00	10.50-12.00	12.50-13.00	6.43	35-40	15	18.00-25.00	13.00-18.00	19
.....	.....	.....	16.00	8.50	11.00	8.50	35	15	19.00-24.00	13.00-18.00	
20.010	17.023	14.406	16.842	11.971	14.080	11.423	36.3	14.6	27.600	19.400	20
17.00	17.00	14.00	16.00	8.50	11.00	8.50	35-40	15	25.00-33.00	18.00-24.00	21
16.00	.....	.....	22.15	.....	18.52	16.04	35-40	15	20.00	14.00	22
16.50	13.00	14.00	13.00	13.00	14.00	14.00	33-35	15	18.00-25.00	15.00-20.00	23
17.50	16.50	14.00	15.00	11.00	12.00	10.00	25-30	15	25.00-30.00	20.00-25.00	24
21.50	20.00	16.00	17.00	10.00	11.00	8.00	28-30	12.5	20.00-30.00	18.00-20.00	25
22.00	18.00	12.00	15.00	8.50	.....	c8.40	40	15	15.00-20.00	13.00-15.00	26
16.25	.....	19.00	20.00	16.00	17.00	14.50	40-43	15	40.00	25.00	27
d	15.00	d	d	d	d	d	34	15	20.00-28.00	18.00-23.00	28
17.00-18.00	.....	.....	.....	.....	.....	.....	33	15	30.00-35.00	20.00-25.00	29
17.50-20.00	15.00-16.50	15.00-16.00	15.00-16.00	13.00	13.00	6.00	42	12	25.00-35.00	20.00-25.00	30
19.00	16.50	16.00	16.00	16.00	16.00	.....	40	15	20.00-35.00	17.00	31
21.25	21.25	.....	16.00	.....	12.00	c12.00	32	12.5	18.00	14.00	32
22.00	18.00	17.00	18.00	13.50	14.50	14.50	40	15	22.00-26.00	14.00-18.00	33
22.00	16.00	14.00	16.00	11.00	12.50	c12.50	32	15	40.00	25.00	34
18.00	18.00	12.50	15.00	11.00	14.00	c13.33	38	15	20.00	15.00	35
20.00	20.00	16.00	.....	13.00	.....	.....	35	.....	30.00-35.00	15.00-20.00	36
19.00-24.00	18.00	.....	20.00	.....	18.00	14.00	40	14	25.00-40.00	16.00-25.00	37
22.00	18.00	12.00-13.00	17.00	.....	14.00	.....	35	15	20.00-30.00	15.00-20.00	38
23.00	18.00	.....	.....	.....	.....	9.00-15.00	34-35	15	20.00-25.00	18.00-20.00	39
25.00	15.00	.....	.....	.....	.....	.....	22-28	15	35.00-50.00	25.00-35.00	40
20.00	14.00	12.00	15.00	10.00	10.00	5.00-9.00	38	15	15.00-18.00	12.00-15.00	41
25.50	20.00	15.00	c16.50	13.00	c16.50	.....	40	15	22.00	14.00	42
19.00	14.00	13.00	18.00	10.00	15.00	c12.00	40-42	15	35.00	20.00-25.00	43
19.50	15.50	.....	13.00	13.00	14.50	.....	40	13.3	25.00-40.00	15.00-30.00	44
19.50	17.00	14.00	15.00	13.00	14.00	.....	40	15	25.00-40.00	15.00-30.00	45
23.750	14.800	15.250	16.500	12.750	14.000	.....	37.5	15.0	35.000	24.500	46
23.50	15.60	16.00	17.50	13.50	15.00	10.00	35	15	35.00-50.00	25.00-35.00	47
24.00	14.00	14.50	15.50	12.00	13.00	.....	40	15	25.00-30.00	18.00-20.00	48
24.933	14.175	.....	13.000	10.875	12.000	12.500	43.1	15.0	35.000	23.125	49
25.00	13.65	.....	c15.00	11.00	12.00	12.00	40-45	15	35.00-50.00	30.00	50
25.80	15.80	c9.50	c11.00	7.50	9.00	.....	45	15	25.00-30.00	20.00-25.00	
24.00	12.50-17.00	.....	.....	13.00	15.00	13.00	40	15	30.00-40.00	20.00	
.....	12.50	.....	.....	12.00	.....	.....	45	15	35.00	20.00	
d	8.828	d	d	d	14.500	d	43.8	16.3	33.750	21.000	51
.....	7.75	.....	.....	.....	13.00	.....	35	15	25.00	15.00	52
.....	9.10-11.35	.....	.....	.....	c16.00	c13.00	45	15	45.00	25.00	53
.....	8.50	.....	.....	.....	.....	.....	50	15	40.00	30.00	54
.....	.....	.....	.....	.....	.....	.....	45	20	25.00	14.00	
18.125	12.096	.....	.....	9.875	12.490	7.175	54.8	14.0	25.500	20.671	55
.....	7.35-7.50	.....	.....	11.50	14.50	c12.047	50	15	20.00-30.00	18.00-25.00	56
.....	10.50-15.50	.....	.....	12.00	15.00	8.50	60	15	30.00	20.00	57
.....	10.20-12.70	.....	.....	.....	.....	c7.50	70	15	18.00-20.00	12.00-14.00	58
17.50	15.00	.....	.....	8.00	10.00	7.00-8.00	40	15	29.00	25.00	59
18.75	13.50-14.50	.....	.....	8.00	c10.95	c5.33	50-55	10	12.00-22.00	18.00-20.00	60
.....	19.30	.....	.....	.....	.....	c5.35	50	.....	22.00-30.00	18.00-20.00	61
.....	14.50	.....	.....	.....	.....	4.00	60	15	30.00-40.00	25.00-30.00	62

(a) In bottles.

(b) Hard coal.

(c) Including delivery charges.

\* Per load of 3 1/2 cord.



from \$1.75 per bushel to \$1.50. Hay at Montreal was down from \$33.00 per ton to \$30.00. Bran and shorts eased off to \$38 and \$48 per ton respectively.

**ANIMALS AND MEATS.**—Cattle at Winnipeg fell from \$10 per hundred pounds to \$9.50, and at Toronto from \$12.50 to \$11.50. Beef, dressed hindquarters, at Toronto fell from 25c. per pound to 23c. Flate beef was down to \$25 per barrel. Hogs had fallen to \$18.25 per hundred pounds at Toronto at the end of October and declined throughout November, being down to \$14.75 at the end of the month. Dressed hogs fell from 28c. per pound to 23c. Breakfast bacon declined from 50c. per pound to 48c. and medium weight hams from 40c. per pound to 36c. Lard declined from 30½c. per pound to 28½c. Sheep were firmer at \$6.00-\$7.50 per hundred pounds. Mutton declined 1c. to 14-19c. per pound. Dressed lamb fell from 24-27c. per pound to 23-26c. Fowl at Montreal was up to 33c. per pound. Turkeys eased off from 55c. per pound to 48-52c.

**DAIRY PRODUCTS.**—Butter had fallen to 50c. per pound at Montreal at the end of October but recovered to 52c. at the beginning of November and reached 55c. by the end of the month. Cheese fell from 24½c. per pound to 20½c. Eggs advanced from 75c. per dozen to 85c. at Montreal and Toronto. Milk declined at Toronto from \$3.25 per 8 gallon can to \$2.90.

**FISH.**—Dried cod fell to 9c. per pound and haddock to 6c. Canned lobsters fell from 45c. per pound to 40c. The export market for fish was still quiet. Salt rackarel advanced from 8c. per pound to 9c. and salt herrings from 2½c. to 3c. Lake trout at Toronto fell to 17-18c. per pound.

**FRUITS AND VEGETABLES.**—No. 1 apples were up to \$6.00-\$8.00 per barrel at Toronto. Late pears came on at 35-60c. per basket and rose to 50-65c. California lemons came on at \$5.50 per box and navel oranges at \$7.50-\$8.50. Evaporated apples were lower at 15c. per pound. Prunes came on the market at 14½c. per pound for 70-80 size. Potatoes advanced to \$2.40-\$2.50 in small lots

at Toronto. Quebec potatoes were up to \$1.85-\$1.90 at Montreal in car lots and New Brunswick potatoes were up to \$2.00. Beans were firmer at \$4.50-\$4.75 per bushel at Montreal. Onions were up to \$1.50-\$2.25 per hundred pounds. Turnips were firmer at 75c. per bag. Canned corn was lower at \$1.50-\$1.65 per dozen. Canned peas were down to \$1.75 and canned tomatoes to \$1.72½.

**MISCELLANEOUS FOODS.**—Flour was lower at \$12.20 per barrel for spring wheat patents at Toronto. Rolled oats fell to \$4.25 per bag. Tapioca was lower at 10-10½c. per pound. Several grades of tea were down 5c. per pound. Sugar was down to \$15.76 per hundred at Toronto at the middle of the month as compared with \$19.76 at the middle of October. In yellow sugar the decrease was from \$19.36 to \$14.76. Glucose, honey, pepper, cream of tartar, and baking soda were lower.

**TEXTILES.**—Ontario wool, unwashed, was down to 15-25c. per pound. A line of yarn was lower at \$1.70 per pound. Raw cotton at New York was down from 22c. per pound to 20c. Several lines of cotton goods were down 10 and 15 per cent. Raw silk was lower at \$6.50 per pound. Jute, hessians, flax products, and oilcloth were lower.

**HIDES, LEATHER, BOOTS AND SHOES.**—Beef hides were down to 8c. per pound, and calf skins to 10c. Harness leather was lower at 81-84c. per pound for No. 1 R.

**METALS AND IMPLEMENTS.**—Wrought iron scrap fell from \$25. per ton to \$20. Aluminum was 2c. lower at 33c. per pound. Brass was 2c. lower at 38½c. per pound. Copper was 2½c. lower at 19½c. Lead declined ½c. per pound to 8½c. Quicksilver fell from \$75 per flask to \$60. Silver bar was down to 74c. per ounce. Spelter was lower at 9c. per pound. Tin was 3c. lower at 47c.

**FUEL AND LIGHTING.**—Bituminous coal averaged higher in Vancouver Island, Connellsville coke, furnace, was down to \$10.00-\$12.00 at the ovens and foundry coke was down to \$8.00-\$10.00.

# INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES FOR NOVEMBER, 1920, OCTOBER, 1920, NOVEMBER, 1919, 1918, 1917, 1916, 1915, 1914, AND 1913

(Average price 1890-1899=100.)

(Average price 1890-1899—100.)										
INDEX NUMBERS										
	Number of commodities	*Nov., 1920	*Oct., 1920	*Nov., 1919	*Nov., 1918	Nov., 1917	Nov., 1916	Nov., 1915	Nov., 1914	Nov., 1913
<b>I.—GRAINS AND FODDER—</b>										
Grains, Ontario.....	6	265.9	325.8	340.1	313.6	388.7	285.5	183.3	180.8	141.3
Grains, Western.....	4	252.1	294.3	369.0	309.3	301.9	263.9	161.6	167.1	115.8
Fodder.....	5	305.4	315.3	282.8	263.5	207.0	184.5	160.8	177.1	155.3
All.....	15	275.3	313.9	328.7	295.7	305.0	246.1	170.0	175.9	139.9
<b>II.—ANIMALS AND MEATS—</b>										
Cattle and beef.....	6	308.3	328.2	322.3	343.6	290.5	211.0	204.1	215.5	202.1
Hogs and hog products.....	6	349.8	377.8	345.4	356.9	336.6	224.6	176.2	160.9	177.4
Sheep and mutton.....	3	225.6	229.2	211.2	256.9	266.1	204.0	153.5	148.1	137.3
Poultry.....	2	501.3	496.0	363.2	390.6	303.3	234.9	200.3	161.6	186.5
All.....	17	331.0	348.4	315.6	338.8	304.0	217.5	184.9	177.9	180.1
<b>III.—DAIRY PRODUCTS</b>										
	9	322.1	318.7	340.3	286.1	246.4	227.8	180.6	171.5	172.9
<b>IV.—FISH—</b>										
Prepared fish.....	6	225.5	227.1	211.1	264.9	241.6	167.7	151.8	155.4	143.6
Fresh fish.....	3	278.6	288.3	252.3	238.8	217.1	178.6	157.8	161.3	165.5
All.....	9	243.2	249.5	224.8	256.2	233.5	171.3	157.3	157.4	150.9
<b>V.—OTHER FOODS—</b>										
<b>(a) Fruits and Vegetables—</b>										
Fresh fruits, native.....	2	177.1	143.1	234.4	193.0	254.0	216.4	131.7	78.0	100.0
Fresh fruits, foreign.....	3	256.7	250.3	215.6	195.3	128.3	118.9	109.3	84.9	95.6
Dried fruits.....	4	227.7	243.5	278.6	275.6	264.6	183.5	167.2	115.9	115.9
Fresh vegetables.....	5	305.8	239.3	395.1	304.7	342.7	318.6	198.0	132.0	159.0
Canned vegetables.....	3	176.1	186.6	204.9	225.7	265.6	176.0	105.4	101.2	95.9
All.....	17	242.5	211.2	286.5	255.1	263.0	214.2	152.2	111.3	126.5
<b>(b) Miscellaneous groceries—</b>										
Breadstuffs.....	10	280.3	293.1	272.2	263.3	251.4	209.4	135.3	145.9	123.1
Tea, coffee, etc.....	4	210.1	209.5	216.1	192.6	150.2	133.9	121.9	122.9	110.3
Sugar, etc.....	6	339.0	376.7	317.1	309.5	238.5	179.3	143.1	130.4	108.2
Condiments.....	5	221.1	230.7	227.9	252.3	196.0	151.8	136.5	118.3	97.6
All.....	25	271.3	287.3	265.2	261.4	221.0	178.5	135.3	133.0	112.4
<b>VI.—TEXTILES—</b>										
Woolens.....	5	318.7	353.2	395.8	429.4	368.1	237.6	200.7	148.2	136.6
Cottons.....	4	328.4	340.4	369.2	359.9	267.8	187.9	138.1	123.8	150.5
Silks.....	3	177.6	180.1	220.3	149.5	121.5	119.0	88.7	87.3	99.4
Jutes.....	2	462.3	489.3	639.2	609.5	574.3	330.1	252.1	197.5	243.7
Flax products.....	4	563.4	597.3	462.6	469.0	329.0	243.3	166.9	119.8	114.6
Oilcloths.....	2	266.0	306.7	277.8	238.7	171.4	139.8	118.7	104.6	104.7
All.....	20	357.5	382.4	390.0	380.4	304.2	210.5	161.6	129.0	136.9
<b>VII.—HIDES, LEATHER, BOOTS &amp; SHOES</b>										
Hides and tallow.....	4	182.7	191.0	562.0	373.5	295.3	337.4	207.4	196.9	137.7
Leather.....	4	280.3	285.9	318.5	265.0	265.1	251.2	174.3	155.7	151.4
Boots and shoes.....	3	301.9	301.9	339.7	224.6	232.9	220.3	162.3	158.3	155.7
All.....	11	250.7	255.8	412.8	293.4	267.3	272.6	183.1	171.4	165.8
<b>VIII.—METALS AND IMPLEMENTS—</b>										
Iron and steel.....	11	282.1	286.1	204.0	281.0	287.3	166.9	115.1	99.8	101.4
Other metals.....	12	193.3	202.0	203.8	270.1	240.1	226.7	207.0	123.3	130.0
Implement.....	10	273.2	273.2	245.0	242.3	197.8	145.9	114.8	108.2	105.6
All.....	33	244.4	251.6	216.3	265.3	243.0	182.3	148.4	111.4	113.5
<b>IX.—FUEL AND LIGHTING—</b>										
Fuel.....	6	352.5	402.2	232.7	256.5	234.0	201.7	131.9	119.0	130.4
Lighting.....	4	269.5	269.5	245.3	236.8	114.2	89.6	94.7	92.6	92.2
All.....	10	319.3	249.2	237.7	248.6	186.1	156.9	116.7	108.5	115.1
<b>X.—BUILDING MATERIALS—</b>										
Lumber.....	14	480.5	480.5	352.6	279.1	231.8	184.1	174.1	178.4	184.4
Miscellaneous materials.....	20	271.5	273.8	226.8	237.7	210.4	171.9	122.4	108.1	113.4
Paints, oils and glass.....	14	395.4	415.3	409.7	348.1	264.6	215.1	164.4	139.5	142.0
All.....	48	368.5	375.3	316.8	282.0	232.4	187.9	149.7	137.8	142.5
<b>XI.—HOUSE FURNISHINGS—</b>										
Furniture.....	6	451.3	451.3	447.8	311.0	205.9	171.5	145.9	146.6	147.2
Crockery and glassware.....	4	512.0	512.0	404.9	367.7	280.0	208.4	170.3	147.7	130.9
Table cutlery.....	2	164.1	164.1	163.4	155.1	150.7	132.2	87.3	78.4	72.4
Kitchen furnishings.....	4	286.5	286.5	253.1	272.3	211.4	144.5	125.5	123.4	124.8
All.....	16	390.2	390.2	352.8	296.0	218.9	169.0	139.5	131.9	128.1
<b>XII.—DRUGS AND CHEMICALS.....</b>										
	16	232.5	238.6	205.3	276.8	275.7	239.2	227.7	135.5	111.6
<b>XIII.—MISCELLANEOUS—</b>										
Raw urs.....	4	459.4	868.2	1190.0	725.8	427.0	342.7	257.8	137.5	247.9
Liquors and tobaccos.....	6	303.7	303.7	300.1	218.3	158.7	148.2	134.3	138.7	134.6
Sundries.....	7	208.9	215.7	210.4	227.1	197.7	150.7	121.6	110.0	111.2
All.....	17	301.3	400.3	472.6	340.1	254.4	195.0	158.1	126.6	151.6
All commodities.....	263†	304.2	317.6	307.7	290.9	252.3	200.5	158.7	137.5	135.8

\*Preliminary figures. †Eight commodities off the market, fruits, vegetables, etc. One line of spelter was dropped in 1915.

**BUILDING MATERIALS.**—Lumber markets were reported easier as the demand was quiet for building and for wood-work in factories. In British Columbia several grades declined \$5. per M. Lead pipe was 1c. lower at 16c. per pound. Copper wire was 1c. lower at 19c. per pound. Sash cord was higher at Toronto owing to an increase in freight rates. Linseed oil was down to \$1.20 per gallon and turpentine was down to \$1.80. Window glass declined nearly 20 per cent.

**HOUSE FURNISHINGS.**—No changes were reported.

**DRUGS AND CHEMICALS.**—Bleaching powder, copperas, and soda ash were lower.

**MISCELLANEOUS.**—In raw furs, prices declined considerably, mink being down from \$12 per skin to \$10, muskrat from \$2 to \$1, raccoon from \$9.50 to \$5, and skunk from \$6.75 to \$2.50. In pulp and paper markets the demand was reported to be lighter and supplies were easier to obtain. Crude rubber was again lower at 20c. per pound. Manila rope fell from 33½c. per pound to 31c. and laundry starch from 10¾c. per pound to 9¾c.

## PRICES IN THE UNITED KINGDOM AND IN OTHER COUNTRIES

**T**HE accompanying tables and the following statistics as to the prices in the United Kingdom and in other countries.

### United Kingdom

In Great Britain, the Ministry of Labour reported a marked increase in the general level of retail prices of the principal articles of food, the average increase since July, 1914, in the cost of pre-war budget of foods being 191 per cent at the first of November as compared with 170 per cent at the first of October. About two thirds of this increase for the month is said to be due to the advance in the prices of bread and flour, following on the further reduction in the Government subsidy which was established during the war in order that flour and bread prices might not rise beyond the reach of the poorer classes. The maximum price of butter was raised by the Government 4d. per lb. Milk and eggs were also reported higher. Thus the transition from Government-controlled prices to prices fixed in the open market is marked by increased prices for foods in Great Britain.

Rents were estimated as having advanced about 42 per cent since July, 1914, one-half of this increase being due to higher local rates and water charges.

Clothing prices were declining, the prices of boots showing more numerous decreases during the month than those of other articles. Suits and overcoats, underclothing and clothing materials all showed some fall in prices on the average. The increase at the first of November since July, 1914, was estimated at 320 per cent as compared with 330 per cent at the first of October.

Little, if any, change for the month was noted in the cost of fuel and lighting.

In wholesale prices, the Economist's index number indicated a considerable decline in the general level during the month. Since April last, the decline has been continuous except in one month but in none of these months has the drop been so marked as in October. On October 1, the percentage change was estimated at 326.1. On November 1, the corresponding figure was 299.7. A fall in textile prices was responsible for a large part of the decline, but there were decreases also in rubber, timber, oils, cereals, meat, and minerals.

### France

In Paris, the general level of retail food prices in October rose 3.3 per cent



THE COURSE OF RETAIL PRICES OF FOODS AND GROCERIES IN CANADA, THE UNITED KINGDOM AND CERTAIN OTHER COUNTRIES.

Date	Canada 29 foods 60 cities	United Kingdom 21 foods 600 towns	Austra- lia 46 foods and groceries 30 towns	New- Zealand 59 foods 25 towns	South Africa 9 foods 9 towns	Den- mark Copen- hagen	Switzer- land	Spain Provin- cial capitals	France Chief cities except Paris	Italy Milan 9 foods	Hol- land Amster- dam	Nor- way Foods	Sweden 51 articles 44 towns	United States 22 foods 45 cities
1900.....	\$ 5.48	88.5a	.....	908b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1905.....	5.95	91.0a	.....	990b	.....	.....	.....	.....	.....	.....	.....	.....	.....	93
1910.....	6.95	96.3a	.....	991b	1000	.....	.....	98.4c	1000	.....	.....	.....	.....	92
1911.....	7.14	96.3a	1.000	982b	1093	.....	.....	101.7e	.....	.....	.....	.....	.....	98
1912.....	7.33	101.3a	1.140	1.017b	1138	.....	.....	101.3c	1020	100	100.0	.....	.....	100
1913.....	7.33	101.6a	1.106	1.037b	1147	.....	.....	102.0c	.....	.....	103.0	.....	.....	102
1914.....	7.73	103.4a	1.155	1.093b	1131	.....	.....	.....	.....	.....	117.2	.....	.....	101
1915.....	7.86	131.5a	1.423	1.201b	1214	.....	.....	.....	.....	.....	120.9	.....	.....	114
1916.....	8.79	106.0	1.506	1.268b	1312	.....	.....	.....	.....	.....	180.4	.....	.....	146
1917.....	11.42	199.0	1.481	1.360b	1446	.....	.....	.....	.....	.....	180.6	.....	.....	163
1918.....	13.02	214.7	1.523	1.487b	1511	.....	.....	.....	.....	.....	201.9	.....	.....	186
1919.....	13.87	.....	.....	1.555b	1647	.....	.....	.....	.....	.....	.....	.....	.....	.....
1914	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	164
January.....	7.73	.....	1.099	.....	.....	.....	.....	107.1d	1004e	92	.....	100	100	97
April.....	7.50	.....	1.161	.....	.....	.....	100*	.....	.....	.....	.....	.....	.....	102
July.....	7.42	100	1.194	1.070	.....	.....	103*	106.9c	.....	.....	.....	.....	.....	105
October.....	7.99	112	1.156	1.096	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1915	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
January.....	7.97	118	1.240	1.190	.....	.....	107*	.....	1105e	98	.....	.....	.....	99
April.....	7.79	124	1.318	1.212	.....	.....	114*	107.7d	.....	.....	.....	.....	.....	100
July.....	7.80	132.5	1.522	1.200	116.3	.....	119*	.....	1235e	102	.....	.....	.....	103
October.....	7.82	140	1.551	1.202	120.0	.....	120.3*	113.8c	.....	.....	.....	.....	.....	.....
1916	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	107
January.....	8.28	145	1.504	1.236	.....	.....	126.0*	.....	1136e	118	.....	143	.....	109
April.....	8.34	149	1.520	1.258	.....	.....	129.4*	117.6d	1379e	.....	.....	155	.....	111
July.....	8.46	161	1.516	1.276	135.9	.....	139.5*	.....	1420e	126	.....	176	.....	121
October.....	9.30	168	1.454	1.289	.....	.....	143.8*	120.3c	1466e	.....	.....	182	.....	.....
1917	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	128
January.....	10.27	187	1.453	1.359	.....	.....	147.9*	.....	1547e	142	.....	.....	160	145
April.....	10.77	194	1.473	1.357	.....	.....	157.9*	123.6d	1717e	160	.....	212	175	146
July.....	11.62	204	1.470	1.357	.....	154.7	178.8*	.....	1845e	183	.....	261	177	146
October.....	11.81	202	1.506	1.392	.....	.....	192.0*	136.1c	2008e	195	.....	273	192	157
1918	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	160
January.....	12.42	206	1.505	1.427	.....	.....	197.4*	.....	2120e	211	179.6	.....	221	161
February.....	12.54	208	1.510	1.430	166.1	.....	.....	.....	.....	215	191.2	.....	227	154
March.....	12.66	207	1.519	1.434	.....	.....	203.7	145.4d	.....	225	174.9	.....	235	154
April.....	12.57	206	1.528	1.464	.....	.....	.....	.....	2331e	233	176.1	239	247	168
May.....	12.66	207	1.539	1.454	.....	.....	.....	.....	.....	255	175.9	.....	258	162
June.....	12.79	208	1.541	1.485	.....	.....	229.7	.....	.....	258	175.7	.....	261	167
July.....	13.00	210	1.523	1.491	181.8	.....	.....	.....	2446e	270	175.6	279	268	171
August.....	13.41	218	1.491	1.507	.....	.....	.....	.....	.....	272	171.3	.....	284	178
September.....	13.21	216	1.489	1.515	.....	.....	251.0	161.8c	.....	278	197.8	270	310	181
October.....	13.54	229	1.521	1.515	.....	.....	.....	.....	2608e	280	201.6	.....	320	183
November.....	13.65	233	1.547	1.535	.....	.....	.....	.....	.....	278	203.1	.....	330	187
December.....	13.65	229	1.565	1.603	.....	.....	252.0	.....	.....	289	203.1	275	330	185
1919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	172
January.....	13.78	230	.....	1.553	1535	189.9	.....	.....	2794e	290	194.9	279	369	175
February.....	13.41	230	1.645	1.522	1552	.....	.....	.....	.....	291	212.4	278	334	182
March.....	13.05	220	1.661	1.505	1555	.....	257.4	107.7d	.....	291	205.1	278	331	185
April.....	13.35	213	1.686	1.516	1571	.....	.....	.....	2945e	.....	195.8	276	336	184
May.....	13.53	207	1.696	1.524	1571	.....	.....	.....	.....	.....	185.9	271	328	185
June.....	13.72	204	1.706	1.528	1590	.....	261.4	.....	.....	.....	204.3	290	319	190
July.....	13.72	209	1.714	1.539	154	211.1	.....	.....	2897e	374	210.4	289	310	192
August.....	14.45	217	1.723	1.565	1636	.....	.....	.....	.....	283	206.7	291	313	188
September.....	14.31	216	1.718	1.585	1639	.....	.....	138.6c	.....	304	203.2	298	309	183
October.....	14.21	222	1.814	1.605	1738	.....	.....	.....	3021e	358	203.7	300	307	192
November.....	14.23	233	1.839	1.635	1893	.....	.....	.....	.....	371	202.4	297	309	197
December.....	14.70	234	1.834	1.662	1918	.....	244.6	.....	.....	.....	199.0	299	307	.....
1920	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	201
January.....	15.30	236	1.892	1.688	2000	241.9	.....	.....	3204e	.....	203.3	295	298	200
February.....	15.70	235	1.903	1.708	2115	.....	.....	.....	.....	.....	205.1	294	290	200
March.....	15.98	233	.....	1.730	2074	.....	244.4	.....	.....	.....	204.9	298	291	211
April.....	15.99	235	2054	1.738	2074	.....	.....	.....	3802e	.....	205.6	305	297	215
May.....	16.65	246	2175	1.746	2131	.....	.....	.....	.....	.....	210.3	311	294	210
June.....	16.92	255	.....	1.742	2197	.....	.....	.....	.....	.....	216.5	319	297	210
July.....	16.84	258	.....	1.791	2189	.....	.....	.....	3898e	.....	218.6	333	308	207
August.....	16.42	262	.....	1.834	2204	.....	.....	.....	.....	.....	223.4	336	307	203
September.....	15.95	267	.....	1.849	.....	.....	.....	.....	.....	.....	.....	.....	306	198
October.....	15.83	270	.....	1.899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November.....	15.32	291	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

aCalculated from annual index number prior to war and price level Aug.-Dec. 1914. bFour chief centres only. c6 months ending September. d6 months ending March. eQuarter beginning in specified month. \*Previous month

## INDEX NUMBERS OF WHOLESALE PRICES IN CANADA, AND THE UNITED KINGDOM, AND CERTAIN OTHER COUNTRIES

	Canada	United Kingdom				United States					France	Italy	Sweden	Australia	New Zealand	South Africa	Japan
	Department of Labour	Board of Trade No.	Economist	Statist	Bureau of Labour Statistics	Annalist	Bradstreet	Dun	Gibson	Statistique Générale	Bachi Index No.	Official	Bureau of Census and Statistics	Government Statistician	Census and Statistics Office	Bank of Japan	
No. of commodities.	272*	47	44	45	346	251	96	200	221	45	44	47	92		188	50	
Date.	1890—1899 = 100	1900 = 100	1901—1905 = 100	1867—1877 = 100	1913 = 100	1890—1899 = 100	.....	.....	.....	1901—1910 = 100	1901—1905 = 100	1913—1914 = 100	1911 = 1000	1909—1913 = 1000	1914 = 1000	.....	
1890.....	110.3	103.3	102.2	72	83.5	109.252	\$.....	\$90.876	43.4	.....	.....	.....	1,053	.....	.....	.....	
1895.....	95.6	90.7	87.6	62	69.2	9.604	6.4346	81.251	42.0	.....	.....	.....	760	.....	.....	.....	
1900.....	108.2	100.0	110.5	75	81.7	9.388	7.8839	93.355	44.2	.....	.....	.....	894	.....	.....	.....	
1905.....	113.8	97.6	103.3	72	85.7	110.652	8.0987	99.315	47.3	98.3	.....	.....	910	.....	.....	.....	
1907.....	126.2	106.0	118.0	80	95.8	11.940	8.9045	110.462	50.9	109.0	.....	.....	1,021	.....	.....	.....	
1908.....	120.8	103.0	109.0	73	90.8	12.756	8.0094	110.728	54.2	100.9	.....	.....	1,115	.....	.....	.....	
1909.....	121.8	104.1	107.0	74	93.6	133.852	8.5153	115.434	59.2	101.4	.....	.....	993	949	.....	.....	
1910.....	124.2	108.8	113.3	78	97.3	137.172	8.9931	121.301	59.3	108.1	.....	.....	1,003	984	.....	.....	
1911.....	127.4	109.4	113.6	80	95.6	131.068	8.7132	116.616	56.9	113.2	.....	.....	1,000	994	.....	.....	
1912.....	134.4	114.9	123.4	85	98.8	143.254	9.1867	122.858	62.6	117.8	.....	.....	1,170	1,041	.....	.....	
1913.....	135.5	116.5	122.3	85	100.0	139.980	9.2076	118.576	58.1	115.6	126.0	100	1,088	1,051	.....	132.2	
1914.....	136.1	117.2	120.8	86	99.0	146.069	8.9030	122.188	60.8	117.9	119.8	116	1,149	1,077	.....	126.3	
1915.....	148.0	143.9	150.6	108	100.0	143.050	9.8539	124.563	64.0	161.6	167.2	145	1,604	1,269	.....	127.8	
1916.....	182.0	186.5	196.4	136	123.0	175.720	11.8251	148.808	74.9	217.6	251.6	185	1,504	1,380	.....	154.9	
1917.....	237.0	243.0	250.0	175	175.0	261.796	15.6385	204.121	110.8	392.4	385.9	244	1,662	1,555	.....	196.4	
1918.....	278.3	269.8	275.3	193	196.0	287.080	18.7117	229.220	122.8	392.1	515.5	339	1,934	1,809	.....	259.0	
1919.....	293.2	296.3	287.9	205.6	214.0	295.607	18.6642	230.846	121.4	412.0	460.9	330	2,055	1,834	.....	.....	
1914.....	136.5	.....	119.0	83.5	100.0	142.452	8.8857	124.523	58.2	115.4	128.6	.....	a 1,085	a 1,045	1,000	.....	
January.....	136.7	.....	117.5	82.3	98	141.120	8.7562	119.791	57.7	115.7	116.5	.....	a 1,113	a 1,067	.....	.....	
April.....	134.6	.....	116.6	82.4	100.0	144.879	8.6566	119.705	58.9	.....	115.6	.....	a 1,185	a 1,073	.....	.....	
July.....	138.7	.....	124.2	89.8	99.0	150.245	9.2416	123.531	62.9	.....	123.3	.....	a 1,225	a 1,123	.....	.....	
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1915.....	138.9	.....	136.5	96.4	99.0	150.95	9.1431	124.168	64.7	143.9	132.7	.....	a 1,387	a 1,323	1,109	.....	
January.....	146.4	.....	151.2	105.9	100.0	153.21	9.7753	125.090	67.8	156.3	152.3	.....	a 1,660	a 1,344	.....	.....	
April.....	150.2	.....	149.1	106.4	101.0	147.29	9.8598	124.958	64.4	163.7	164.4	.....	a 1,822	a 1,403	.....	.....	
July.....	152.4	.....	153.2	110.0	102.0	140.91	9.9774	126.663	60.0	182.4	186.4	.....	a 1,544	a 1,449	.....	.....	
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1916.....	172.1	.....	174.5	123.6	110.0	153.17	10.1936	137.666	65.6	.....	232.3	.....	a 1,502	a 1,450	1,229	.....	
January.....	181.0	.....	190.5	134.2	117.0	165.73	11.7598	145.690	71.3	.....	252.7	.....	a 1,493	a 1,810	.....	.....	
April.....	180.9	.....	191.1	130.5	120.0	170.11	11.5294	145.142	71.9	210.6	242.8	.....	a 1,505	a 1,593	.....	.....	
July.....	188.2	.....	208.7	141.5	124.0	190.13	12.0399	152.355	82.2	223.0	260.2	.....	a 1,514	a 1,665	.....	.....	
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1917.....	212.7	.....	225.1	159.3	151.0	208.88	13.7277	169.562	87.4	249.2	290.0	.....	a 1,525	a 1,684	1,470	.....	
January.....	231.1	.....	244.5	173.0	173.0	262.50	14.5769	190.012	109.2	236.7	333.7	.....	a 1,587	a 1,759	.....	.....	
April.....	248.7	.....	254.4	176.9	187.0	265.20	16.0680	211.950	116.4	309.8	383.3	.....	a 1,715	a 1,849	.....	.....	
July.....	244.7	.....	259.1	180.6	181.0	280.20	16.9117	219.679	120.1	327.9	441.8	.....	a 1,804	a 1,944	.....	.....	
October.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1918.....	258.1	.....	262.9	186.2	185.0	278.696	17.9266	222.175	118.9	361.6	457.6	.....	a 1,887	a 1,777	1,663	.....	
January.....	269.4	.....	270.0	189.8	189.0	291.404	18.4656	230.313	130.5	385.4	505.6	.....	a 1,940	a 1,741	.....	.....	
April.....	284.0	.....	278.5	193.1	198.0	285.744	19.1849	232.575	123.3	389.9	540.6	.....	a 1,954	a 1,808	.....	.....	
July.....	289.0	288.0	282.6	197.8	205.0	284.213	19.0167	233.227	119.0	416.1	556.4	370	a 1,965	a 1,917	.....	285.5	
October.....	290.9	285.7	282.6	195.3	206.0	288.625	18.9110	230.529	118.8	413.7	550.7	387	.....	1,995	.....	283.4	
December.....	288.8	300.4	277.0	196.0	207.0	291.220	19.0376	230.375	.....	407.9	467.9	372	.....	1,961	.....	282.6	
1919.....	286.5	288.5	265.9	190.7	203.0	299.142	18.5348	230.146	119.7	401.8	410.1	369	1,959	1,888	1,799	283.2	
January.....	279.8	289.8	263.8	187.5	197.0	281.723	17.6344	220.050	116.7	393.5	403.9	358	1,914	1,848	.....	281.6	
February.....	277.6	296.3	260.1	184.7	201.0	297.961	17.2244	217.037	122.9	389.3	410.1	354	1,925	1,789	.....	272.7	
March.....	279.6	293.3	262.4	184.6	203.0	311.801	17.2795	219.073	129.8	384.0	417.9	349	1,952	1,770	1,758	273.2	
April.....	284.1	274.6	272.2	194.6	207.0	313.041	17.2795	219.073	129.8	384.0	417.9	349	1,952	1,770	1,758	273.2	
May.....	284.1	277.8	281.3	194.4	207.0	301.455	18.0900	222.793	122.9	381.5	451.0	324	1,972	1,782	.....	283.7	
June.....	294.0	281.6	293.2	206.4	219.0	313.647	18.8964	223.707	127.9	403.0	456.6	320	2,008	1,788	1,831	301.6	
July.....	301.1	299.8	295.9	212.7	226.0	306.820	20.0017	241.650	126.7	401.7	465.5	321	2,070	1,828	.....	326.8	
August.....	301.5	308.2	299.4	214.8	221.0	280.279	19.4720	238.342	116.0	411.4	468.3	319	2,111	1,868	.....	332.2	
September.....	299.6	302.8	308.9	224.3	223.0	277.028	19.5215	235.867	112.2	441.4	492.0	307	2,278	1,886	2,079	340.5	
October.....	307.7	336.6	317.5	231.0	230.0	282.486	19.9026	238.573	114.6	468.2	552.8	308	2,267	1,899	.....	352.1	
November.....	322.7	345.8	334.7	232.2	238.0	280.876	20.1756	244.639	119.4	488.6	576.2	317	2,250	1,925	.....	370.2	
December.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	381.5	
1920.....	338.4	356.5	353.1	245.3	248.0	294.925	20.3638	247.394	130.4	562.7	634.7	319	2,311	1,999	2,360	398.0	
January.....	343.5	368.5	370.9	260.4	249.0	296.672	20.8694	253.748	127.3	603.3	701.0	342	2,354	2,039	.....	414.0	
February.....	349.0	375.1	379.6	261.8	253.0	329.909	20.7950	253.016	133.8	641.0	780.0	354	2,383	2,123	.....	425.2	
March.....	353.1	374.3	374.2	266.1	265.0	321.090	20.7124	257.901	147.4	679.2	855.7	354	2,478	2,153	2,500	397.2	
April.....	356.6	371.7	372.7	260.0	272.0	321.898	20.7341	263.332	155.4	635.9	830.3	361	2,567	2,167	.....	359.7	
May.....	349.3	393.4	356.7	255.7	269.0	381.758	19.8752	262.149	154.7	569.6	773.5	366	2,658	2,158	.....	327.7	
June.....	346.8	404.0	358.0	254.6	262.0	307.650	19.3528	260.414	141.9	572.9	.....	.....	364	.....	.....	.....	
July.....	330.2	379.1	352.0	253.5	250.0	309.820	18.8273	252.288	125.8	579.5	.....	.....	365	.....	.....	.....	
August.....	326.6	.....	347.5	248.7	242.0	268.109	17.9746	248.257	118.5	607.7	.....	.....	362	.....	.....	.....	
September.....	317.6	.....	326.0	239.9	225.0	247.145	16.9094	237.341	106								

\*230 Commodities 1990—1999; 272, 1910—1914; 271, 1915—

over that of the previous month and is 320 per cent higher than in July, 1914.

Holland

Retail prices of food in Amsterdam rose in September 2.2 per cent as compared with August, the percentage increase over the level for 1913 being 123.4.

Sweden

In Sweden, the index figure for the cost of living was slightly lower in October than in September, food, fuel and lighting being included in the compilation. Prices in Stockholm decreased more than in the other centres. Compared with July, 1914, the increase in the principal towns was estimated at 206 per cent.

Finland

Official investigations into the cost of living in Finland were not made during the latter part of the war. Prices of certain of the more important necessities in various districts were published in the journal of the Finnish Ministry of Labour. The Department for Social Affairs has undertaken recently to conduct an investigation at the request of the employees of the public service of Finland. Preliminary results of this inquiry have been published and translated by the International Labour Office at Geneva. The accompanying table of index numbers is based on returns from 20 places and refers to the cost of maintaining the pre-war standard of living for a workingman's family of five members.

INDEX NUMBERS OF COST OF LIVING IN FINLAND, 1920.

Articles	1914	1920						
	July,	Jan.	Febr.	March	April	May	June	July
Food.....	100	898	909	915	920	914	926	982
Clothing.....	100	924	944	958	979	1004	1022	1049
Rent.....	100	307	308	308	309	313	325	335
Fuel.....	100	949	1000	1014	1085	1169	1188	1232
Tobacco.....	100	1175	1202	1278	1320	1333	1344	1262
Newspapers.....	100	401	401	401	401	401	401	401
All items.....	100	819	832	840	850	854	868	911

New Zealand

In New Zealand retail prices of foods in 25 towns increased during October 2.7 per cent over those of September. As compared with similar prices in July, 1914, the increase is estimated at 77.5 per cent, regard being had to the relative importance from the point of view of consumption of the various commodities before the war.

United States

The Bureau of Labour Statistics published in the Monthly Labour Review,

October, 1920, the accompanying table showing the changes in the cost of living in the United States from 1913 to June, 1920. The figures are averages based on the prices secured in 18 cities up to December, 1917, and in 31 cities from that date to June, 1920. The first column in the table shows what percentage the average expenditure for each group of items is of the average total expenditure per family. It will be noted that the total increase during this period is 116.5 per cent, the largest increase being that of 192.7 per cent in furniture and furnishings and the next highest being 187.5 per cent in clothing.



## INCREASE IN THE COST OF LIVING IN THE UNITED STATES.

Item of Expenditure	Per cent o total Expenditure	Per cent of increase from 1913 (average) to—							
		Dec., 1914	Dec., 1915	Dec., 1916	Dec., 1917	Dec., 1918	June, 1919	Dec., 1919	June, 1920
Food.....	38.2	5.0	5.0	26.0	57.0	87.0	84.0	97.0	119.0
Clothing.....	16.6	1.0	4.7	20.0	49.1	105.3	114.5	168.7	187.5
Housing.....	13.4	.....	1.5	2.3	.1	9.2	14.2	25.3	34.9
Fuel and light.....	5.3	1.0	1.0	8.4	24.1	47.9	45.6	56.8	71.9
Furniture and furnishings.....	5.1	4.0	10.6	27.8	50.6	113.6	125.1	163.5	192.7
Miscellaneous.....	21.3	3.0	7.4	13.3	40.5	65.8	73.2	90.2	101.4
Total.....	100.0	3.0	3.6	18.3	42.4	74.4	77.3	99.3	116.5

In wholesale prices, Bradstreets' index number for December 1st reflects a decrease greater than that for any previous month since the decline began in February. A fall of 13 per cent brings the index number to the lowest point reached since November, 1916, and the price level stands now at 56 per cent above that of August 1914.

That this decline, as no doubt was the case with the advance, has perhaps been rather more

precipitate than has been warranted by trade conditions, seems possible from the reports received since December 1st of rallies in some commodities, notably wheat, the other grains, flour, raw cotton, gray goods, lead, zinc and other products. As for month past and indeed since the decline began, the weakness in prices in November was most marked in the textile group, mostly raw materials and staple manufactured cotton goods. Coming next to these in importance of decline shown was the hide and leather, metal, oil, live stock, naval stores, and chemical and drug groups.

## RECENT LEGAL DECISIONS AFFECTING LABOUR

THE three legal decisions which are summarized below deal respectively with the power of provincial legislatures and governments with respect to

Japanese workers; a dispute between two trade unions over the ownership of funds; and the powers of a minor to bring an action under Quebec law.

#### The Legislature and Government of British Columbia cannot exclude Japanese from employment on public works

In response to four questions submitted, in pursuance of an order-in-council, to the British Columbia Court of Appeal by the Attorney General of that Province, an important judgment was recently handed down which was to the effect that the province had no power to exclude Japanese from employment on public works.

The order-in-council set forth that by

the Japanese Treaty Act, 1913, the Dominion of Canada had declared its adhesion to the Treaty between the United Kingdom and Japan, but that on April 2, 1902, a resolution had been passed by the Legislative Assembly of the province providing "that in all contracts, leases and concessions of whatever kind entered into, issued, or made by the Government, or on behalf of the Gov-

ernment, provision be made that no Chinese or Japanese shall be employed in connection therewith." Since the passing of this resolution the Government of the province had continuously inserted in its contracts for public works a provision that no Chinese or Japanese should be employed in connection therewith, and had caused a similar provision to be inserted in its contracts and leases in respect to public lands.

The questions submitted and the judgment of the Court were briefly as follows:

1. "Does the said Japanese Treaty Act, 1913, operate or apply so as to limit or affect the legislative jurisdiction or powers of the Legislative Assembly of the Province, and, if so, in what particular or respect?"

2. "If the said Act does not operate or apply so as to limit or affect the legislative jurisdiction or powers of the Legislative Assembly of the Province, does the said Treaty itself operate or apply so as to limit the legislative jurisdiction or powers of the said Legislative Assembly and, if so, in what particular or in what respect?"

In the opinion of the Court the answer to both questions is to be found in the judgment of the Privy Council delivered by Lord Watson in *Union Colliery Company, of British Columbia, vs. Bryden and the Attorney-General of British Columbia*, 1899, A. C. 580. The Provincial legislation in question in that case prohibited the employment of Chinamen underground in coal mines. The decision makes it clear that in all matters, which directly concern aliens and naturalized persons resident in Canada, the Dominion Parliament is invested with the exclusive jurisdiction. Therefore, the Legislative Assembly of the Province has no jurisdiction in the premises, not because of the Treaty or the Treaty Act but because power to

legislate was withheld by the British North America Act.

3. "Is it competent to the Legislature of British Columbia to authorize the Government of the Province to insert as a term of its contracts for the construction of Provincial public works a provision that no Japanese shall be employed upon, about, or in connection with such works?"

4. "Is it competent to the Legislature of British Columbia to authorize the Government of the Province to insert as a term of its contracts and leases conferring rights and concessions in respect of the public lands belonging to the Province, including the timber and water thereon and the mineral therein, a provision that no Japanese shall be employed in or about such premises?"

On these two points the opinion of the Court was as follows:

"It follows from the answer to the first and second questions, that it would not be competent to the Legislature to pass a law prohibiting the employment of Japanese in or about the works and premises referred to in the questions, but it was argued by the Attorney-General that the Government might, with propriety, insert in its contracts terms placing the other party under obligation to refrain from employing persons of a particular race just as the Government itself might, if it were the employer, pick and choose its employees.

"The answers to the other two questions, I think apply as well to these but, if not, then as the Treaty Act has made the Treaty the law of Canada, in so far as the subjects embraced in it are within the legislative powers of Parliament, any Act or resolution of the Provincial Legislature repugnant thereto would be contrary to the Dominion statute and, therefore, beyond the competence of the Provincial Legislature to enact or pass." (*British Columbia—In re the Japanese Treaty Act, 1913.*)

**Dispute between two Unions over Ownership of Funds**

An action was brought in the Court of King's Bench of Manitoba for the possession of certain funds claimed by two rival labour organizations. The facts of the case as set forth in the judgment were as follows: In April, 1919, Jubilee Lodge No. 6, a local branch of the International Brotherhood of Railway Carmen situated at Winnipeg, voted a sum of money to the One Big Union for propaganda work. The Grand Lodge of the International Brotherhood took the view that this action was a diverting of lodge funds to a purpose and object not recognized by the Brotherhood. On May 9, the General President wrote to the lodge making the charge that such action could only have been taken to destroy and depreciate the usefulness and standing of the Brotherhood, and intimating that unless their officers showed cause to the contrary within fifteen days the charter would be revoked. No action was taken by Jubilee Lodge on this letter, and it appeared that the Grand Lodge considered the charter revoked at the time stated. Similar steps were taken with regard to North Star Lodge of the same union also situated in Winnipeg.

At a general meeting of the Railway Carmen of Winnipeg, members of the three local lodges of the International Brotherhood, held on May 13, it was decided to form themselves into Carmen's Council, Sections A., B. and C., which was to come into being on the revocation of the lodge charters. Two days later the regular meeting of Jubilee Lodge No. 6 was held, and it was there decided that the executive officers of the lodge should consider themselves as executive

officers of Carmen's Council, Section A, when it came into existence.

On May 21, on a motion carried at a meeting of the Executive Committee of Jubilee Lodge, the money to the credit of the Lodge, over \$800, was withdrawn from the bank and placed in the hands of the treasurer, with the object of appropriating it for the Carmen's Council. Three days later the charter of Jubilee Lodge No. 6 was revoked.

On June 5, there took place a meeting of ex-members of the defunct lodge, or, as it was held by some, a meeting of Carmen's Council Section A. The meeting unanimously endorsed the action of the executive in transferring funds from Jubilee Lodge No. 6 to Carmen's Council Section A. The ex-treasurer of Jubilee Lodge apparently considered that he had become treasurer of Carmen's Council Section A, for a few days later he sent in his resignation as such. Soon after he handed over the funds of Jubilee Lodge to the newly appointed treasurer of Carmen's Council Section A. On June 20, the Grand Lodge of the International Brotherhood issued a new charter to Jubilee Lodge No. 6. Suit was then brought by this lodge in conjunction with certain of its members, laying claim to the funds of the defunct lodge.

The plaintiffs, in their pleadings, assumed that the original Jubilee Lodge was revived by the second charter and that the two might be considered a continuing organization. The court expressed the opinion that this was not the case, since there was not a single name appearing in one charter that appeared in the other, and the name in itself signi-



fied nothing as it could have been given to any new lodge. Nor was there anything that made the new lodge successors to or trustees for the old lodge. There was in short no continuity between them. For these reasons the Court held that the present Jubilee Lodge No. 6 could not sue, nor could its members either as such or as representing this lodge. Nor could old Jubilee Lodge No. 6 sue, as it was out of existence. For the same reason the plaintiffs could not sue in its name, but they could sue individually by virtue of having been members of it.

There was no provision for the distribution of unexpended funds in the constitution of the original Jubilee Lodge. In the circumstances the money left belonged to the original contributors, that is to the members of the original lodge who were in good standing when it went out of existence. The treasurer of the original lodge was right when he conformed to the orders of the Lodge Executive to withdraw the money from the bank, but he was wrong in transferring the funds to the new treasurer of Carmen's Council Section A.

The judgment of the Court was as follows: "With respect to the defendants, I would allow to amend the style of cause so as to embrace all members of Carmen's Council Section A. The action will be dismissed as to Jubilee Lodge suing in its own name, but without costs. The other plaintiffs are entitled to a declaration that the fund is the property of the members of Jubilee Lodge as originally constituted, who were in good standing on May 24, 1919. It will also be ordered that the defendants deposit the said fund into Court. This is advisable, as it has not been clearly shown that the Grand Lodge was formally notified, and it may be necessary to enquire further into the amount at one time claimed by the joint protective board. It may also be advisable that a receiver be appointed to make the distribution. There will also be an order for further directions. The individual plaintiffs should have their costs." (*Manitoba—Jubilee Lodge No. 6 et al vs. Carmen's Council Section "A" et al.*)

**Suit of minor under Quebec Workmen's Compensation Act must be brought in name of tutor**

A minor employed in a factory met with an accident when at work which caused the loss of the tips of two fingers of his left hand. He brought an action in his own name against his employers under the Quebec Workmen's Compensation Act. The plaintiff claimed that the accident was due to the fault of his employer as the machine on which he was working was defective. He further alleged that he was a flutist in an orchestra and that the loss of his two fingers compromised his musical career and caused him considerable loss. The defendants produced an inscription in

law demanding that the last two allegations be struck out as being foreign to the case, and also entered a plea denying the allegations of the plaintiff and attributing the accident to his own inexcusable fault.

In the opinion of the Superior Court the accident was not caused by inexcusable fault on the part of either the plaintiff or the defendants. The two physicians called by either side agreed that the plaintiff would be handicapped very little if at all as a labourer or for ordinary shop or factory work, but that he might be more or less incapacitated

in special callings. The Court estimated this theoretical permanent disability at six per cent which would entitle the plaintiff to \$18 per annum, or a capital sum of \$340, if he had capacity to institute an action. In its judgment, however, the Court maintained the inscription in law and declared that Article 304 of the Civil Code lays down the general rule that actions belonging to a minor are brought in the name of his

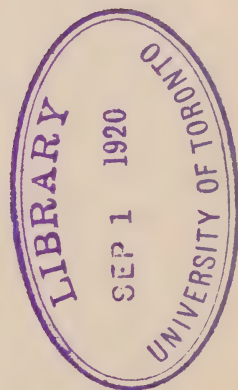
tutor, with the exception that a minor of 14 years of age may himself directly bring actions to recover his wages. Wages earned are quite different in character from the compensation provided by the Act. The present action should have been taken in the name of a tutor duly appointed to the said plaintiff, and not by or in the name of the plaintiff. The action was therefore dismissed with costs. (*Quebec—Dufour vs. Metal Shingle Siding Company.*)

# Information Respecting the Russian Soviet System and its Propaganda in North America

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Issued by the Department of Labour, Canada

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AUGUST, 1920







## INFORMATION RESPECTING THE RUSSIAN SOVIET SYSTEM AND ITS PROPAGANDA IN NORTH AMERICA

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**T**HE Department of Labour has gathered, from many sources, authentic information respecting the Russian Soviet system, its professed objective, and the visible results of its operation.

Numerous sympathizers with the communistic ideal, as experimented with in Russia, have publicly advocated a world-wide adoption of the Russian constitution. Much socialistic and revolutionary literature has been published and distributed, doubtless calculated to disturb and render discontented the minds of people in many lands at a time when economic conditions, due to and arising out of the world war, would seem to aid in the fulfilment of that purpose.

Little has been spoken or written in Canada upon the subject, except by its advocates and those idealists who would experiment with the imaginary rather than endeavor to perfect the real. It is obvious that the people of Canada do not as a whole fully appreciate the gravity of the socialist revolutionary movement in this country.

Canada went to war in 1914, her people fired with righteous indignation against a nation which sought by force to impose its will upon the world, and which repudiated and violated every national, legal, and moral obligation which it had voluntarily assumed. During the intervening years the Canadian people have been feverishly engaged in contributing to the success of our country's effort in the struggle, and in re-establishing our war-worn men and women, as well as our nation's industries, on a permanent peace footing. Those thus nobly engaged have not had much time and still less inclination to listen to or be influenced by the doctrines preached by the Soviet system sympathizers.

Of all the national tragedies which occurred during the war that which befell unfortunate and unhappy Russia was and is the most pathetic. By reason of German duplicity and intrigue the Russian people were betrayed, the last vestige of confidence in their rulers was dissipated, and, in March 1917, the overthrow of the dynasty and government of the Romanoff Czars was accomplished.

Accustomed to obedience without question, generally illiterate and incompetent to govern themselves, the Russian people were easy victims to a disguised but, nevertheless, more real autocracy than that from which they had been freed.

From March to November, 1917, Kerensky endeavored to establish a stable government similar to and patterned after the form existing in the United States, but meanwhile the doctrines of Lenine and Trotsky were welcomed, accepted, and adopted by masses of workers and soldiers who, in the name of liberty, committed every crime imaginable, from theft to murder. In November, 1917, a new Government was declared to exist, the character and constitution of which may be described in the words of the report of the United States Senate Committee on foreign relations, dated April 14, 1920, which Committee had been delegated to investigate the status and activities of Ludwig G. A. K. Martens, the self-announced representative in the United States of the Soviet regime in Russia. His own sworn evidence shows his credentials to have been issued by the "Peoples' Commissariat of Foreign Affairs of the Russian Socialist Federated Soviet Republic" from Moscow, under date of January, 2, 1919, and sealed with the official seal of the Commissariat.

This Government, as was brought out in the course of the testimony, was set up in November, 1917, by counter revolution to the movement of March in that year, which had accomplished the dethronement of the Czar. The Republic operates under a constitution by the terms of which "all property rights in the land, treasures of the earth, water, forest, and fundamental natural resources within its boundaries are abolished; which confirms the transfer of banks into the ownership of the Government, by which there pass over without indemnification to the disposition of the county, provincial, regional, and Federal Soviets, all private live stock and inventoried property of non-labouring homesteads, and under which private merchants, trade and commercial brokers, monks and clergy of all denomination, and, in general, all persons who do not "perform useful social functions" have no right to vote or to be voted for. Under examination Martens explained that a man who owns a farm or other property in Russia and leases it to another cannot vote or be voted for. Under this constitution all banks are converted into a state monopoly, and holdings of bonds in excess of ten thousand roubles, or about five thousand dollars, were confiscated (a rouble is normally worth fifty-one cents in our currency). The confiscation had occurred without authority prior to the adoption of the constitution but was confirmed by that instrument. Under it no Russian is permitted to invest his capital or ship it out of the country or receive interest upon it. The constitution also provides for the disarming of the property classes and the arming of "all toilers" and the organization of a "Socialist Red Army".

Under this constitution, in an election the records are received by a Soviet composed solely of workers, which appoints a commission of verification, which in turn reports back to the Soviet, and the Soviet decides the question when there is a doubt as to which candidate is elected. By this means deputies are elected to the "All Russian Con-

gress of Soviets", and by this Congress the Prime Minister is chosen.

It is not difficult to understand the economic disaster which has fallen upon Russia when one considers the effect of the adoption of such a constitution and form of government in our own country. Imagine all land not personally tilled by the owner confiscated without compensation, and all banks nationalized and deposits above a limited amount confiscated to the State. Imagine all merchants engaged in trade or distribution of goods of any sort, monks and clergy of all denominations being classed as "persons who do not perform useful social functions" and deprived of voice or vote.

The inevitable result of such a suicidal policy has brought to Russia utter industrial demoralization, poverty, hunger, disease, and death, following a couple of years of profligate living and wastefulness by those who suddenly acquired wealth by confiscation, and who were without desire or ability to use it wisely in the interests of the community.

The writer, in personal conversation with a gentleman who left Petrograd in 1918, was informed that it was a desolate City of only 700,000 (formerly 2,000,000) people, hungry and cold, and who held life itself to be of little value. No light, little fuel, shops closed because of shelves stripped and few goods being manufactured outside of army requirements. People of formerly comfortable means were either dead or forced to do the most arduous work. Many, in order to get food at all, had been forced to join the Red army. Moscow, he said, was in almost as pitiable a state as Petrograd; in both Cities the Communists simply took possession of any homes that suited them and occupied them at pleasure, frequently destroying property when it could no longer be of use to them. Industry was paralysed, due to lack of both men and material, as well as demoralized transportation. Wages had risen to such giddy heights that to carry on any industry except with Government paying deficits was impossible; but high wages were of



little value because goods and food were so scarce that prices were still far in excess of wages. Hundreds of thousands of people left the cities of European Russia, especially women and children to seek food and shelter from the revolution, in rural districts. Subsequently organized raids on grain and other stores of food by the Red Army discouraged production, as the only reward for production was confiscation; railway transportation for commercial purposes is very limited, in many districts abandoned because of no available rolling stock or motive power in running order; mining and lumbering, both very important industries, are curtailed to a minimum because of no transport inward for supplies or outward for their product.

Many men and women have come out of Russia and given evidence to the world verifying each other's testimony as to the facts pertaining to conditions there. Reliable labour men, well known to many in Canada, have added their quota.

Ben Turner and Tom Shaw, British labour leaders on their return from Russia, indicate disagreement with the Bolshevik Government policy, especially as regards the franchise. Mr. Turner states there is great lack of clothing, food, and transport, and that smallpox, typhus, and malaria are prevalent. He describes the people as fifty per cent hungry, and that scenes of desolation exist in Petrograd. He states a great division exists between urban and rural populations; the former depends upon the latter for food, the latter upon the former for other commodities; the towns have no commodities to supply, and the rural people are not inclined to satisfy the food requirements because they get no compensating return, currency being practically valueless.

Miss Emma Goldman, the famous anarchist, who, with a number of others was deported from the United States to Russia, has definitely repudiated Bolshevism since she has witnessed it in action.

A most interesting revelation of the existing situation in Russia was published in England on June 3, 1920. It confirms and goes further than the interim report of the British labour delegates referred to. It is from a member of the Council of the People's Economy (Sounarhos) a Bolshevik body, on the present situation in Soviet Russia. This document is reproduced in full from *The Times*, London June 3, as follows:

The economic position of Soviet Russia is growing worse. Every branch of industry and labour is being affected by the process of destruction, which has reached enormous proportions. Partial measures for reconstruction are now totally inadequate.

The chief reason for the catastrophe lies in the general loss of capacity for work in all classes of the population owing to the following:

- (1) Depriving the individual of all incentive to work;
- (2) Remunerating work so inadequately that the payment does not cover the living expenses;
- (3) Hunger, privation, and illness;
- (4) The absence of personal security;
- (5) The appointment to responsible posts of people without adequate qualifications simply because they happen to belong to the Communist Party;
- (6) The deliberate or unconscious sabotage of the Soviet Government by the whole population, carried out in every branch of national life in so far as it manages to escape detection and punishment;
- (7) Military operations, which prevent three-and-a-half millions of the population from engaging in productive work;
- (8) Constant changes in the personnel of the Government, as well as in the existing laws, which often contradict each other, provoking constant inter-departmental friction and loss of time.

It is scarcely possible to effect a remedy in the near future for this loss of working capacity among the working masses and peasants. The peasants are in possession of huge sums of money of various issues, and so long as this is kept in the villages, the peasants feel like millionaires and will not undertake any work outside.

#### THE BONDAGE OF WORKMEN

-By a series of Soviet decrees workmen have been turned into bondmen, bound to whatever situation they may have been working in at the time the decree was issued; bondmen, moreover, without any prospect of promotion, nor any right to exchange their situation even within the confines of factory work or trade union. The Commissaries have not been able to reintroduce discipline among the factory hands, abolished

in 1917, notwithstanding the privileges accorded to Labour, the high level of wages, and the stringent regime to which they have latterly been subjected. The workmen desert works and factories wholesale, even at places where peasant industries have been developed. For instance, in the district of Pavlovsk, in the Government of Nijni-Novgorod, the whole metal industry has ceased to exist, and whole suburbs are deserted; the inhabitants have either fled to the south, or died.

At works and factories previously belonging to big manufacturers, which have been nationalized, there is a heavy penalty on the workmen who desert, but nevertheless the desertions continue to increase. In corresponding ratio with the loss of working capacity and desertions, the production of the factories continually diminishes, and experts are of the opinion that it is impossible to produce above 10 per cent of the pre-revolution output, although official returns state that 25 per cent and even 30 per cent have been reached. The falling off in the output of the factories is also due to the absence of (1) fuel; (2) lubricating oils; (3) repairing material; (4) raw material and raw products. All this has created such a situation that at present it is impossible to speak of the factories as working concerns. The only thing that can be done is to keep the factories running, and this specially occupies the attention of the High Council of the People's Economy. Unfortunately, however, even the mere effort to keep the factories from closing down is, in the majority of cases, impossible, as the factory property is stolen bit by bit by the starving workmen; they barter it for the necessities of life—bread, salt, etc.—to those peasants who are willing to exchange these commodities.

#### LOCOMOTIVES

Up to the present, all efforts have been directed towards maintaining and diminishing transport service and supplying the army. Only 15 per cent of the locomotives awaiting repair have been overhauled. A further decrease in this percentage may be predicted, as the remaining Imperial stock of spare parts and material for repairing locomotives and railway carriages has been exhausted, and it is now necessary to take from one engine the parts which are required to repair another. By applying this method it is possible to repair, on an average, one locomotive by collecting the spare parts from seven others.

The number of new locomotives produced is steadily decreasing; in the whole of Soviet Russia only three or four locomotives per month are turned out, viz., 40 to 50 per annum, as against 800 to 1,000 under the old regime. Nor does the number of new railway carriages in any way correspond with the ever-growing needs of the moment.

Besides the lack of fuel (the wood used being of the 1919-20 season, therefore, still full of sap) and lubricating oils, there is a great dearth

of white metal (babbit) for the railway bearings (which are gradually being replaced by oak bearings lubricated by graphite) and a shortage of steel for railway wheel tires. Only one Martin oven at the Koulebak Works provides the whole of Soviet Russia with steel for railway wheel tires. The non-existence of steel for springs makes it impossible to replace the weakened springs; in consequence, the buffers and coupling-hooks not being on the same level prevents the composing of trains. Moreover, the pneumatic brakes are completely out of order, as well as all the lighting and heating apparatus. The carrying capacity of the railway trucks is not measured by weight, but by space, which makes matters still worse for the railways.

Although the means of transport is so seriously impaired, the Government—by irony—propose to electrify the railways, whilst there are no macadamised roads, no horses and no carts. The railways are falling to pieces at an alarming rate and experts predict that by August, 1920, all railway communication will have come to a standstill. Krassin, for instance, thinks that under the most favourable circumstances this branch of industry may possibly begin to revive by 1928, if taken in conjunction with the partial revival of the iron producing and metallurgic industries in 1927 which is hoped for, provided that the maximum amount of help from Germany is obtained. Other members of the Government are, in their hearts, of the same opinion. The views of engineers are still more pessimistic, as not only the rolling-stock, but also the earthworks, water-supply, workshops, apparatus for signalling, and the like are in a state of dilapidation. In their opinion it is necessary to invest, in round figures, three billions of gold roubles to make the Russian railways more or less fit to meet the requirements of the country.

The Government expects a great deal from the "Labour Army"; but these hopes are without foundation, as no raw material ready for use is available, the mining industry and agriculture being ruined.

#### WATERWAYS AND LAND TRANSPORT

As to waterway communication, hardly 3 per cent of all steamships do not require repairing; the tonnage available for cargo in Soviet Russia is only equal to 3 per cent to 4 per cent of the general tonnage in 1913. It should also be remembered that the waterways, ports, and docks have not been repaired for a long time past, and to put the same into working order would take years and cost at least half a billion gold roubles. New ships are not being built, as the cost of building them is rising more rapidly than freights. For instance, the price of one pood of ship nails at the present time amounts to 25,000 Soviet roubles.

Land transport is almost non-existent, as the number of horses has, on an average, diminished by 70 per cent since 1917, and in the towns even more; for instance at Moscow there are now only



8,000 horses as against 136,000 in 1914. Moreover, in the Soviet Republic there is an extreme scarcity of the following commodities:—Oats (price 5,000 roubles per pood\*); hay (400 roubles per pood); harness (65,000 roubles); horses (60,000 roubles); horse-shoes, nails, iron hoops, sledges, and the like.

#### DISORGANIZATION OF FACTORIES

Other branches of industry are likewise in a state of disorganization. For example, on December 31, 1919, only four Martin ovens, three converters, six cupola furnaces, one blast furnace (being fed with inferior iron ore at the Wiksynsky factory) were in working order, and then only intermittently, and there was not a single rolling machine of any description to be had. In the Urals, immediately after their occupation, all industry collapsed, and at present, according to information received from one of the most prominent engineers, "after destroying everything, they hoped to set up a form of factory trust of Soviet Russia in the Urals, in competition to the United States of America." There, under threat of being shot or punished with the knout, only the Ishevsky factories are still at work, and they are turning out 2,000 rifles a day. The critical situation of the Ural factories is enhanced by the fact that they depend almost entirely upon wood fuel; therefore the aforementioned shortage in horses has had a particularly bad effect, as without them it is impossible to fetch the wood. At present there is no wood available, and there will be none for the next two or three years to come; the Ural region, therefore, cannot be counted upon.

The Petrograd group of factories has ceased to exist; the Moscow group is almost in a like condition; the Sormovo Works at Nijni-Novgorod produce army trains, a small number of cannon and ammunition, approximately 8 per cent of the amount produced in 1914; the Tishinsk Works are practically at a standstill; the Bulebansky Foundry turns out a small quantity of cast iron; the Vyksa has practically ceased to work, although their budget amounts to nearly three billions of Soviet roubles. The Kolomensky and Briansky Works belong to this group; they specialize in building locomotives, and their annual output was at one time 220 and 250 locomotives respectively; at present, however, they turn out  $1\frac{1}{2}$  locomotives per month, that is, 18 per annum, instead of 470. The output of munitions is also extraordinarily small, not exceeding 10 per cent of the work turned out during the Tsarist Government.

Other requirements of the country are equally badly looked after. When thought fit by the administration, orders are accepted, but no guarantee is given as to time of delivery, materials and fuel being supplied by the customer who gives the order.

Many kinds of iron which are only used by village blacksmiths and for agricultural purposes are not being produced at all, as, for instance, soldering iron and bloom-steel.

The position is bound to become worse in the near future, as the Soviet Government is still drawing on the reserve stocks left over from former times, which are now almost exhausted. They cannot last longer than three or four months.

#### ABSENCE OF FUEL

There is no fuel, because only one-eighteenth of the estimated minimum quantity has been prepared. The cause of this is due to the absence of bread, horses, forage, necessary implements, and the new psychology of the workmen and peasants, who have lost their working capacity. Even this one-eighteenth was only achieved through the Government enforcing work by aid of exorbitant wages. Private individuals, who could not use this lever, were unable even to fulfil their contracts.

The drying and cutting of peat, which was limited to the district around Moscow, now yields only 20 per cent on the amount required, consequently there is no electric current for the weaving industry and other factories at Moscow. In the autumn of 1919, at the Moscow Electrical Power Station, a load of eight railway trucks of interest-bearing papers was burnt. Never before has a kilowatt cost Russia so much.

#### THE POSITION OF AGRICULTURE

The position of agriculture is the worst of all. A murrain among the animals, and the various "decrees" issued by the Government, have worked havoc, until the number of agricultural horses has decreased by 50 per cent, and even 90 per cent in the less fortunate quarters. Thus, in many instances, there is only one horse to 150 dessiatins of ploughable land. Hope of procuring horses from the Steppes has also had to be abandoned, as—(1) vast droves of horses have succumbed to mange, vaginitis, and the Siberian plague; (2) horses from the Steppes are useless for the plough and for other agricultural work. Experiments with tractors and the adaptation of motor lorries to the plough have, since October, 1919, had both time and money spent upon them, but they have not yet produced any good results.

There are no seeds for sowing either field or garden, and only 20 per cent of the arable land is under cultivation. The last harvest was poor, chiefly owing to bad tillage, unsatisfactory manuring, and inferior seeds, and also partly to unfavourable weather. It is now impossible to get seeds from Siberia, as there is no means of transport. Soviet estates have not fulfilled the high hopes anticipated; over one billion of roubles has been spent, and they have not even grown sufficient corn for the requirements of the labourers working on them.

Under the influence of the Soviet policy, the peasants have restricted their production to the limits of their own indisputable needs, and, in consequence, there is no agricultural produce which can be sent to the towns. There is no

\* Note—A Pood is equal to 36 pounds avoirdupois.



corn, hemp, flax, seeds, no breeding of animals. Under normal conditions all this should be flourishing prosperously, because there has been no export trade since 1916. The first blow at the production of raw products and foodstuffs had already been struck in October, 1916. Restrictions were levied against the transport of goods from one province to another, and the shortage of raw products began to be felt. The revolution put an end to production altogether, and at the present time there are no raw products, nor will there be any until the means of transport is reorganized and personal freedom in working is restricted.

### POLICY AND PRICES

The Soviet policy was based on the granting of certain privileges to the town workers at the expense of the peasants. At first there were established disproportionately high prices for factory products as compared with low fixed prices for agricultural products. This has led to the necessity of obtaining agricultural produce from the peasants by force—"by pricking them with the point of the bayonet"—as the Soviet saying goes; thus the peasant has been compelled to diminish his production to the limits of his own personal needs.

In January, 1920, in Moscow,

One pound of bread cost.....	200 roubles
" " groats.....	260 "
" " horse flesh.....	400 "
" " beef.....	800 "
" " pork.....	1,000 "
" " fat.....	1,200 "
" " butter.....	2,000 "

Thus prices became more or less equivalent to those of town products, as for instance:—

1 yd. of cotton fabric.....	400 roubles (instead of 8 copecks.)
1 box of matches.....	75 roubles
1 pair of boots.....	17,000 "
etc.	

### EFFECT ON THE PEOPLE

Such an economic policy of the Soviets has only fostered and strengthened the feeling of ownership, and produced a marked leaning towards reaction. This tendency is becoming very pronounced, and if the present regime should collapse, the re-establishment of the strongest bourgeois capitalistic structure in the world may be expected. With this evolution of "deeper Russia" there appears a growing dissatisfaction with the present regime and its rulers, who take no measures (and indeed are quite incapable of doing so) to change this attitude of the people. Peasants and workmen often say now, "The time will come when we shall have a real master."

The attitude of the people towards our former Allies is sympathetic, and hostility towards the Germans is gradually dying away. Unfortunately, however, there is a spread of anti-Semitic

feeling, as the result of the activities of some commissaries, who are often of Jewish origin, and who are held responsible by popular opinion for the disappearance of foodstuffs and increase of prices.

Many members of the Bolshevik party and leaders in Soviet Russia realize the situation, but cannot remedy it; others still remain optimistic owing to incorrect information they have obtained from officials and institutions concerned. It is not easy to obtain correct information, as otherwise the unsatisfactory state of affairs disclosed would lead to an inquiry, and to the discovery of malpractices among officials, resulting in punishment inflicted by the "All-Russian Extraordinary Committee for Fighting Counter-Revolution and Speculation." Thus an accurate report would in the first place affect those representing the department. Malpractices are generally not found out, even by the Government control, as those who issue the reports usually have a secret understanding between the supervising controllers and themselves, and if one suffers the other does likewise. Besides, Government control is not encouraged; it is only tolerated by the members of the Soviet, and they endeavour to avoid it as much as possible. For instance, in the Military Commissariat and the All-Russian Extraordinary Committee control of any sort is *de facto*, non-existent. Control officials have no claim upon the Government rations, are badly paid, and belong mostly to anti-revolutionaries, so they are more susceptible to clandestine intrigue, which hampers national economy. With all this it is difficult to expect any improvement in the inner situation of the country. Even if the blockade is raised and international commercial relations are re-established things will scarcely improve, because the Soviet Government's means of transport has been destroyed to such an extent that all traffic and trade will be difficult for many years to come. The people have no means of production, and no incentive to work. Therefore the Soviet Government is unable to export much. The reserve stocks of timber, corn and flax, which are still in the hands of the peasants, serve their own needs, and the enforced export of such goods abroad would provoke an outburst of ill-feeling towards the Government and the importing countries.

### GOODS FOR EXPORT

The only available goods for export would be timber, and accordingly the Labour Army has been commandeered for lumbering work. Unfortunately their working capacity has proved extremely low, only equal to about one-third of the average. Besides, the need of fuel in the interior of the country is so pressing that the Labour Army will hardly be able to prepare sufficient timber even for the railways, not to speak of other requirements. Lastly, the Labour Army could not be sent to lumbering districts in the north as there are no foodstuffs, and it is very difficult to transport bread and fodder to such places. Thus the Labour Army can only be used in Eastern Russia and in the region of

Moscow, Nijni-Novgorod, and other districts, whence no timber could be exported abroad owing to the extreme distance from shipping ports.

Wages on terms of free hire are now prohibitive in all branches of industry; six hours of work per diem is paid 600 roubles per man; six hours of work per diem is paid 500 to 700 roubles per horse with a lad. If the export of timber is to begin, means of communication must be re-established beforehand, and horses, men, victuals, fodder, and industrial implements must be provided.

To maintain the power of the Soviet Government it is necessary to improve the economic conditions of the country, and, first of all, to re-establish the means of transport. The export of wood to Entente countries would, by the import of certain goods, relieve the country to some extent, and thus strengthen the position of the Communist party. Besides, it would furnish a reason for keeping up a strong Labour Army which at any time could be used in the field.

#### FLAX AND WHEAT

As to flax, it is necessary to bear in mind that the manufacture of cotton goods has stopped, and, simultaneously, a regulation has been issued prohibiting the peasants from receiving such goods; therefore, the flax produced is kept exclusively for home use, and that flax seed is used for oil pressing in such quantities that difficulties are expected in resowing the fields. This is the result of the absence of fats and the high price of oil; linseed oil fetches 1,200 roubles per pound. Besides, flax demands a strong potassium fertilizer and very careful preparation, and, in the absence of alkali salts and manure, flax cannot possibly yield a satisfactory harvest. Lastly, flax is at present subject to a fixed price, therefore the peasants grow it only for their personal requirements. There existed old stocks of flax in the provinces of Kostroma, Tver, and Pskov, but most of them have been already used up by the peasants themselves, and a part has been requisitioned by the Government and used for the production of yarn and peroxiline. All this renders the collection or requisitioning of the remaining small stocks of flax very difficult.

The same thing may be said of the export of wheat. The production of wheat has decreased at the present moment by two-thirds or more. Up to the year 1914, Russia had been able to export 15 per cent of her total production, after satisfying her own standard of consumption, which is the lowest in Europe. Putting our pre-war production at 100 per cent, we consumed 85 per cent of it, which meant about 14 poods per person, as against 17 poods in Western Europe. At present Russia only produces about 45 per cent which is 40 per cent less than her previous home consumption. We may expect famine in Soviet Russia, and an entire population may die out altogether in Northern Russia, as it chiefly existed on corn transported from the South.

Agriculture has suffered most in Soviet

Russia; to re-establish its special concerns must be created, run by joint-stock companies in the South and South-East, which regions are sparsely populated. In more crowded areas small farms should be set up. This would meet with the approval of the people, who even now realize that they must not appropriate land without payment of taxes. The peasants are ready and willing to buy the land which they occupy. That is one of the reasons why the Soviet Government finds it difficult to collect taxes from the peasants who are saving up and hiding money with a view to eventually buying the land from its legitimate owners. The holding back of currency notes has created the necessity of issuing new emissions, as the notes which reach the villages do not return to the State Bank.

#### LAND AND THE MONETARY SYSTEM.

A settlement of the land question in this sense may provide the means for reorganizing the monetary system, and influencing the mentality of the masses, who will give away their money for their land, and will no longer consider themselves millionaires. Then they will settle to work again. This would be the best way for redressing the trade balance of the country, as the former landowners will invest the money received in industrial and other undertakings.

The adverse trade balance could hardly be restored by granting concessions to foreigners, because the Soviet Government could never admit the existence of concessions, which could have the privilege of ex-territoriality. This would involve the admittance of payments in gold, along with the prevailing Soviet currency, and the contrast between the two currencies might bring about a counter-revolution. Besides, concessions could only be worked advantageously if the conditions of the local labour market—*i.e.*, re-victualling, fodder, necessities of life, dwelling-houses, clothing, etc.—were satisfactory. No concessions could be profitably worked with imported labour; they would have to depend on local labour; but it must be remembered that normal working conditions are at present non-existent in Soviet Russia. The transport service is destroyed, and there are no victuals, no necessities of life, no raw materials, and no possibility of getting them. First of all, the transport service must be restored with foreign assistance, the economic situation of the country must be improved, and the "Labour Army" must be reinforced and reorganized as a strictly military institution—a rifle in a workman's hand is the best weapon against the bourgeoisie! Accordingly, such concessions will not be intended to serve solely economic purposes and cannot be expected to yield profit. If the Government of Soviet Russia were to guarantee a profit on the concessions to be granted, this would be a sort of payment made on behalf of the people. It would supply in an indirect way the necessary sum for the upkeep of the Labour Army. Lastly, such concessions would be the means of fomenting agitation among the popular masses against the Powers holding concessions.



### KRASSIN'S CONDITIONS.

The conditions under which the Soviet Government could grant concessions are very aptly defined by Comrade L. B. Krassin—viz., "Recognition of the decrees of the Soviet Republic in the conceded territory, adoption of the same system of payment and labour regulations as are in force over the territory of the Republic, the recognition of and submission to the Soviet Republic."

Regarding the future status of eventual concessions, Comrade Tchitcherine, in a letter to President Wilson, clearly set forth our fundamental principles. He states that the Communist Party do not consider the present bourgeois Governments to be legitimate, and that the Communists have entered into agreements only as a temporary measure, being forced to do so by the prevailing circumstances, owing to which those who will one day take the place of ruling presidents and monarchs are still detained in prison. This letter is, so far, the credo of the foreign policy of the Soviet Republic. It is evident that, owing to lack of recognition from the bourgeois Governments, it is not necessary to be too particular in the observance of those obligations which have been voluntarily contracted, as, in coming political changes, all such obligations will be automatically set aside. Thus, the Communist Party is ready to conclude any agreement, which will only turn out to be a repetition of the Treaty of Brest-Litovsk. This applies also to negotiations with Poland, with which country we shall certainly be at war as soon as circumstances permit, as, because of the impossibility of a Socialist Communist State being able to conform to its ideals if situated in juxtaposition to bourgeois States, according to the fundamental principles of the Communist Party, wars must go on so long as all existing States are not transformed into Soviet Republics. This is a basic principle, and demands the use of all and every means in the fight for existence. It does not necessarily imply the use of arms. The reign of true Communism cannot be eternally maintained by arms alone; it must be based on the very essence of human nature. The most splendid victories of Communism have been brought about mainly by the power of its principles, and by the judicious inoculation of its ideas by peaceful means.

An example of this is the clever way in which the Soviet authorities took advantage of the political mistakes committed by Koltchak and Denikin. The Soviet Government was not slow to realize these errors; it took quick action and all the anti-revolutionary forces soon collapsed. In the rear of Koltchak the Government expended 80 million roubles in gold for purposes of propaganda, and in the rear of Denikin about 70 millions. Vast sums of money are being sent to Poland in the rear of the Polish armies for the same purpose. This has proved a very efficacious as well as practical method, because, after the occupation of the territory by the Soviets, the money being requisitioned returns almost in full to the State Exchequer. This measure, therefore, scarcely affects the gold balance of the

Soviet Republic, and further requisitions of gold from the bourgeoisie in the occupied territory helped to swell the State Treasury.

Even the 15,000,000 roubles in gold paid by the Republic to Euthonia in accordance with the Peace Treaty may be expected to return to the State Exchequer in due course.

In the closing paragraphs of the foregoing statement three things are particularly noteworthy—i.e. the war with Poland, which is even now in progress; the anticipated granting of concessions to foreign countries, which is borne out by press reports in our own Canadian papers of July 17, indicating that the Russian Soviet Government is proposing to obtain necessary imports to restore transportation and industry within her own borders by granting large timber, iron, gold, oil, and oilshale concessions to outside countries in payment for goods received, and the propaganda methods adopted by which Koltchak and Denikin were first betrayed and then annihilated.

Briefly stated, the Soviet regime in Russia has resulted in the murder of thousands, the death of millions by war, plague, and hunger, and in the destruction of industry, of agricultural production, and financial credit. No one can accurately foretell the extent of the loss, suffering, sorrow, and death which must inevitably still occur before the final act in this terrible drama is ended.

Numerous other reliable authorities might be quoted to verify the foregoing facts indicating the utter failure of socialistic ideals as practiced in unhappy Russia, but these are probably sufficient to indicate the truth.

Our concern, however, does not end with a knowledge of the disasters wrought there. What is the cause and purpose of the active socialist propaganda in North America? The credentials of Mr. Martens, the accredited Ambassador of the Soviet Republic to the United States did not warrant his assumption of diplomatic privilege. He never presented himself at the State Department or sought the usual audience with the Secretary of State which is customary for diplomatic representatives. He protested constantly to the United



States Senate Committee, which was conducting an investigation of his activities, that his sole purpose in the United States was to develop trade relations between the United States and Russia, although he had never communicated in any way with the War Trade Board or any other Department of the United States Government respecting trade. What then was his real purpose? Documentary evidence submitted to the Committee indicated that a Bureau had been organized in the City of New York for the purpose of establishing communications with Russia, and carrying on propaganda work in America. This Bureau was composed of eight persons, Martens being the head, and Mr. Santeri Nuorteva the Secretary. (This latter gentleman will be remembered in connection with certain Canadian matters during and since the war.) Communications between Mr. Martens and his Government were almost invariably carried by couriers whose travels are presumed to have been facilitated by spurious passports, or otherwise certainly in violation of the laws governing foreign intercourse between the two countries at that time. He testified that twenty couriers were engaged in this service. In addition to letters, instructions, and other communications, large sums of money were brought over by them.

As to his real mission in America the following excerpt from the United States Senate Committee's report is illuminating;

In seeking to determine what propaganda, if any, he is carrying on, for the overthrow of Governments, as directed by the resolution of the Senate, the testimony is somewhat complicated. It is evident from the constitution of the Government which he affects to represent (p. 165) that the fundamental problem of Soviet Russia is to bring about "the victory of socialism in all lands" In this motive Martens admitted (p. 166) the United States is "absolutely" included. There were also adduced in evidence two letters, copies of which were furnished by Martens himself, purporting to have been addressed by Nicolas Lenin, Prime Minister of Soviet Russia, to American workingmen. The first of these letters (p. 111) dated August 20, 1908, counted "on the inevitability of the international revolution" (p. 116),

while the second, dated January 21, 1919, laid emphasis (p. 117) on the tremendous rapidity with which the workers in various countries have gone over to communism and Bolshevism, and boasted (p. 120) "that the Soviet power is great and spreading, growing, and establishing itself all over the world." These documents, the authenticity of which Martens admitted (p. 121) were justified by him—the earlier appeal on the ground that this was necessary counter-propaganda against the activities which, as he asserted, the so-called Creel Committee had carried on in Soviet Russia (p. 122). He pointed out that this letter was written prior to his appointment as Soviet representative in this country. But the second letter, dated January 21, 1919, and also offered by himself in evidence, (p. 117) was written some three weeks after Martens' appointment, and he justified it (p. 179) upon the ground that American troops were in Russia opposing Bolsheviks, though he qualified this justification by declaring (p. 180) that propaganda of this character a few months later would have no justification.

It appeared, however, that even at this time, when as he contended, propaganda of this kind would be unjustifiable, there met in Moscow the so-called Third Internationale, which is the parent body of all Communist organizations, and, in fact, its international court of last resort. From this body issued a manifesto signed, among others, by Nicholas Lenin, the Soviet Prime Minister, and by Leon Trotsky, the Soviet Minister of War, who are the ruling spirits in the Soviet Government. It is addressed "to the proletariat of all lands" and purports to contain (p. 182) "the authentic direct message from the conquering proletariat of great Russia to the toiling masses of the world." It pictures "alongside the dethroned dynasties of the Romanoffs, Hohenzollerns, and Hapsburgs, and the capitalistic cliques of these lands the rulers of France, England, Italy and the United States . . . revealed in the light of unfolding events and diplomatic disclosures in their immeasurable villainess."

With these sentiments (p. 183) Martens said that he agreed; and (p. 185) in an article signed by him and published in the *New York Call* on Thursday May 1, 1919, he declared that "the attitude of the workers of the world toward the Russian workers' revolution has proved that the spirit of International solidarity of the workers is not dead. It is resurrecting in the Third Internationale a new glory," and he concluded his article with the exclamation, "Long live the Third Internationale." He later (p. 185) testified that he approved of the Third Internationale and its principles. It also appeared (p. 187) that the Russian Soviet Government, by a decree issued in December, 1917, appropriated 2,000,000 roubles "for the needs of the revolutionary international movement for the disposition of the foreign representatives of the commissariat for foreign affairs". Martens

himself, by the *prima facie* evidence of his own letter of credence, is such a representative, and this appropriation of money for the purpose of propaganda in foreign lands he justified (p. 189) on the ground that at this time "Russia was in the throes of a revolution and civil war and was attacked by all Governments". He added that he supposed the amount allocated was much more than 2,000,000 roubles. He declared that the Bureau through which this money was to be expended has now passed out of existence, but admitted that his information on this point was gained through the Russian newspapers (p. 190). In this connection it was developed that a report alleged to have been sent by Martens to Fredrick Strom (p. 191) the Soviet representative at Stockholm, spoke of Martens' agents being "busy in the Western States and in Canada where they are. . . creating secret Committees for propaganda and becoming acquainted with professional organizations and local press" and that "American workers" associations are passionately interested in the state of Russia and they are becoming more and more firm in the creed that nothing but Bolshevism could advance the proletariat". Martens admitted to have sent many communications by courier to Strom, but he denied that any report of this character was among them.

In line with the foregoing it may be significant that Martens, in his closing words of testimony before the Committee, testified that it "would be an improvement to have the Soviet Government here" and that he "would call that revolution."

It further appeared (p. 208) that a newspaper published in Petrograd in the interest of trade unions of that City, and known as the "Trud", on November 10, 1919, published an article declaring that "soon the victory of the proletariat dictatorship in the whole world will be guaranteed", that "with the proletariats of all countries an agreement would be reached without any diplomats. But with you, Messrs. Imperialists, we shall carry on conversations just as you do with us—behind every word force; behind every condition force—behind every demand force". In commenting on this Martens testified that he did not believe in "force as such" but that he did believe in it "if necessary".

Martens admitted (p. 239) that he had been a revolutionist for 25 years and in every country where he has ever lived; that he was a revolutionist when he came to the United States, and that he is a revolutionist now.

As indicating the difficulty of separating Martens and his activities from propaganda carried on for the purpose of replacing the existing Government of the United States with Sovietism, it is instructive to note (p. 52) his emphatic testimony that he never "attempted in any way to have the people of this country advocate a soviet form of Government; that he was not connected directly or indirectly with any organization or association which advocated sovietism in this country; and that he had never given support either moral or financial to such an organization. This testimony, however, was followed immediately by an admission (p. 52) that he was "very often in touch with these

organizations" and that "on several occasions" he "accepted their invitation and spoke about Russia but never in regard to the internal affairs of the United States". These speeches, he testified (p. 53) were fully reported in the *New York Call* yet in connection with speeches made by others and likewise reported in the *New York Call* he protested vehemently that they were incorrectly reported (p. 24). This leads to the suggestion that Martens possibly occupied a privileged position in the columns of the *New York Call* such as he testified attended him when he sought to obtain Russian citizenship.

Referring to the secret activities of Martens, it will be noted from the testimony (pp. 212, 220 and elsewhere) that he denied all knowledge or relationship with the Russian Socialist Federation except in so far as the evidence presented by counsel for the Committee compelled qualifications in reply to interrogations. For example the telegram addressed to the convention of the Russian Socialist Federation in Detroit (p. 284) is documentary refutation of the witness's statement that he never gave, directly or indirectly, moral support to an organization which advocated a soviet form of Government in the United States. The record shows (p. 251) that in spite of repeated denials on the part of the witness he was regarded by his most important assistant, Mr. Nuortova, and his friend, Dr. Mislig, Treasurer of the Russian Federation, as an actual member of the association. This association, be it noted, not only advocates a soviet form of Government but is organizing for the purpose of overthrowing the present form of Government under which we live, by force and violence. Martens denied explicitly (p. 281) that he had engaged in secret political activity, yet when confronted with the minutes of the secret convention held by the Russian Socialist Federation in Detroit in August 1919, he was compelled to admit making a speech before the delegates. On at least two other occasions also he had tried to reach a basis of co-operation in conference with the executive committee of the Association.

In connection with his Bureau Martens published a weekly newspaper known as "Soviet Russia" which has a circulation of from 15,000 to 30,000, about one half of this number going to subscribers, some 2,000 being "sent without charge to public men in the country" and the balance distributed by new agencies (p. 57). He also contemplated opening a technical school for Russians purposing to return to this country (p. 57), but this plan was never consummated. He proposed "to call a technical conference of those who desired to help Soviet Russia" and for this purpose registered over 20,000 people. This registration took place not only at the office of the Soviet Bureau in West Fortieth Street, New York City, but also at the Rand School, where some form of branch office was maintained (p. 345). A questionnaire was furnished to each registrant and in its original form a registrant was asked if he preferred to "remain in America to work with the Soviet Government" (p. 347). Martens adduced no adequate explanation of what this "work with the Soviet Government" in this country would comprise.



Martens himself appeared to have had very little to do with the practical management of this Bureau. He seems to have been something on the order of a show figure, and he frequently responded in tactful terms of gratitude to letters and resolutions of greeting which were sent to him by numerous organizations of a socialist nature, both American and Russian in their membership. One of these letters of greeting presented in evidence (p. 279) came from the Socialist party of the eighth assembly district of New York, in which the members of this organization pledged themselves "to work unceasingly for the propagation of those principles and policies and tactics that will aid directly in the establishment of a socialistic federated soviet republic in America." Against such sentiments Martens testified (p. 280) he did not protest, saying that he regarded this as none of his concern, and adding that he did not regard it as a crime "to propagate the Soviet idea in the United States" (p. 281).

Prominent among Martens' activities was his attendance upon public meetings generally held under the auspices of some of the numerous branches of the Socialist party. One such (p. 215) was addressed by Gregory Weinstein, who was reported in the newspapers to have said "we have come here to tell Comrade Martens that we intend to prepare to take over this great country just as the working class has taken over Russia". Another, held April 1, 1919, presided over by Nicholas Hourwich, a near relative of whom later became the head of a Department in the Martens Soviet Bureau, and who was quoted in the *New York Call* as having said in his opening address that the "left wing proposed to bring Bolshevism to America" (p. 218). Martens declared that he did not remember having heard either of these declarations, that he made no protest about it at any rate, that he is a Bolshevik, that he "would be very glad to see America Bolshevik" and that "any means which would produce this condition would be justified".

The repeated reference to the fact that Martens used the *New York Call* extensively as his publicity medium is interesting to Canadians in that this was the publication for which the Rev. Wm. Ivens of Winnipeg was the reputed correspondent. During the brief period that telegraphic communication was in the hands of the strike Committee, of Winnipeg, in 1919, reports of the situation there continued to appear in the *New York Call* apparently transmitted by its Winnipeg correspondent.

The reference in the foregoing report to funds received by the Martens' Bureau, for propaganda work, recalls to mind the fact that United States currency in Fifty Dollar denominations

was quite extensively circulated in Winnipeg in May 1919, being presented at Banks, chiefly by foreigners, to be changed into bills of smaller denomination.

It is apparent from the foregoing report that the alleged mission of Mr. Martens to America was not his real mission, and, further, that his propaganda campaign included Canada as well as the United States.

Indicative of the Soviet Government's ultimate aim the following extract from Lenin's letter of May 30, 1920, to the members of the British Labour delegation then in Russia, is significant: "Shaw and Guest, members of your delegation, were obviously surprised and hurt by my statement that England, notwithstanding our peace proposals, continues her intervention, is carrying on a war against us in the Crimea and in Poland, and they asked me whether I have proofs to this effect. I replied that, for the purpose of getting access to the secret agreements of the British Government, it is necessary to overthrow it by revolutionary means and to lay hold of all documents of its foreign policy, as was done by us in 1917." Needless to observe Mr. Lenin's answer was not accepted as proof of his statement.

#### Is Canada Affected?

It is reasonably apparent that Socialism, as practiced under the Russian Soviet System, has proven a disastrous failure in Russia, and that it was and is the ambition of the Soviet Republic to make their revolution world-wide in scope. Neither a nation nor an individual can live wholly independent of all others. It is equally obvious that Soviet Russia cannot hope to perpetuate her ideals unless they are practiced internationally, hence her object is to involve the world.

Various organizations in Canada are spreading socialistic propaganda, the promoters and leaders in most instances knowing full well that they are wilfully misleading many honest-intentioned citi-



zens by the various disguises under which their aims are cloaked.

Among the numerous organizations referred to may be named the following:

- The Socialist Party of Canada;
- International Bible Students;
- The One Big Union;
- The Labour Church;
- The Russian Socialist group;
- The Ukranian Socialist group;
- The Finn Socialist group;
- The Ukranian Dramatic Society—Moose Jaw;
- Ex-Soldiers and Sailors Labour Party, Winnipeg;
- The Union of Russian Workers;
- Zluka (Ukranian Bolsheviks);
- Spujnia (Polish);
- The Bulgarian Bolsheviks;

- The Jewish Bolshevik party;
- The Socialist Revolutionary group;
- The Anarchist Communists;
- The Communist Labour party;

Their policies differ in degree only. Almost all repudiate religion. Each in their own way propose to make over our economic system by forcible means, adding, as most of them do, "if necessary".

A number of these organizations control certain so-called labour papers, the most influential of which are the B. C. Federationist of Vancouver, Searchlight of Calgary, O. B. U. Bulletin of Winnipeg, Vanpas (Finnish) of Sudbury, Travailleur (in English and French) of Montreal, together with others published in various languages.

Pamphlets and cards are extensively printed and distributed. Following is a sample:

#### CARD OF MEMBERSHIP

## ONE BIG UNION

### NATIONAL INDUSTRIAL UNION OF THE DOMINION OF CANADA

"Money is the Root of All Evil,"  
saith the Lord.

I, the undersigned, do hereby declare that, by the help of God, I will STRIKE against the use of money at any time I may be called upon.

Name .....

Address .....

Witness .....

"Come unto me, all ye that labor and are heavy laden, and I will give you rest," saith the Lord.

Space will not permit reference to each of the organizations referred to herein, but mention of two would seem desirable, viz: THE ONE BIG UNION: THE LABOUR CHURCH.

The One Big Union is an industrial organization conceived by prominent Socialists in this country, who evidently hoped to effect an economic and political revolution by means of the strike weapon. It proposes that all who toil would become members of one union and by economic force, compel acceptance of their demands. To many the thought appeals. Is not organization the order of the day? Organized capital, organized employers, and organized labour are all realities; why not create one huge union of which all workers would be members and thus greatly add to the efficiency and strength of labour? Why not try the new idea? . . . The idea is not new; it was first seriously advanced in 1869, by Uriah Smith, in Philadelphia, when he and other garment workers originated the "Knights of Labour". That organization advocated public ownership and operation of all public utilities, co-operation in the production and distribution of goods, for the common good of all. "An injury to one is the concern of all", was their declaration of faith. They were organized in one body, without distinction of trade or craft. They denied all identity of interest between employer and employee and objected to being expected to respect any contractual obligations. In 1875 at a National convention at Tyrone, Penn., the Social Democratic party of North America joined the Knights of Labour. For a decade the dual organization progressed until, in 1885, they introduced sabotage in the Gould strike, which brought upon them public condemnation resulting in their dissolution as a labour organization in the nineties. The One Big Union of to-day, is in principle, a reproduction of the "Knights of Labour" of 1869.

Following close upon the dissolution of the Knights of Labour the "Socialist Trade and Labour Alliance" sprang into existence, in 1895, when a delegation from District Assembly 49 of the Knights

of Labour met with the Central Labour Federation of New York City and formed the new alliance. The plan originated with Daniel DeLeon, a fervid Marxian Socialist, and the organization was endorsed by the Socialist Labour Party. The alliance never prospered and ceased to exist in 1905, but its leaders played a prominent role at a Convention in Chicago in the same year, at which the Industrial Workers of the World was formed, and into this latter organization the Socialist Trades and Labour Alliance was merged.

To indicate the close similarity between the policy of the Socialist Trades and Labour Alliance and the One Big Union a letter addressed to Mr. R. B. Russell, just prior to the first One Big Union convention at Calgary, in 1919, which has for some time been a public document, is here quoted:

Dear Friend Russell:

Glad to hear from you. I know how busy you are so never apologize for not writing me. I had the enclosed tucked safely away for the last nine years awaiting the day which I knew was coming. I want you to have a print made of it by someone whom you can trust not to destroy the original, then carefully send it on to Wells, B. C. Federationist, with similar instructions. I want it returned to me; gold cannot buy it. It is off this that Lenin has formed his Soviet administration as far as possible. It was drawn up by Daniel DeLeon, 9 years ago. Get paper copies of this on a circular and send it broadcast. The Henry Dubbs will get the idea quickly, much more so than dozens of lectures. So you see I was in O. B. U. before I was a Socialist or Bolshevik.

(Signed) ROSE HENDERSON.

The preamble of the One Big Union constitution is also quoted to indicate similarity between the "Knights of Labour" and the One Big Union.

#### CONSTITUTION AND LAWS OF THE ONE BIG UNION.

AMENDED AT WINNIPEG CONVENTION,  
JANUARY, 1920.

#### PREAMBLE.

Modern industrial society is divided into two classes, those who possess and do not produce and those who produce and do not possess. Alongside this main division all other classifications fade into insignificance. Between these

two classes a continual struggle takes place. As with buyers and sellers of any commodity there exists a struggle on the one-hand of the buyer to buy as cheaply as possible, and, on the other, of the seller to sell for as much as possible, so with the buyers and sellers of labour power. In the struggle over the purchase and sale of labour power the buyers are always masters—the sellers always workers. From this fact arises the inevitable class struggle.

As industry develops and ownership becomes concentrated more and more into fewer hands; as the control of the economic forces of society become more and more the sole property of imperialistic finance, it becomes apparent that the workers, in order to sell their labour power with any degree of success, must extend their forms of organization in accordance with changing industrial methods. Compelled to organize for self-defence they are further compelled to educate themselves in preparation for the social change which economic developments will produce whether they seek it or not.

The One Big Union, therefore, seeks to organize the wage worker, not according to craft but according to industry; according to class and class needs, and calls upon all workers to organize irrespective of nationality, sex, or craft, into a workers' organization, so that they may be enabled to more successfully carry on the every day fight over wages, hours of work, etc., and prepare themselves for the day when production for profit shall be replaced by production for use.

#### WORKERS OF THE WORLD UNITE.

##### NAME.

*Clause 1.*—The name of the organization shall be THE ONE BIG UNION.

##### MEMBERSHIP.

*Clause 2.*—Membership in the O. B. U. shall be open to all wage workers. No member shall be eligible for any elective office in the O. B. U. who is carrying a membership card in any International Union, and no delegate to represent a unit who carries any other form of union card.

##### INITIATION FEE.

*Clause 3.*—The maximum initiation fee to be charged by local units for new members shall be One Dollar.

The I. W. W. headquarters advertised, published, and distributed One Big Union literature in 1919, and gave aid and encouragement to its organization in Canada. The name "One Big Union" was adopted at the Calgary convention, it being stated that it would not do for them to be known as the I. W. W. in Canada. Scores of documents and incidents could be quoted in evidence to

prove the close connection existing between Martens' Soviet Bureau in New York and O. B. U. leaders in Canada. A few will doubtless suffice.

Appeals are being directed to all O. B. U. units in Canada to contribute to a fund for sending medical assistance to Soviet Russia. These appeals have appeared in the *British Columbia Federationist*, and have been read in most if not all of the O. B. U. branches in Canada. In some cases they have been presented by emissaries who appeared in person. It will be noticed that the Soviet Bureau in New York is acquainted with the whereabouts of the O. B. U. branches in Canada.

In Toronto, on April 9, last, a speaker said that "in the very near future the O. B. U. will be a real communistic organization and a lot of members of this body are communist anarchists, and I. W. W., and are getting more powerful all the time. Very soon all the Unions will join the O. B. U. All organized workers are waiting and getting ready for a general strike; then will break out something."

At an O. B. U. meeting in Montreal, on March 28 last, a well known organizer stated "he was in Winnipeg during the strike and no one can deny at the present time it was the object pure and simple to overthrow the Government and establish a Soviet Government in Canada. All realized now they had made a mistake in starting in Winnipeg alone, but that they should first have got a thorough organization all over Canada and then made one big revolution which it would have been impossible to suppress".

These examples of the utterances of the O. B. U. leaders surely indicate their real purpose. It is, however, only fair to point out that they have at the moment many adherents who are not aware of and would not willingly support their revolutionary intentions.

The name "One Big Union" was adopted to mislead the worker who would not affiliate with the I. W. W. movement. The Labour Church is a subsidiary of the One Big Union, as the following information will indicate;



The first so-called Labour Church was established in Winnipeg during the winter of 1918-1919 under the auspices of Rev. Wm. Ivens, the reputed Winnipeg correspondent to the *New York Call*.

In June 1919 a New People's Church was set up in Brandon, presided over by Rev. A. E. Smith. In September 1919, the Labour Church in Edmonton was formed, with the Rev. G. L. Ritchie as pastor. In June 1920, an effort was made to establish one in Fort William under Mr. A. Henry, one in Vancouver under Mr. J. S. Woodsworth, and also one in Calgary. It may be recalled that the Russian Soviet Republic in its constitution adopted in 1917 repudiated all forms of religion as then practiced and declared that monks and clergy of all denominations do not perform any useful social functions.

Mr. Martens is the authorized ambassador of the Soviet Republic in the United States and head of the Soviet Bureau in America for the conducting of a propaganda campaign admittedly financed by the Russian Soviet Government.

There is evidence of the fact that Martens had agents at work in the Western States and Canada, and proof that Rev. Wm. Ivens was an active O.B.U. promoter, and correspondent for the *New York Call*, Marten's chief publicity medium.

Mr. T. A. Barnard, of Victoria, in mentioning the Labour Church said, "one could speak on anything which would benefit the state of things in the present world and let the world hereafter take care of itself."

Mr. A. Henry, at Fort William, said, "We could get some recruits from the Orthodox Church; the best thing to call this education is the Labour Church, because if it is called a socialist meeting there are a lot of people who would not come."

Many more similar utterances of the men acting as pastors of these so-called Labour Churches might be quoted. It

would appear that this movement is merely a subsidiary of the Socialist Revolutionary movement and a piece of hypocrisy, evidently conscious in the case of most of its promoters, designed to interest in the revolutionary movement persons of religious and humanitarian principles to whom the ordinary Marxian propaganda would not be attractive. It surely contains no genuine element of religion.

Mr. R. B. Russell, Manitoba Secretary for the O.B.U. and a member of the Executive, was asked, in May 1919, why they were attacking the international trade union movement so bitterly. His reply was that the Trade Unions had always stood in the way of the progress of socialism and that they must be destroyed. This was exactly the attitude of the Knights of Labour. In Canada the International Trade Unions have a total membership of about 260,000; their policies are well known. In the industrial field they endeavour, by crafts, to negotiate agreements with employers by direct conference or arbitration, a strike always being a last resort. They respect and uphold constitutional Government; their members are obligated before God and hold sacred the moral law. The following table will give the reader an idea of the relative standing of the various organisations of labour in Canada:

	Branches	Membership.
International.....	2,309	260,247
Non-International...	325	33,372
Independent.....	29	8,278
National Catholic....	83	35,000
One Big Union....	101	41,150
Totals.....	2,847	378,047

There is at the moment some indication of an attempted alliance between the non-Internationals and the One Big Union, but there would appear to be little probability of success.

The National Catholic Unions are located in the Province of Quebec and are very anti-socialist.

It is to be remembered finally that the insidious propaganda campaign which has resulted so disastrously in Russia is still being carried on in North America and in other parts of the world. The popular motto is "bore from within." This process is going on in both the religious and industrial field. Employers who do not show due regard for the needs and rights of their workmen are substantially aiding the enemy that would destroy them. Many do not recognize that the legitimate labour movement is today playing a large part in preventing industrial and economic disaster, it is also the power that guarantees to the worker a reasonable return for his labour, a standard of living much above that which would prevail were his interest not protected, and is an anchor to steady him from the waves of radicalism which from time to time seek to wreck all that has been accomplished by way of constructive permanent improvement. Trade Unions which retain within their ranks men who use their membership to "bore from within", and destroy instead of support, are assuming a serious responsibility and risk. There is unquestionably need

of and opportunity for work by the Christian Churches of every denomination.

The Government of Canada has given serious and constant attention to this problem during the past year and a half. Every action taken to protect the people has been misrepresented by the Red propagandists. If further sympathy or support is given to this revolutionary movement, that would if it prevails devastate North America, as it has destroyed Russia, it will not be done innocently.

It was not deemed advisable to make any official statement regarding this propaganda campaign until a thorough examination of it had been completed. The facts as they exist are outlined in this article. It is for every citizen to decide as to how his or her influence will be directed. If our industrial, social, political, and religious institutions, established through years of experience, should, in the opinion of our people, be replaced by a Constitution such as now exists in Russia, then their course is clear; if, on the other hand, they desire to perpetuate the British constitution, civil and religious liberty, love of God, home and native land, then their line of duty is also plain.













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